



Park View

# Park View Specific Plan

*Upland, California*

March 10, 2008





# **PARK VIEW SPECIFIC PLAN**

*Upland, California*

*A Mixed Use Planned Community By:*

**ALLIED RETAIL PARTNERS, LLC**  
500 Newport Center Drive, Suite 800  
Newport Beach, California 92660

**March 10, 2008**





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*Upland, California*

*Project Applicant/Master Developer:*

**ALLIED RETAIL PARTNERS, LLC**  
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Newport Beach, California 92660

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March 10, 2008



**SECTION 1. EXECUTIVE SUMMARY**

1.1 Community Vision ..... 1-1

1.2 Purpose of the Specific Plan ..... 1-1

1.3 Governing Documents ..... 1-2

1.4 Specific Plan Components ..... 1-3

**SECTION 2. INTRODUCTION**

2.1 Goals and Objectives ..... 2-1

2.2 Specific Plan Purpose ..... 2-3

    2.2.1 Specific Plan Authority ..... 2-4

    2.2.2 Relationship to General Plan..... 2-4

2.3 Specific Plan Proposal ..... 2-4

    2.3.1 Project Overview..... 2-4

    2.3.2 Commercial Uses ..... 2-5

    2.3.3 Residential Uses ..... 2-5

    2.3.4 Parks, Trails and Recreational Facilities..... 2-6

2.4 Requirements of the Specific Plan ..... 2-7

2.5 Development Approval Components ..... 2-7

    2.5.1 General Plan and General Plan Amendment ..... 2-7

    2.5.2 Specific Plan..... 2-7

    2.5.3 Subdivision Maps ..... 2-7

    2.5.4 Development Review ..... 2-8

2.6 CEQA Compliance ..... 2-8

2.7 Relationship to General Plan and Zoning..... 2-8

**SECTION 3. EXISTING CONDITIONS**

**3.1 Property Ownerships..... 3-1**

**3.2 Existing Land Use and Setting ..... 3-1**

**3.3 Topography ..... 3-1**

**3.4 Existing Circulation and Access ..... 3-1**

**3.5 Existing Infrastructure / Utilities / Public Services ..... 3-1**

    3.5.1 Water ..... 3-6

    3.5.2 Sewer ..... 3-6

    3.5.3 Hydrology and Drainage..... 3-6

    3.5.4 Electricity..... 3-6

    3.5.5 Natural Gas ..... 3-6

    3.5.6 Communication Systems ..... 3-6

    3.5.7 Solid Waste ..... 3-6

    3.5.8 Schools ..... 3-6

**3.6 Vegetation..... 3-6**

**3.7 Easements..... 3-7**

**SECTION 4. LAND USE**

**4.1 Introduction ..... 4-1**

    4.1.1 Commercial Land Use ..... 4-1

    4.1.2 Residential Land Use ..... 4-1

    4.1.3 Residential Planning Areas ..... 4-3

**4.2 Commercial Land Use ..... 4-3**

**4.3 Residential Land Use ..... 4-4**

    4.3.1 Single Family Conventional Detached Homes ..... 4-4

    4.3.2 Single Family Detached – 2-Pack and 3-Pack..... 4-4

    4.3.3 Single Family Detached – Cottage Homes ..... 4-4

    4.3.4 Single Family Detached – 6-Pack Homes ..... 4-4

    4.3.5 Single Family Detached – Greencourt Homes..... 4-4

    4.3.6 Single Family Attached – Greencourt Townhomes ..... 4-5

    4.3.7 Single Family Attached – Paired Homes..... 4-5

    4.3.8 Single Family Attached – Triplex Condominiums ..... 4-5

# TABLE OF CONTENTS



- 4.3.9 Single Family Attached – Row Townhomes ..... 4-5
- 4.3.10 Single Family Attached – Cluster Townhomes ..... 4-5
- 4.3.11 Multi-Family Stacked Flats and Townhomes ..... 4-5
- 4.4 Parks, Open Space, and Greenbelts ..... 4-6**

## **SECTION 5. INFRASTRUCTURE AND SERVICES**

- 5.1 Circulation ..... 5-1**
  - 5.1.1 Streets ..... 5-1
  - 5.1.2 Private Drives ..... 5-4
  - 5.1.3 Alleys ..... 5-4
  - 5.1.4 Pedestrian Circulation ..... 5-4
  - 5.1.4 Bicycle Circulation ..... 5-6
- 5.2 Water Master Plan ..... 5-6**
- 5.3 Sewer ..... 5-7**
- 5.4 Drainage ..... 5-10**
- 5.5 Grading ..... 5-13**
- 5.7 Public Utilities ..... 5-13**
  - 5.7.1 Telephone and Cable ..... 5-13
  - 5.7.2 Natural Gas ..... 5-13
  - 5.7.3 Electricity ..... 5-13
  - 5.7.4 Solid Waste ..... 5-13
- 5.8 Schools ..... 5-14**
- 5.9 Police and Fire Services ..... 5-14**
- 5.10 Public Transit ..... 5-14**

**SECTION 6. DEVELOPMENT REGULATIONS**

**6.1 Introduction ..... 6-1**

**6.2 Definition of Terms ..... 6-1**

**6.3 Applicability ..... 6-1**

**6.4 Administration ..... 6-1**

**6.5 General Site Development Criteria ..... 6-1**

**6.6 Residential Development Regulations ..... 6-2**

    6.6.1 Residential Detached ..... 6-2

    6.6.2 Residential Attached and Multifamily Residential ..... 6-3

**6.7 Commercial Development Regulations ..... 6-7**

    6.7.1 Permitted Uses ..... 6-7

    6.7.2 Prohibited Uses ..... 6-7

    6.7.3 Commercial Site Development Standards ..... 6-11

    6.7.4 Commercial Parking Requirements ..... 6-12

**6.8 Landscape Standards ..... 6-13**

    6.8.1 General Provisions ..... 6-13

    6.8.2 Standards ..... 6-13

**6.9 Signage ..... 6-14**

    6.9.1 Freeway Signage ..... 6-14

    6.9.2 Master Sign Program Contents ..... 6-14

**6.10 Lighting..... 6-15**

    6.10.1 Street Lights along Public Streets..... 6-15

    6.10.2 Residential Alley Lighting Fixtures ..... 6-15

    6.10.3 Lighting within Parks, Paseos, Tot Lots and Other Recreational Areas..... 6-15

    6.10.4 Lighting in Parking Lots ..... 6-15

**6.11 Park Furniture ..... 6-15**

**6.12 Public Transit Facilities..... 6-15**

**6.13 Mailboxes ..... 6-15**

**6.14 Trash Receptacles and Enclosures ..... 6-15**

    6.14.1 Residential Areas ..... 6-15

    6.14.2 Commercial Areas ..... 6-16

**SECTION 7. DESIGN GUIDELINES**

**7.1 Architectural Context ..... 7-1**

7.1.1 Design Objectives for Architectural Character ..... 7-2

7.1.2 Commercial Design Objectives ..... 7-4

7.1.3 Residential Design Objectives ..... 7-4

**7.2 Architectural Styles ..... 7-5**

7.2.1 Craftsman ..... 7-6

7.2.2 Tuscany ..... 7-8

7.2.3 Monterey ..... 7-10

7.2.4 Spanish Colonial ..... 7-12

7.2.5 Traditional ..... 7-14

7.2.6 Ranch ..... 7-16

**7.3 Commercial Design Guidelines ..... 7-18**

7.3.1 Massing Principles ..... 7-18

7.3.2 General Elements ..... 7-18

7.3.3 Objectives ..... 7-18

7.3.4 Street-side Articulation ..... 7-18

7.3.5 Rear Articulation ..... 7-18

7.3.6 Setbacks ..... 7-18

7.3.7 Materials and Details ..... 7-18

7.3.8 General Elements ..... 7-18

7.3.9 Wall Materials/Finishes ..... 7-18

7.3.10 Doors and Windows ..... 7-19

7.3.11 Exterior Color ..... 7-19

7.3.12 Exterior Lighting ..... 7-19

**7.4 Residential Design Guidelines ..... 7-20**

7.4.1 Massing Principles ..... 7-20

7.4.2 General Elements ..... 7-20

7.4.3 Objectives ..... 7-20

7.4.4 Front Articulation ..... 7-20

7.4.5 Side and Rear Articulation ..... 7-20

7.4.6 Garage Design – Detached ..... 7-21

7.4.7 Setbacks ..... 7-22

7.4.8	Garage Design – Attached.....	7-22
7.4.9	Roof Form/Pitch.....	7-22
7.4.10	Balconies and Projections.....	7-23
7.4.11	Building Offsets/Variable Setbacks .....	7-23
<b>7.5</b>	<b>Materials and Details.....</b>	<b>7-23</b>
7.5.1	General Elements.....	7-23
7.5.2	Wall Materials/Finishes .....	7-23
7.5.3	Doors and Windows .....	7-24
7.5.4	Roofing Materials and Details .....	7-24
7.5.5	Eaves, Fascias and Rakes .....	7-25
7.5.6	Accent Materials .....	7-25
7.5.7	Exterior Color.....	7-26
7.5.8	Additional Design Elements.....	7-26
7.5.9	Accessory Structures.....	7-27
<b>7.6</b>	<b>Home Types.....</b>	<b>7-27</b>
<b>7.7</b>	<b>Landscape Design Guidelines.....</b>	<b>7-41</b>
7.7.1	Landscape Concept.....	7-41
7.7.2	Parks, Recreation and Open Space .....	7-41
7.7.3	Trail System .....	7-44
7.7.4	Community Entry Monumentation.....	7-44
7.7.5	Streetscapes .....	7-44
7.7.6	Plant Materials Palette.....	7-51
7.7.7	Planting Time .....	7-55
7.7.8	Landscape Installation Requirements .....	7-55
7.7.9	Climate Constraints .....	7-55
7.7.10	Agricultural Soils Test Requirements .....	7-55
7.7.11	Irrigation.....	7-55
7.7.12	Outdoor Lighting .....	7-56
7.7.13	Walls and Fencing.....	7-58
7.7.14	Off Site Project Amenities.....	7-63
7.7.15	On Site Project Amenities.....	7-68
<b>7.8</b>	<b>Commercial Signage.....</b>	<b>7-75</b>

**SECTION 8. IMPLEMENTATION**

**8.1 Methods and Interpretation..... 8-1**

**8.2 Applicability ..... 8-1**

**8.3 Interpretation ..... 8-1**

**8.4 Severability ..... 8-1**

**8.5 Implementation of Design Guidelines ..... 8-1**

**8.6 Development Review Process..... 8-1**

8.6.1 Subdivision Maps..... 8-1

8.6.2 Development Review ..... 8-2

**8.7 Transfer of Residential Dwelling Units ..... 8-2**

**8.8 Maximum Commercial Area ..... 8-2**

**8.9 Parks, Open Space and Trails..... 8-2**

**8.10 Specific Plan Modifications and Amendments ..... 8-3**

8.10.1 Minor Modifications ..... 8-3

8.10.2 Major Modifications ..... 8-3

8.10.3 Specific Plan Amendments ..... 8-3

**8.11 Conditional Use Permits..... 8-3**

**8.12 Compliance with Mitigation Monitoring Plan ..... 8-3**

**8.13 Project Phasing..... 8-4**

8.13.1 Residential Development ..... 8-4

8.13.2 Community Phasing ..... 8-4

8.13.3 Community Facilities and Services ..... 8-5

**8.14 Appeals ..... 8-5**

**8.15 Project Financing ..... 8-5**

8.15.1 Facilities and Services ..... 8-5

8.15.2 Operation and Maintenance ..... 8-5

**8.16 Maintenance Responsibilities ..... 8-6**



## TABLE OF CONTENTS

8.16.1 Public Maintenance .....	8-6
8.16.2 Private Homeowner Association Maintenance.....	8-6
8.16.3 Commercial Center Maintenance .....	8-6
8.16.4 Landscaping Maintenance District .....	8-7

### **SECTION 9. GENERAL PLAN CONSISTENCY**

9.1. Land Use .....	9-1
9.2. Housing.....	9-5
9.3. Circulation .....	9-5
9.4 Noise .....	9-7

### **APPENDIX A. SPECIFIC PLAN APPROVALS**

### **APPENDIX B. MITIGATION MONITORING AND REPORTING**

**EXHIBITS AND TABLES**

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**SECTION 1. EXECUTIVE SUMMARY**

Exhibit 1-1  
**Regional Location Map** ..... 1-5

Exhibit 1-2  
**Vicinity Map** ..... 1-6

Exhibit 1-3  
**Land Use Plan** ..... 1-7

**SECTION 3. EXISTING CONDITIONS**

Exhibit 3-1  
**Existing Property Ownerships** ..... 3-2

Exhibit 3-2  
**Specific Plan Setting** ..... 3-3

Exhibit 3-3  
**Existing Topography** ..... 3-4

Exhibit 3-4  
**Existing Utilities** ..... 3-5

Exhibit 3-5  
**Existing Easements** ..... 3-8

**SECTION 4. LAND USE**

Exhibit 4-1  
**Land Use Plan** ..... 4-2

**SECTION 5. INFRASTRUCTURE AND SERVICES**

Exhibit 5-1  
**Master Circulation Plan** ..... 5-2

Exhibit 5-2  
**Baseline Road and Park View Promenade Street Sections** ..... 5-3

Exhibit 5-3  
**Local Residential Streets and Alleys** ..... 5-5

Exhibit 5-4  
**Water Master Plan** ..... 5-8

Exhibit 5-5  
**Sewer Master Plan** ..... 5-9

Exhibit 5-6  
**Drainage Master Plan** ..... 5-12

Exhibit 5-7  
**Conceptual Grading Plan** ..... 5-15

Exhibit 5-8  
**Linear Park Grading Sections** ..... 5-16

**SECTION 6. DEVELOPMENT REGULATIONS**

Table 6-1  
**Residential Development Standards – Single Family Detached** ..... 6-4

Table 6-2  
**Residential Development Standards – Single Family Attached** ..... 6-6

Table 6-3  
**Open Space Requirements** ..... 6-7

Table 6-4  
**Commercial Permitted and Conditionally Permitted Uses** ..... 6-8 – 6-10

Table 6-5  
**Commercial Site Development Standards** ..... 6-11

Exhibit 6-1  
**Typical Commercial Driveway** ..... 6-12

**SECTION 7. DESIGN GUIDELINES**

**Craftsman** ..... 7-7

**Tuscany** ..... 7-9

**Monterey** ..... 7-11

**Spanish Colonial** ..... 7-13

**Traditional** ..... 7-15

**Ranch** ..... 7-17

Exhibit 7-1  
**Active Recreation Park Concept Plan** ..... 7-42

Exhibit 7-2  
**Mini Park Concept Plan** ..... 7-43

Exhibit 7-3  
**Linear Park Concept Plan** ..... 7-45

Exhibit 7-4  
**Community Monumentation Concept Plan** ..... 7-46

Exhibit 7-5  
**Baseline Road Streetscape** ..... 7-48

Exhibit 7-6  
**Park View Promenade Streetscape** ..... 7-49

Exhibit 7-7  
**Secondary Entry Roadway and Interior Street Streetscape** ..... 7-50

Table 7-1  
**Plant Palette** ..... 7-52 – 7-54

Exhibit 7-8  
**Outdoor Lighting Details** ..... 7-57

Exhibit 7-9  
**Master Wall and Fence Plan** ..... 7-59

Exhibit 7-10  
**Wall and Fence Details** ..... 7-60

Exhibit 7-11  
**Wall and Fence Details** ..... 7-61



## TABLE OF CONTENTS

Exhibit 7-12	
<b>Wall and Fence Details</b> .....	7-62
Exhibit 7-13	
<b>Sound Wall Details</b> .....	7-64
Exhibit 7-14	
<b>Sound Wall Details</b> .....	7-65
Exhibit 7-15	
<b>Wall and Fence Details</b> .....	7-66
Exhibit 7-16	
<b>City Gateway Monument Sign</b> .....	7-67
Exhibit 7-17	
<b>Typical Trash Enclosure</b> .....	7-71
Exhibit 7-18	
<b>Typical Shade Structure</b> .....	7-72
Exhibit 7-19	
<b>Site Furnishings</b> .....	7-73
Exhibit 7-20	
<b>Mailboxes</b> .....	7-74
Exhibit 7-21	
<b>Sign Guidelines</b> .....	7-76
Exhibit 7-22	
<b>Sign Guidelines</b> .....	7-77

**SECTION 1.**  
**EXECUTIVE SUMMARY**

The Park View Specific Plan is a proposal for a new mixed use commercial and residential community on approximately 42.0 acres located near the intersection of the 210 Freeway and Baseline Road. Approximately 39.6 acres of the Park View Specific Plan are located within the City of Upland and approximately 2.4 acres are located in the City of Claremont. Park View is a development combining a commercial center with a new residential community in a “village like” setting. Park View provides a comprehensive system of greenbelts and walkways connecting residential areas to parks and the commercial center. The Park View Specific Plan area (Specific Plan area) is bounded by the 210 Freeway on the north and northwest and Baseline Road on the south. The regional context and local setting of the Park View Specific Plan are illustrated in Exhibit 1-1, “Regional Location Map,” and Exhibit 1-2, “Vicinity Map.”

**1.1 Community Vision**

Park View is envisioned as a mixed-use “village” providing for development of a new commercial center of up to 100,000 square feet offering retail goods and services for the surrounding communities connected to, and integrated with, a livable residential community offering residents a traditional Southern California outdoor lifestyle centered around parks and trails. Park View is a pedestrian friendly, “walkable,” community with residential neighborhoods within easy walking distance to the planned commercial center and to parks.

In a truly pedestrian friendly community destinations should be located no farther than a 5-minute walk, or quarter-mile, from any residence. The vision for Park View as a “walkable” community is physically realized in the land use plan that implements a pedestrian friendly design.

Pedestrian accessibility is provided within Park View through a system of walkways developed as part of the street system and separated from the street by landscaped parkways. Bicycle connectivity is provided throughout the community through a system of streets offering on-street bicycle accessibility. Parks and recreation areas to serve the community are located within easy walking and biking distance to each residential neighborhood.

Residential development within Park View is oriented around parks and recreation facilities connected by lushly landscaped pedestrian paths to residential neighborhoods and the commercial center. A new public park to be located adjacent to Park View on the north is planned by the City of Upland. Development of a linear park on a 75 foot wide City owned property adjacent to the easterly boundary of the Specific Plan area is planned as part of the development of Park View. This linear park will provide pedestrian and bicycle connectivity between Baseline Road and the future City park to be developed north of Park View. The Park View pedestrian circulation system includes landscaped pedestrian connections to the City park from the street system developed within Park View. A landscaped greenbelt connects the residential areas of Park View with the commercial center.

Park View is a place where residents can visit with neighbors while walking along shaded sidewalks throughout the community. Residences are planned to front onto greenways and streets enabling residents to have their “eyes on the street” and promoting a safe hometown feel. It is a community of smaller neighborhoods offering a diversity of streetscapes, architectural types, and styles.

## 1.2 Purpose of the Specific Plan

The Park View Specific Plan is prepared to address several physical site characteristics. The Specific Plan area is located within both the City of Upland and the City of Claremont, each jurisdiction having distinct existing General Plan land use designations and zoning regulations affecting the Specific Plan area. Approval of a specific plan for the proposed development is required to change the City of Upland General Plan land use designation and zoning for the Specific Plan area and to change the City of Claremont zoning for the Specific Plan area. In order to comprehensively plan for development of the Specific Plan area, approval of a specific plan is required by both jurisdictions.

The Park View Specific Plan is divided into two chapters to enable each jurisdiction to adopt the Specific Plan. Chapter 1 of the Park View Specific Plan addresses the portion of the Specific Plan area located within the City of Upland and is adopted by the City of Upland. Chapter 2 of the Park View Specific Plan addresses the portion of the Specific Plan area located within the City of Claremont and is adopted by the City of Claremont. Each chapter of the Park View Specific Plan includes land use criteria and development regulations applicable to the development proposed within each jurisdiction. The Park View Specific Plan includes provisions to assure that adequate infrastructure and public services are available to serve development and includes a comprehensive set of design guidelines to ensure a uniform landscape design and architectural treatment of the project within both jurisdictions.

The proximity of the 210 Freeway Interchange to the Specific Plan area prohibits access from Baseline Road to the Specific Plan area located within Claremont. The Park View Specific Plan ensures that adequate access is provided through the City of Upland to the portion of the Specific Plan area located in Claremont. Land uses surrounding the Specific Plan area include single family residential uses to the east and mining operations to the south. Approval

of the Park View Specific Plan ensures that future development occurring within the Specific Plan area is compatible with the adjacent residential land uses, and that adequate buffers are provided between future land uses and the 210 Freeway and continued mining operations south of Baseline Road.

The Park View Specific Plan establishes the regulations and guidelines governing development of the mixed use community. The Park View development plan, illustrated in Exhibit 1-3 “Land Use Plan,” combines commercial services with a livable residential community supported by parks and recreational amenities. Chapter 1 of the Park View Specific Plan addresses land use and development requirements for that portion of the Specific Plan area subject to approval by the City of Upland. That portion of the Park View Specific Plan area subject to City of Upland approval is designated as Development Area A on Exhibit 1-3, “Land Use Plan.” Chapter 2 of the Park View Specific Plan addresses land use and development requirements for that portion of the Specific Plan area subject to approval by the City of Claremont. That portion of the Park View Specific Plan area subject to City of Claremont approval is designated as Development Area B on Exhibit 1-3, “Land Use Plan.”

## 1.3 Governing Documents

Development of the Park View Specific Plan area designated as Development Area A will be governed by the following:

- The General Plan Amendment approved by the City of Upland prior to the adoption of the Park View Specific Plan changing the land use designation for the Specific Plan area from “Open Space” to “Park View Specific Plan” and adopting policies to comprehensively plan for the development of a mixed use residential and commercial community.
- The Park View Specific Plan (Specific Plan) which includes new General Plan policies, a Land Use Plan, an Infrastructure Plan, Design

# Chapter 1

## SECTION 1. EXECUTIVE SUMMARY



Guidelines, Development Regulations, and an Implementation Plan to guide development within the Specific Plan area.

- The City of Upland Zoning Code which governs development within Park View, as applicable, within the Specific Plan area.
- The City of Upland Subdivision Ordinance regulating the subdivision of land within the Specific Plan area.
- Covenants, Conditions, and Restrictions (CC&R's) to be established by the developer of Park View as a means of ensuring and enforcing quality design and development of the mixed use community.

### 1.4 Specific Plan Components

Chapter 1 of the Park View Specific Plan is organized into the following sections in addition to Section 1, Executive Summary.

#### SECTION 2. INTRODUCTION

The Introduction serves to acquaint the reader with:

- Community vision and objectives;
- The project setting;
- A general description of the project proposal;
- The goals and objectives for the Specific Plan;
- The entitlements to accompany the Specific Plan; and
- The relationship of the Specific Plan to the City of Upland General Plan and Zoning Code.

#### SECTION 3. EXISTING CONDITIONS

The physical setting for Park View is described in this section outlining the existing physical conditions on and around the Specific Plan area.

#### SECTION 4. LAND USE

The Land Use Section describes residential planning areas and residential types, commercial land use, and the system of parks and trails planned as part of project development.

#### SECTION 5. INFRASTRUCTURE AND SERVICES

This section provides information on circulation improvements, planned backbone water, sewer, and storm drain systems, the grading concept for the development of the project, and a discussion of public utilities to serve the Specific Plan area.

#### SECTION 6. DEVELOPMENT REGULATIONS

Development Regulations contained in this section govern the permitted uses and the standards regulating the development of various residential types and commercial uses within the Park View Specific Plan area. The relationship of the Park View Specific Plan to the City of Upland Zoning Code is also provided.

#### SECTION 7. DESIGN GUIDELINES

The Specific Plan Design Guidelines are intended to direct the site planning, landscaping, and architectural quality of the development. Streetscapes, entries, edge treatments, walls and fencing, lighting, signage, and architectural design are some of the features to be addressed in the Design Guidelines.





**SECTION 8. IMPLEMENTATION**

The policies and procedures for the review and approval of specific development proposals, within the Specific Plan area by the City of Upland are presented in this section. This section provides the methods and procedures for interpreting and amending the Park View Specific Plan as necessary. A summary of project financing and project maintenance responsibilities for new development within the Specific Plan area is provided in this section.

**SECTION 9.  
GENERAL PLAN CONSISTENCY**

This section includes a discussion describing the relationship of the Specific Plan to the City of Upland General Plan, as amended.

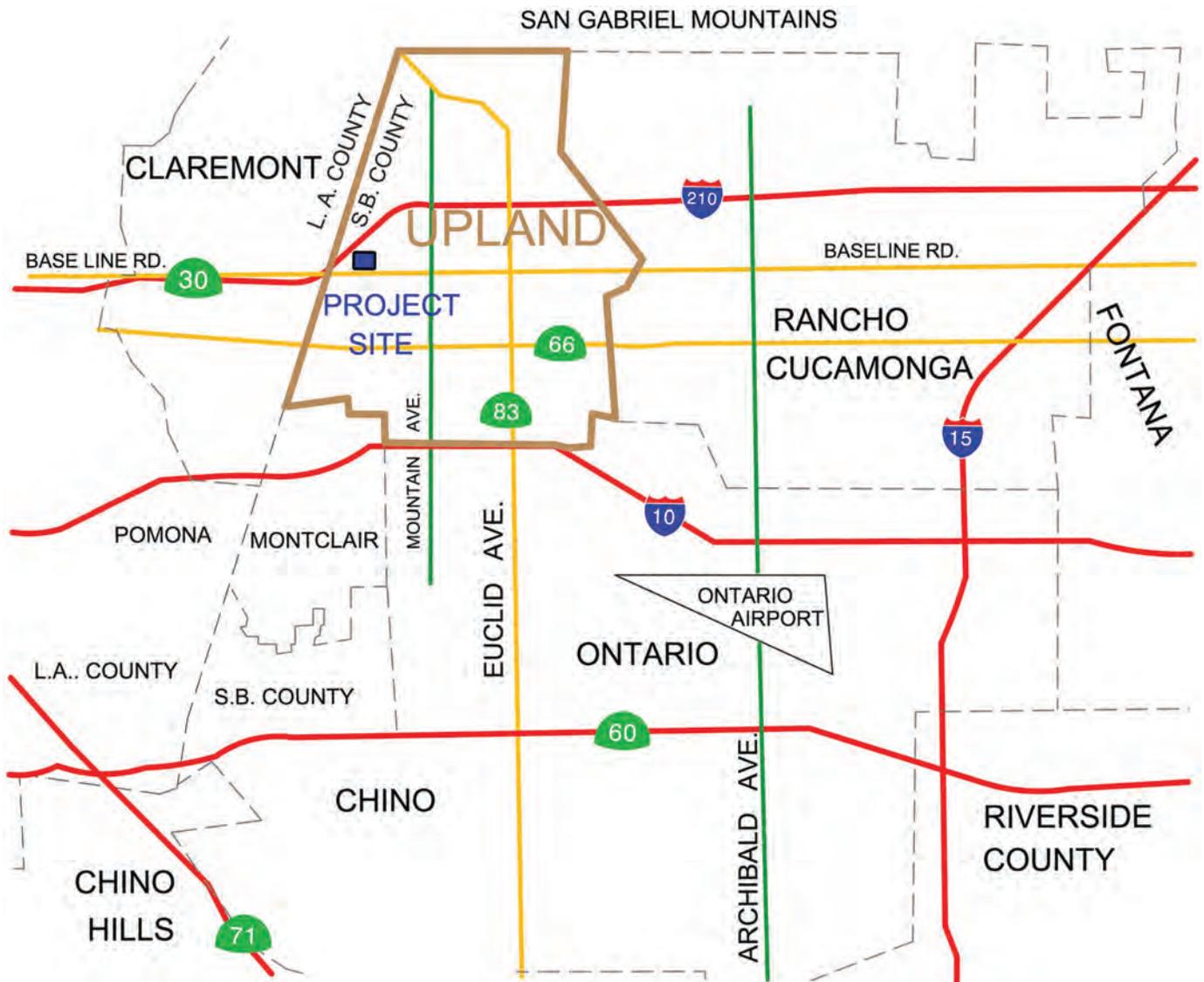
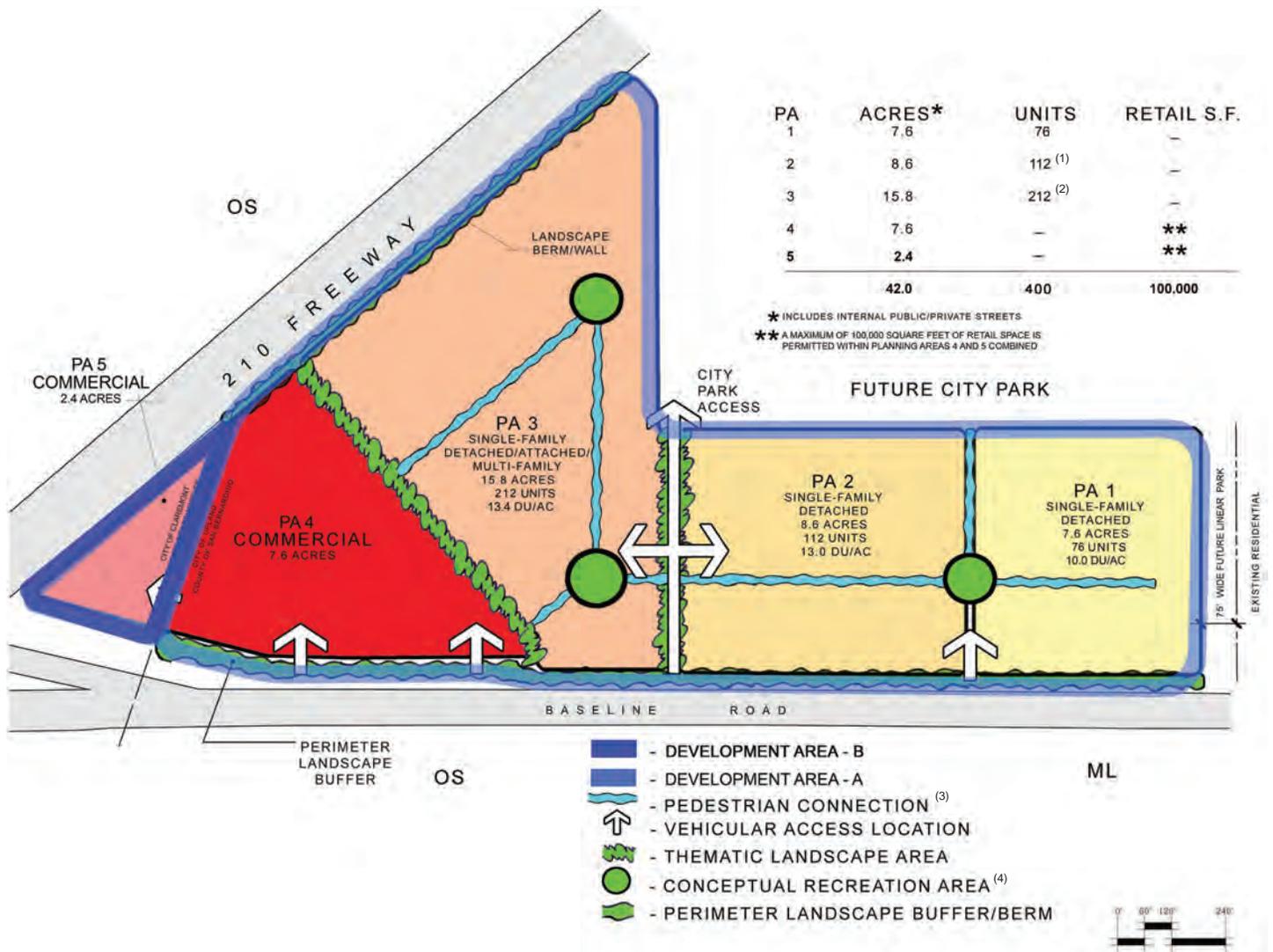


Exhibit 1-1  
Regional Location Map



Exhibit 1-2  
Vicinity Map

Chapter 1  
SECTION 1. EXECUTIVE SUMMARY



1. Represents a target maximum number of dwelling units in Planning Area 2. Dwelling units assigned to Planning Area 1 not developed in Planning Area 1 may be transferred to Planning Areas 2 or 3 provided the total number of dwelling units in the project does not exceed 400 and the project complies with all applicable development standards.
2. Represents a target maximum number of dwelling units for Planning Area 3. Dwelling units assigned to Planning Areas 1 and 2 which are not developed in these Planning Areas may be transferred to Planning Area 3 provided the total number of dwelling units does not exceed 400 and the project complies with all applicable development standards.
3. Location indicated is conceptual. Final location may vary based on final design of each Planning Area. Pedestrian connections will be a minimum 5 foot width and may be located within street right of way.
4. Locations indicated are conceptual. Final location may vary based on the final design of each Planning Area.



Exhibit 1-3  
Land Use Plan



**SECTION 2.**  
**INTRODUCTION**

The Park View Specific Plan is a comprehensive plan for the development of a mixed use commercial and residential community on approximately 42.0 acres of which 39.6 acres lie within the City of Upland. The Park View Specific Plan is proposed by Allied Retail Partners, LLC and its affiliates, the project applicant, to be developed as a mixed use community, combining a traditional neighborhood design with a neighborhood commercial center, providing goods and services within easy walking distance to residential areas.

The development plan proposed with the Park View Specific Plan has been prepared in conjunction with community input obtained during several public meetings conducted by the applicant with residents residing near the Specific Plan area. On July 21, 2003 a public scoping meeting was conducted to review the proposed project envisioned for the Specific Plan area which consisted of 450,000 square feet of commercial development within the 42 acre Specific Plan area. Public input received by the applicant at the July 21, 2003 meeting was generally not favorable toward an all commercial development, and the meeting participants requested the applicant to consider residential development as an alternative project. A second community workshop was conducted on April 30, 2005 to review with the community an alternative development plan which included approximately 21 acres of residential uses and 21 acres of commercial uses. The revised plan was more favorably received by the community, however the general consensus was a desire that the applicant propose residential development on the entire 42 acre Specific Plan area. On February 15, 2006 a follow up public meeting was conducted. At this meeting the applicant reviewed a land use plan comprised of approximately 32 acres of residential land use and 10 acres of commercial land use. At that meeting the residents in attendance provided support for the revised land use plan. The favorable input

obtained from the community at the February 15, 2006 public meeting led to the development plan proposed as part of the Park View Specific Plan.

**2.1 Goals and Objectives**

The community vision for the Specific Plan is implemented through the application of unique goals and objectives guiding the development of the community as discussed below.

**2.1.1 Goal: Create a Livable Mixed Use Environment**

*Objective: Combine residential land uses, recreational amenities, and commercial services to create a livable mixed use community including features such as:*

- A design which allows for alternative modes of travel such as biking and walking.
- Diverse architectural design.
- Connectivity among residential neighborhoods, the commercial center, and the planned City park.
- Diversity and choice of housing types and opportunities to address a variety of lifestyles and economic segments of the marketplace.
- A pedestrian oriented commercial center addressing the needs of pedestrians through the provision of plazas and other public gathering spaces and offering a variety of retail goods and services.
- Residential neighborhoods developed at a human scale with a pedestrian orientation connected to parks and commercial services.
- A simple and well-designed loop street system providing street separated sidewalks and recreational opportunities promoting an outdoor living experience.
- Residential neighborhoods designed around a network of parks and pedestrian trails, promoting outdoor activity and casual social interaction among neighbors.

### 2.1.2 Goal: Plan for a Circulation System Serving Motorists, Bicyclists and Pedestrians

*Objective: The circulation plan for the Specific Plan area should provide a comprehensive system of streets accommodating bicycle and pedestrian travel, while providing for the safe and efficient movement of automobiles.*

- Street design includes pedestrian walkways separated from the street by landscaped parkways creating an intimate environment promoting social interaction.
- Internal project streets are designed to slow vehicular traffic by locating parks and landscaped areas adjacent to streets influencing a driver's peripheral vision and encouraging drivers to proceed more slowly.
- The street design of the community accommodates on-street bicycle travel and encourages biking as an alternative to the automobile.

### 2.1.3 Goal: Provide for Adequate Community Facilities

*Objective: Provide for the development of adequate infrastructure and public facilities to serve the community as development is phased in.*

- Phasing of development of new water, sewer, and storm drain facilities constructed as part of project development will occur in a timely manner consistent with City requirements to serve the Specific Plan area.
- Phasing of development of new private parks and recreational facilities within the community will occur consistent with the needs of the community and pursuant to City requirements to serve the recreational needs of residents.

### 2.1.4 Goal: Provide for New Parks, Greenbelts and Trails

*Objective: Develop new parks, bike trails, and pedestrian amenities to enhance outdoor recreational opportunities for residents of Park View.*

- Approximately 3.5 net acres are provided as parks, common open space, trails, and landscaped greenbelt areas distributed throughout the residential community offering recreational opportunities within walking distance to all residential neighborhoods. Of the total acreage provided, a minimum of approximately 1.86 net acres comprise private parks distributed within the community.
- Landscaped greenbelts, on-street bike routes, and pedestrian paths connect residential neighborhoods, the commercial center, and the planned City park located north of the Specific Plan area.

### 2.1.5 Goal: Promote Exceptional Architecture and Site Planning

*Objective: Provide for diverse and varied architecture combined with comprehensive site planning within the Specific Plan area to create a harmonious community aesthetically and functionally, preserving residents privacy, and encouraging neighborhood interaction.*

- Streets are linked together in a pedestrian and bicycle friendly manner connecting homes, parks, and the commercial center for residents to either walk, bike, or drive to.
- A variety of housing types, including attached and detached single family homes, are provided within Park View, all of which are located close to parks and the commercial center.
- Residential planning areas include a variety of housing types oriented toward greenways and streets adding interest and encouraging neighborhood interaction.

- Residential neighborhoods are designed with houses addressing the street by:
  - Designing homes to a more human level with porches, stoops, and walkways creating opportunities for neighborly interaction.
  - Minimizing views of garage doors through setback requirements, location, innovative residential design, and landscaping.
  - Incorporating varied architectural styles and elements within each neighborhood.

**2.1.6 Goal: Provide for a Development Plan Compatible with Surrounding Residential and Non-residential Land Uses.**

- A variety of residential densities are planned for Park View. The lowest residential density proposed for Park View is planned to be located within Planning Area 1 adjacent to the existing single family residential area east of the Specific Plan area. Residential density gradually increases within Planning Areas 2 and 3 located west of Planning Area 1 and separated by Park View Promenade.
- Commercial land uses are located in a manner providing a buffer between residential planning areas and the 210 Freeway Interchange at Baseline Road.
- A 24 foot wide landscaped area will be installed between the northerly right of way of Baseline Road and the perimeter of residential and commercial development areas providing a visual and aesthetic buffer for these land uses from Baseline Road and providing an additional setback for residential uses from the existing mining operations south of Baseline Road.
- A sound attenuation wall or combination wall and landscaped berm will be constructed along a portion of the length of the Specific Plan area adjacent to the 210 Freeway to protect residential dwellings and commercial areas from freeway noise.

**2.2 Specific Plan Purpose**

The Specific Plan area is located within both the cities of Upland and Claremont, each jurisdiction having distinct existing General Plan land use designations and zoning regulations affecting the site. Approval of a specific plan for the proposed development is required to change the City of Upland General Plan land use designation and zoning for the Specific Plan area and to change the City of Claremont zoning for the Specific Plan area. In order to comprehensively plan for development of the Specific Plan area, approval of a specific plan is required in both jurisdictions establishing land use criteria and development regulations applicable to the type of development planned within each jurisdiction and to assure that adequate infrastructure and public services are available to serve development within both jurisdictions. The Park View Specific Plan includes a comprehensive set of design guidelines to ensure a uniform landscape design and architectural treatment of the project within both jurisdictions.

The Park View Specific Plan is prepared to address the physical site characteristics surrounding the Specific Plan area. The proximity of the 210 Freeway Interchange to the Specific Plan area prohibits access from Baseline Road to the Specific Plan area located within Claremont. The Park View Specific Plan ensures that adequate access is provided through the City of Upland to the portion of the Specific Plan area located in Claremont. Land uses surrounding the Specific Plan area include single-family residential uses to the east and mining operations to the south. Approval of the Park View Specific Plan ensures that future development occurring within the Specific Plan area is compatible with the adjacent residential land uses. The Specific Plan provides that adequate buffers are constructed between future land uses and continued mining operations south of Baseline Road, and that access to the Specific Plan area from Baseline Road does not conflict with the traffic patterns of existing land uses surrounding the Specific Plan area. The Park View Specific Plan includes a plan for the construction of a sound wall

or combination wall and landscaped berm along a portion of the perimeter of the Specific Plan area adjacent to the 210 Freeway to protect residential and commercial areas from freeway noise.

Chapter 1 of the Specific Plan establishes the procedures and requirements to ensure that the City of Upland General Plan, as amended, is implemented. When adopted by ordinance by the City of Upland, the Specific Plan establishes the land use plan, development standards, infrastructure requirements, and implementation requirements for the Specific Plan area. The Specific Plan establishes the type and distribution of residential and commercial land uses, defines the development regulations and design guidelines for residential and commercial land use, establishes appropriate guidelines for development of parks and trails, and describes the infrastructure requirements and level of improvements to support development within the Specific Plan area. Chapter 1 of the Specific Plan establishes the procedures and requirements for subsequent approval by the City of Upland of new development within the Specific Plan area, and where applicable, the appropriate city Zoning Code requirements to be assigned to development within the Specific Plan.

### 2.2.1 Specific Plan Authority

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 is required to be consistent with the General Plan. The Government Code sets forth the minimum requirements and review procedures for specific plans including requirements for a land use plan, 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.

### 2.2.2 Relationship to General Plan

A General Plan Amendment (GPA) adopted by the City of Upland changes the General Plan land use designation for Development Area A of the Specific Plan area from “Open Space” to “Park View Specific Plan.” A zone change approved by the City of Upland for Development Area A changes the zoning for the Specific Plan area from “Open Space” to “Park View Specific Plan.” Chapter 1 of the Specific Plan establishes development regulations and guidelines to implement the General Plan of the City of Upland.

The Specific Plan is designed to meet the requirements of the State of California Government Code and the General Plan of the City of Upland, as amended. The requirements of the Specific Plan shall take precedence over the zoning regulations of the City of Upland. In instances where the Specific Plan is silent, the City’s Zoning Code shall prevail.

## 2.3 Specific Plan Proposal

### 2.3.1 Project Overview

The Specific Plan provides for development of a mix of single family residential detached and attached housing within a park-like setting on approximately 32 acres served by a commercial center on approximately 7.6 acres located within the City of Upland. Approximately 2.4 additional acres of the Specific Plan area located within the City of Claremont will be developed for commercial uses as part of the development of the commercial center in Upland. Access to the 2.4 acre commercial site within Claremont will be provided through Development Area A located in Upland. The location of the commercial center within the Specific Plan area provides retail goods and services within easy walking distance to residential neighborhoods.

### 2.3.2 Commercial Uses

A neighborhood commercial center is planned on approximately 7.6 acres of the Park View Specific Plan area within Planning Area 4 located at the intersection of the 210 Freeway and Baseline Road. The commercial center will provide retail and service uses to the community and will provide retail services within easy walking distance to the residential neighborhoods of Park View. A maximum of 100,000 square feet of commercial area is permitted within Planning Areas 4 and 5 combined, pursuant to the provisions of Section 8.8, “Maximum Commercial Area,” contained within this chapter of the Specific Plan. The Park View commercial center is anticipated to accommodate development of an anchor store, such as a supermarket and drug store, specialty shops, and restaurants.

### 2.3.3 Residential Uses

Park View provides for a variety of residential housing types oriented toward open space amenities and designed to promote walking and social interaction among residents. Residential development within approximately 32 acres of the Specific Plan area will contain up to 400 residential dwelling units, providing a mix of single family detached and single family attached housing types.

#### 2.3.3.1 Single Family Detached Residential

Park View provides for development of a variety of housing types, including conventional single family homes and innovative detached homes, that minimizes the visual impact of the garage from neighborhood streets, optimizes private outdoor space, and creates a pedestrian friendly environment within the Specific Plan area. Up to 76 single family detached homes are permitted in Planning Area 1, and 112 single family detached homes are planned for Planning Area 2. A total of 188 single family detached homes are allowed within Planning Areas 1 and 2 combined. Residential dwelling units that are

not developed within Planning Areas 1 and 2 are allowed to be developed within Planning Area 3 pursuant to the provisions of Section 8.7, “Transfer of Residential Dwelling Units,” contained within this chapter of the Park View Specific Plan.

- **Conventional Single Family Detached Homes** – Conventional single family detached homes are permitted home types. Alternative garage configurations are encouraged, and “architecture forward” floor plan designs, that extend living areas and porches forward of the face of the garage, are required.
- **Two Pack Single Family Homes** – This innovative single family design pairs adjacent detached homes together with garages alternately placed to the rear of the lot. This concept screens every other garage from the view of the street and provides a lower density streetscene character.
- **Three Pack Single Family Homes** – Three Pack Single Family Homes are similar in design to the Two Pack Single Family Home, with alternately configured front and side oriented garage doors with deep recessed garages.
- **6 Pack Single Family Homes** – Detached homes, in enclaves of six or less homes designed around a common private drive, minimize the view of garages from the street and consolidate driveway curb cuts along neighborhood streets to promote pedestrian connectivity.
- **Greencourt Single Family Homes** – Similar to the 6 Pack concept, the Greencourt Homes remove garages from the street with access provided from private drives located to the rear of homes. Front doors are oriented onto a linear greenbelt with pedestrian walkways separated from the street.
- **Cottage Single Family Homes** – This traditional single family home concept places garages at the rear of the lot accessed from a private drive or alley. Front doors and porches face neighborhood streets and open space areas. A pedestrian oriented streetscene is promoted with this resi-

dential type, since garages are not visible from the street and driveway curb cuts are not present along the street.

### 2.3.3.2 Single Family Attached Residential

Park View provides for development of a range of attached housing types including paired homes, or duplexes, and multi-family stacked flats or townhomes. Although the permitted attached residential products vary greatly, common design objectives are found in all types such as techniques to minimize the visual impact of the garage from neighborhood streets creating a pedestrian friendly environment within the Specific Plan area. Development of attached residential products is restricted to Planning Area 3.

- **Paired Homes** – Commonly referred to as duplexes, paired homes encourage the utilization of rear loaded garage configurations or “architecture forward” floor plan designs to minimize or eliminate garages visible from neighborhood streets.
- **Triplex Condominiums** – This building type includes townhomes, stacked flats, and carriage homes, which have units above garages, in configurations intended to eliminate garages oriented onto neighborhood streets. Garages are required to be oriented onto private drives or common access ways located to the rear of buildings.
- **Row Townhomes** – This traditional attached home concept places garages at the rear of the lot accessed from a private drive or alley. Front doors and porches face neighborhood streets and open space areas. Since garages do not face the street and driveway curb cuts are eliminated, pedestrian connectivity is uninterrupted along the street.
- **Greencourt Townhomes** – Greencourt Townhomes remove garages from the street with access provided from private drives located at the rear of the building. Front doors face a linear greenbelt with pedestrian walkways separated from the street.

- **Cluster Townhomes** – This townhome configuration orients garages onto a private motorcourt in order to minimize visible garages from the street and increase pedestrian connectivity along the neighborhood street.
- **Multi-Family Stacked Flats and Townhomes** – Similar to the Cluster Townhome concept, this product also includes stacked units. Garages are oriented onto a private motorcourt served by an alley.

### 2.3.4 Parks, Trails and Recreational Facilities

Approximately 3.5 net acres are provided within the Specific Plan area as private parks and recreation facilities, common open space, greenbelts, and trails. Private parks and recreation facilities total approximately 1.86 net acres and offer opportunities for active recreation and informal gathering among neighbors. Recreational amenities planned for Park View can include active and passive facilities such as pools, tot lots, picnic and barbeque facilities, shade structures, gathering areas, recreational buildings, and courts for any of a variety of sports activities including tennis, basketball, volleyball, informal sports, bocce ball, paddle tennis, and handball. The exact size, location, and type of recreational amenity for each Planning Area will be determined at the time of tentative tract map approval for a Planning Area.

Within the townhome residential areas private open space, as well as private active recreation centers, are provided. Landscaped greenbelts and landscaped pedestrian walkways connect the Park View residential neighborhoods with the commercial center and the planned City park located north of Park View. As part of the development of Park View a 75 foot wide City owned property located adjacent to the specific plan area on the east will be improved as a public linear park connecting to the planned future City park located north of Park View.

## **2.4 Requirements of the Specific Plan**

California Government Code Section 65451 sets forth the minimum requirements and review procedures for Specific Plans as follows:

A Specific Plan shall include a text and a diagram or diagrams, which specify all of the following in detail:

- The distribution, location, and extent of the uses of land, including open space, within the area covered by the plan;
- The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan;
- Standards and criteria by which improvements will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable;
- A program of implementation measures including regulations, programs, public works projects and the financing measures necessary to carry out paragraphs 1, 2, and 3 above.
- A statement of the relationship of the Specific Plan to the General Plan.

The Park View Specific Plan meets the requirements of the State of California Government Code.

## **2.5 Development Approval Components**

The components of the development approval process for Park View are discussed below.

### **2.5.1 General Plan and General Plan Amendment**

The General Plan Land Use Map of the City of Upland designates Development Area A as “Open Space.” A General Plan Amendment adopted by the City of Upland changes the General Plan land use designation for Development Area A from “Open Space” to “Park View Specific Plan.” The General Plan Amendment establishes the provisions of the Specific Plan as the General Plan policies governing land use, circulation, housing, conservation and open space, noise, safety, and public facilities.

### **2.5.2 Specific Plan**

Chapter 1 of the adopted Specific Plan provides the zoning for Development Area A of the Specific Plan area. It serves as a “blueprint” for development by establishing the distribution of land use and criteria for development as set forth herein. Chapter 1 of the adopted Specific Plan serves to implement the General Plan of the City of Upland, as amended for Development Area A. Chapter 1 of the Specific Plan, adopted by ordinance, changes the zoning classification for Development Area A of the Specific Plan area from “Open Space” to “Park View Specific Plan.”

### **2.5.3 Subdivision Maps**

Tentative tract map(s) or parcel maps approved by the City of Upland for Development Area A of the Specific Plan area indicate the approximate location of lot lines, streets, and proposed grading. Following approval of parcel maps or the tentative tract map(s), final map(s) will be prepared. The final map(s) becomes a recorded legal document defining legal parcels and lots that can be sold for development.

#### **2.5.4 Development Review**

All development proposals within Development Area A of the Specific Plan area are subject to the Development Review process pursuant to the provisions of the City of Upland Zoning Code. In accordance with the provisions of the Development Review, this process constitutes a design review of project architecture, site plans, and landscape plans. Adoption of Chapter 1 the Specific Plan includes adoption of the design guidelines contained within the Specific Plan and which provide direction for the design of the development within Development Area A of the Specific Plan area.

#### **2.6 CEQA Compliance**

A Project Environmental Impact Report (EIR) prepared by the City of Upland for the Specific Plan, in accordance with the California Environmental Quality Act (CEQA), addresses impacts associated with the Specific Plan and subdivision map(s). The EIR is prepared as a basis for the environmental review of all subsequent discretionary and ministerial actions. The EIR prepared and certified by the City of Upland for the Park View Specific Plan will also be certified by the City of Claremont as part of the City of Claremont approval process for Chapter 2 of the Park View Specific Plan applicable to the properties located in the City of Claremont.

#### **2.7 Relationship to General Plan and Zoning**

The Specific Plan is designed to meet the requirements of the State of California Government Code and the General Plan of the City of Upland, as amended through the provisions of this Specific Plan. Chapter 1 of the Specific Plan is adopted by ordinance, thereby establishing the zoning regulations for Development Area A of the Specific Plan area. The requirements of Chapter 1 of the Specific Plan shall take precedence over the Zoning Code of the City of Upland. In instances where the Specific Plan is silent, the City of Upland Zoning Code shall prevail.

### SECTION 3. EXISTING CONDITIONS

The existing physical conditions within and surrounding the Specific Plan area are described in this section.

#### 3.1 Property Ownerships

The Specific Plan area is comprised of approximately 42.0 gross acres. Approximately 26 acres are owned by the Pomona Valley Protective Association Incorporated. Approximately 16 acres are owned by Upland Gateway, LLC. The project applicant, has control over the entire 42.0 gross acre Specific Plan area. Exhibit 3-1, “Existing Property Ownerships” illustrates the property ownerships within the Park View Specific Plan boundary.

#### 3.2 Existing Land Use and Setting

The City of Upland General Plan Land Use Map designates Development Area A of the Specific Plan area as “Open Space.” The City of Upland Zoning map designates Development Area A of the Specific Plan area as “Open Space.” The Specific Plan area has historically been intended for mining of aggregate. Prior to the construction of the 210 Freeway, the Specific Plan area was also used for flood control and groundwater recharge activities, water wells, and a demolition and recycling operation. Improvements within the Specific Plan area consist of buildings and parking areas associated with mining operations.

The Specific Plan area is surrounded by the following existing and planned land uses:

**North:** The 210 Freeway and a City owned site proposed for development by the City of Upland for a public park.

**South:** Baseline Road and aggregate mining operations.

**East:** City of Upland property and residential.

**West:** The 210 Freeway and Baseline Road Interchange and residential, west of the interchange.

The existing setting for the Specific Plan area is illustrated on Exhibit 3-2, “Specific Plan Setting.”

#### 3.3 Topography

The Specific Plan area has a varied topography resulting from the previous uses on the site. The Specific Plan area generally slopes from the north and northeast to south and southwest as illustrated on Exhibit 3-3, “Existing Site Topography.”

#### 3.4 Existing Circulation and Access

The Specific Plan area is bounded by the 210 Freeway on the north and Baseline Road on the south. Access to the 210 Freeway is provided by a full interchange located immediately west of and adjacent to the Specific Plan area at Baseline Road. Direct access to the Specific Plan area is provided from Baseline Road.

Baseline Road is designated as a “Secondary Arterial” roadway in the City of Upland General Plan and has an ultimate right of way of 95 feet. Existing improvements include 64 feet of paved area including travel lanes, a 6 foot wide on-street bike lane on each side of the street, with curb and gutter.

#### 3.5 Existing Infrastructure / Utilities / Public Services

Existing water, sewer, and drainage facilities are located within and adjacent to the Specific Plan area. Existing infrastructure facilities are illustrated in Exhibit 3-4, “Existing Utilities,” and described below.

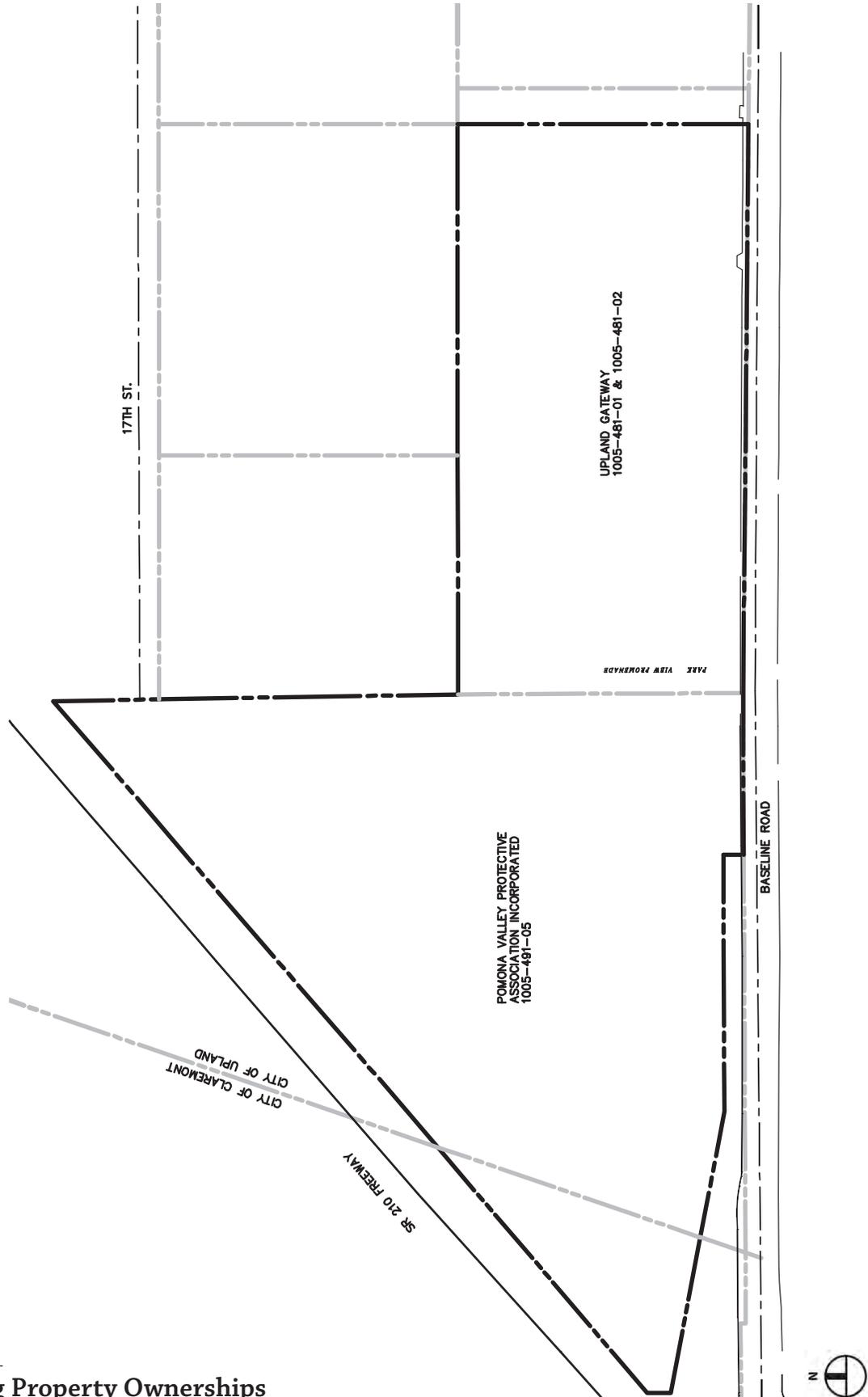


Exhibit 3-1  
Existing Property Ownerships

Chapter 1  
SECTION 3. EXISTING CONDITIONS



Exhibit 3-2  
Specific Plan Setting

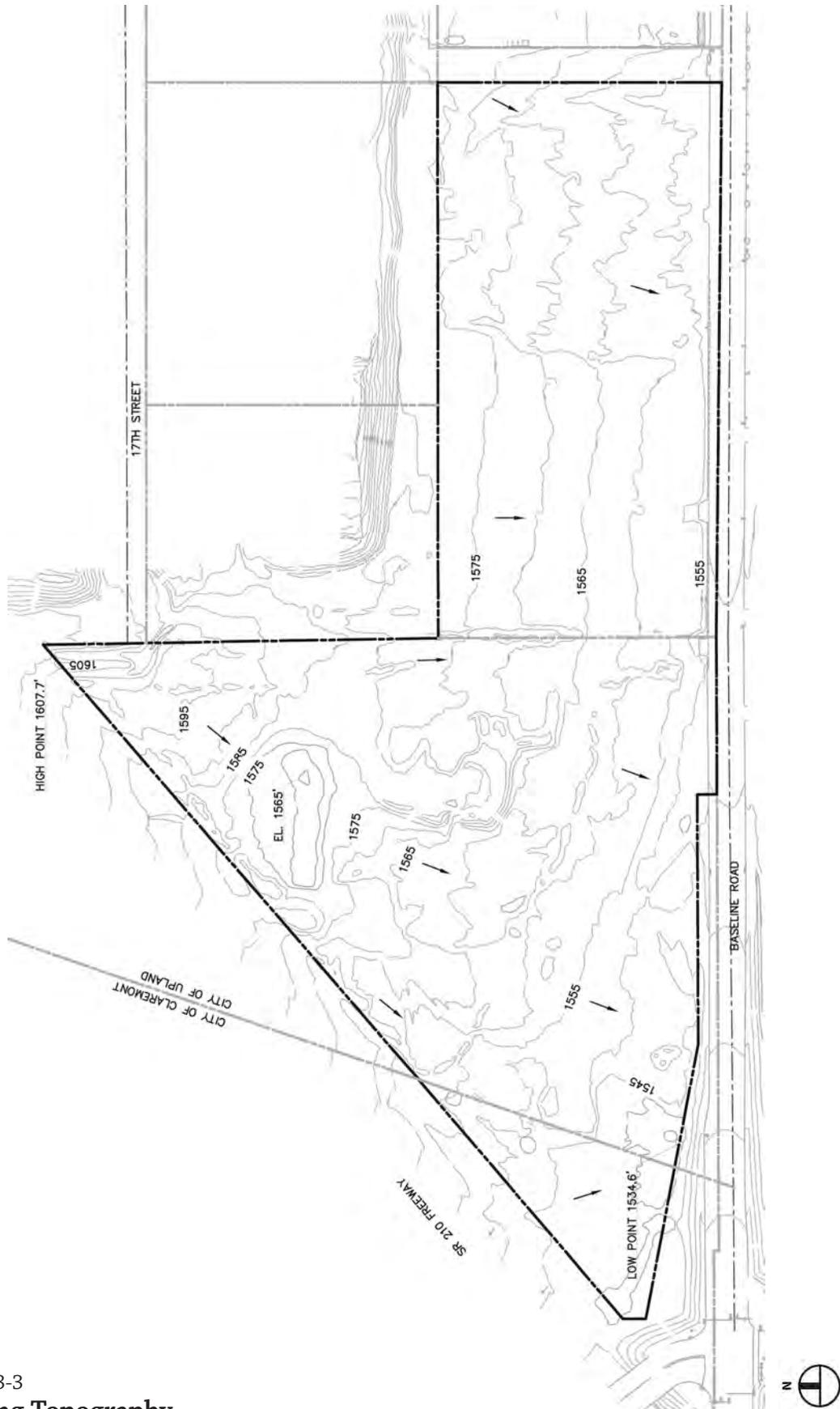


Exhibit 3-3  
Existing Topography



### 3.5.1 Water

The City of Upland will provide water service to the Specific Plan area. A 10 inch City of Upland water main exists in the vicinity of the Specific Plan area in Baseline Road at Benson Avenue. An existing water well, the Wilcox well, owned by Pomona College is located in the easterly portion of the Specific Plan area. An existing 15 inch Pomona Valley water main extends across the Specific Plan area. As part of project development this water main will be undergrounded. Water for the Specific Plan area will not utilize existing well water. The Wilcox well owned by Pomona College will be shortened as a result of the proposed grades for the project. All utility lines serving the Wilcox well, such as the 15 inch main, the discharge line and electrical lines serving the well, will be placed underground.

### 3.5.2 Sewer

The City of Upland will provide sewer service to the Specific Plan area. An 8 inch sewer line currently exists adjacent to the southeast corner of the Specific Plan area which may be extended to serve the Specific Plan area.

### 3.5.3 Hydrology and Drainage

The Specific Plan area is located in a wash that historically flooded during heavy storm events prior to the construction of the San Antonio Dam and the 210 Freeway.

Two 48 inch parallel storm drains, one 48 inch storm drain, and one 36 inch storm drain extend beneath the 210 Freeway terminating off site near the southerly Specific Plan boundary within the City of Claremont and the City of Upland. The existing level of storm drain improvements throughout the Specific Plan area generally consist of open earthen swales which will be abandoned as part of the development of the Specific Plan area. Drainage improvements proposed for the project are described

in Section 5, “Infrastructure and Services,” of the Specific Plan.

### 3.5.4 Electricity

The Specific Plan area is located within the service territory of Southern California Edison Company (SCE). Existing SCE facilities are located in Baseline Road.

### 3.5.5 Natural Gas

The Southern California Gas Company (Gas Company) provides natural gas service within the Specific Plan area. Existing Gas Company facilities are located in Baseline Road.

### 3.5.6 Communication Systems

Verizon provides telephone service to the Specific Plan area. Existing Verizon facilities are located in Baseline Road.

### 3.5.7 Solid Waste

The City of Upland contracts with Burrtec Waste Industries (BWI) a private refuse hauler to provide solid waste collection and disposal to the City of Upland.

### 3.5.8 Schools

The Specific Plan area is located within the boundaries of the Upland Unified School District which will provide facilities to meet the school needs of the Park View community.

## 3.6 Vegetation

The natural vegetation and soils conditions that once occurred throughout the Specific Plan area have been significantly altered through use of the site, leaving little or no native vegetation. Additional analysis of vegetation conditions are included in the EIR prepared for the Specific Plan.

### **3.7 Easements**

Several easements exist within the Specific Plan area. The San Antonio Channel, an easement in favor of the U.S. Army Corps of Engineers, a designated drainage channel, extends in a north/south direction below the surface across the Specific Plan area within Development Area B. This channel will remain in place. Construction of buildings will not be permitted above the channel but parking areas will be permitted.

A twenty foot wide easement in favor of Mountain View Land Company, Incorporated exists near the county line between San Bernardino and Los Angeles Counties. This easement contains a conveyor belt carrying aggregate to the quarry located south of the Specific Plan area. As part of the project, this conveyor belt system will be undergrounded and encased in a 6 foot by 6 foot concrete culvert similar to the culvert encasing a conveyor belt system that currently exists beneath the 210 Freeway. Buildings will not be permitted to be located on top of this easement once the conveyor belt system is undergrounded, however parking areas will be permitted over this easement. Access to the conveyor belt for maintenance purposes will be identified at either tentative tract map or site plan approval.

A 16 foot wide easement, in favor of the Pomona College and Golden State Water Company, extending from the Wilcox well south to Baseline Road, provides access for service vehicles to the Wilcox well and contains utilities serving the well. This easement may be relocated as part of the project and service vehicles will utilize interior project streets to access the well for maintenance purposes. A water main extends northwesterly across the Specific Plan area from the well and across a portion of the future park site to be developed by the City of Upland.

Existing easements within the specific plan area are illustrated on Exhibit 3-5, "Existing Easements."



Exhibit 3-5  
Existing Easements

## SECTION 4. LAND USE

### 4.1 Introduction

Park View is a comprehensively planned mixed-use commercial and residential community. The land use plan combines a pedestrian oriented commercial center, offering quality goods and services, with residential neighborhoods designed around parks, landscaped pedestrian paths, and greenbelts. Residential areas are connected by pedestrian pathways and greenbelts to the commercial center and to a proposed City park to be developed north of the Specific Plan area. As part of the development of Park View a 75 foot wide City owned property located adjacent to the easterly boundary of the Specific Plan area will be improved as a public linear park to include a bike and/or pedestrian path providing bicycle and/or pedestrian connectivity between Baseline Road and the future City park. Streets within Park View are designed to encourage walking and outdoor activity with sidewalks separated from the street by landscaped parkways, providing visual interest and enhancing the pedestrian neighborhood orientation of the community. A system of parks within Park View is connected by a network of walkways, on-street bicycle routes, and greenbelts. Play areas, barbeque facilities, picnic areas, and community gathering spaces are provided in each park. As part of project development, a sound attenuation wall or combination wall and landscaped berm will be constructed adjacent to the 210 Freeway. The land use plan for Park View is illustrated in Exhibit 4-1, "Land Use Plan." Planning Areas 1-4 on the Land Use Plan are located within the City of Upland and comprise Development Area A. Planning Area 5 is located within the City of Claremont and comprises Development Area B.

#### 4.1.1 Commercial Land Use

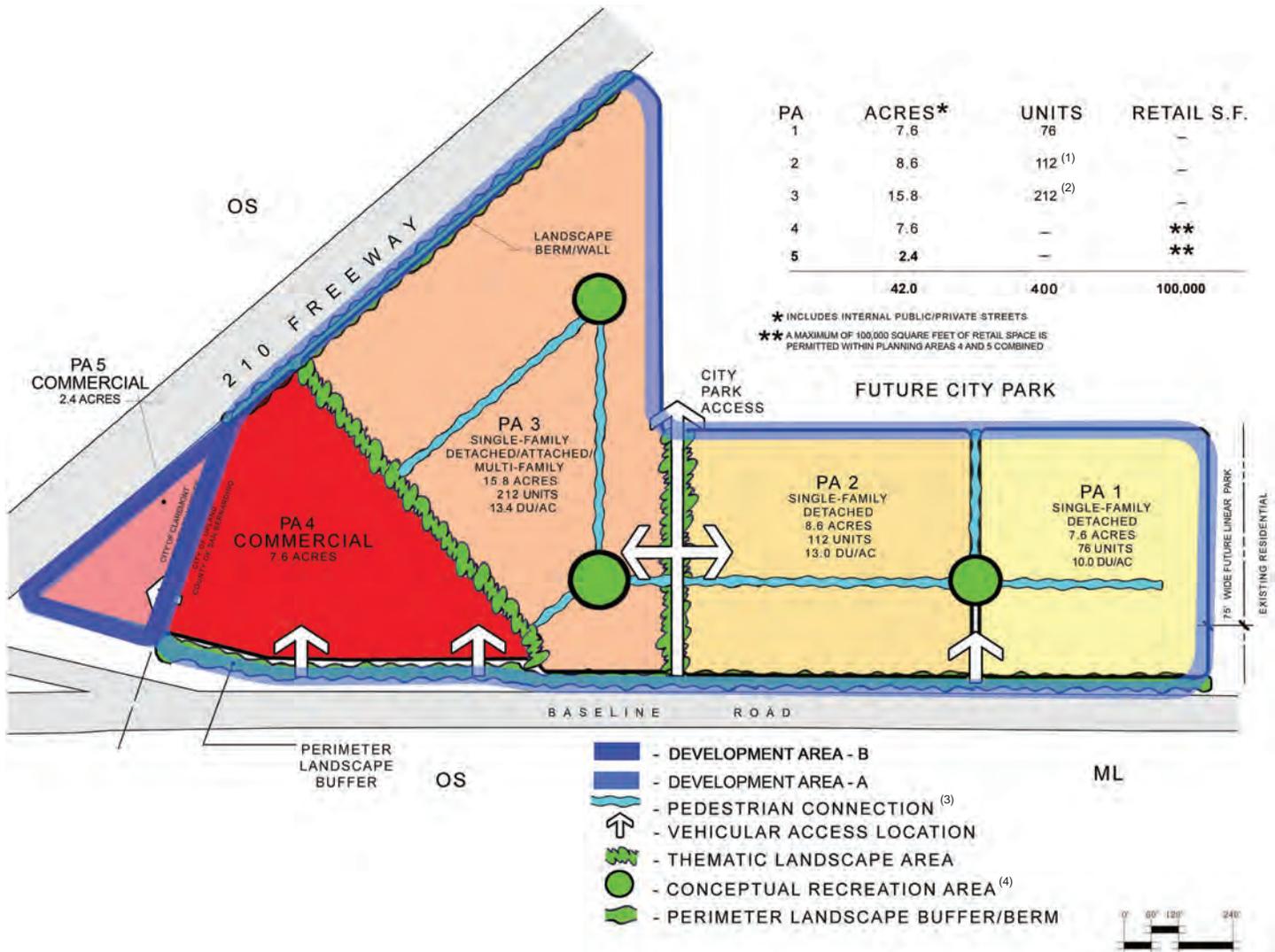
The cornerstone of the Park View mixed use community is the planned development of an approximately 100,000 square foot commercial center on

approximately 10.0 acres adjacent to Baseline Road at the 210 Freeway interchange. Approximately 7.6 acres of the commercial center are located within Planning Area 4 of Development Area A and subject to approval by the City of Upland. Approximately 2.4 acres of the commercial center are located within Planning Area 5 in the City of Claremont and subject to approval by the City of Claremont. Development of up to 100,000 square feet of commercial space is permitted within Planning Area 4, however, the total amount of commercial area developed may not exceed 100,000 square feet within Planning Areas 4 and 5 combined. The commercial center is envisioned as a pedestrian oriented center providing plazas, outdoor dining, and pedestrian connectivity to the residential areas of Park View.

#### 4.1.2 Residential Land Use

Residential land uses planned for Park View are proposed for Planning Areas 1-3 of Development Area A. The design of Park View creates a strong identity and sense of neighborhood for the residents of Park View. Entries to Park View are designed with welcoming human scale elements including a landscaped median, sidewalks adjacent to a landscaped parkway, shade trees, enhanced paving, and entry monumentation, combining to create a sense of place. The primary residential entry design includes a raised landscaped median, enhanced paving, pedestrian walkways, and lush landscaping on each side of the entry. Project identification monuments will be placed at this entry location. The secondary project entry is designed to include enhanced paving, a pedestrian walkway and landscaped parkway on each side of the entry. Residential street design with sidewalks separated by landscaped parkways provides visual interest helping to slow traffic on each street and enhancing a pedestrian orientation for neighborhoods.

Park View provides for development of a range of housing types addressing a variety of lifestyles and income levels. Single family residential detached homes and single family residential attached homes



1. Represents a target maximum number of dwelling units in Planning Area 2. Dwelling units assigned to Planning Area 1 not developed in Planning Area 1 may be transferred to Planning Areas 2 or 3 provided the total number of dwelling units in the project does not exceed 400 and the project complies with all applicable development standards.
2. Represents a target maximum number of dwelling units for Planning Area 3. Dwelling units assigned to Planning Areas 1 and 2 which are not developed in these Planning Areas may be transferred to Planning Area 3 provided the total number of dwelling units does not exceed 400 and the project complies with all applicable development standards.
3. Location indicated is conceptual. Final location may vary based on final design of each Planning Area. Pedestrian connections will be a minimum 5 foot width and may be located within street right of way.
4. Locations indicated are conceptual. Final location may vary based on the final design of each Planning Area.



Exhibit 4-1  
Land Use Plan

## Chapter 1

### SECTION 4. LAND USE



in a variety of styles and types are planned. A human scale of architecture within Park View enhances the pedestrian friendly character of the community. Architectural features such as front porches, railings, enhanced entries, a mix of materials and textures, and authentic detailing on elements such as windows and doors, columns, balconies, and lighting combine to create an inviting streetscene. Innovative garage designs are incorporated in order to de-emphasize the visual impact of garage doors from the street. Such design techniques may include recessed garages, rear loaded residential units, and garages located around a common courtyard in order to de-emphasize their view from the street.

The Park View Specific Plan permits flexibility in the distribution of residential types within each residential Planning Area. The specific residential type and mix of types to be developed in each Planning Area will be determined at the time of review and approval by the City of Upland of tentative tract maps for the project. Residential single family detached dwellings are permitted within any residential Planning Area. Residential single family attached dwelling units are permitted only within Planning Area 3.

#### 4.1.3 Residential Planning Areas

The Park View Land Use Plan provides for development of up to 400 residential dwelling units distributed among three residential Planning Areas. A maximum of 76 residential single family detached dwelling units is permitted for development within Planning Area 1. Any portion of the 76 dwelling units not developed within Planning Area 1 may be developed within Planning Areas 2 or 3. The maximum number of residential single family detached dwelling units permitted to be developed within Planning Areas 1 and 2 combined is 188. Any portion of the units not developed within Planning Areas 1 and 2 may be developed within Planning Area 3 pursuant to the provisions of Section 8.7 “Transfer of Dwelling Units,” contained in this

chapter of the Specific Plan. Single family detached and single family attached residential units are permitted in Planning Area 3.

The transfer of residential dwelling units from one Planning Area to another is permitted in accordance with the provisions of Section 8.7, “Transfer of Residential Units,” provided the total number of residential dwelling units developed within the Specific Plan area does not exceed 400 and the transferred dwelling units meet all approved development standards as established in Section 6, “Development Regulations,” of the Specific Plan.

#### 4.2 Commercial Land Use

The Park View Specific Plan provides for the development of up to 100,000 square feet of commercial uses on approximately 7.6 acres within Planning Area 4 and approximately 2.4 acres within Planning Area 5 of the Specific Plan area. A commercial center located near the key intersection of the 210 Freeway interchange and Baseline Road will offer convenient access to retail goods and services for the residents of Park View as well as to the surrounding community. Land uses anticipated to be developed in the Park View commercial center could include a major anchor store, such as a supermarket and drug store, and smaller specialty shops and restaurants. The Park View commercial center is designed to promote a pedestrian and bicycle friendly environment with amenities including outdoor dining, plazas, and informal gathering spaces. Pedestrian and bicycle connectivity to the center from the residential Planning Areas of Park View is provided through a landscaped greenbelt extending along the length of the boundary between residential Planning Area 3 and Planning Area 4. The design of the commercial center within Planning Area 4 will provide for vehicular access and pedestrian connectivity to Planning Area 5 located within the City of Claremont.

### 4.3 Residential Land Use

The Park View Specific Plan permits the development of up to 400 residential dwelling units providing single-family detached homes and single family attached homes. Residential land use areas are contained within three Planning Areas linked by a network of street separated sidewalks and on-street bicycle routes connecting all the Planning Areas to parks and the commercial center.

Residential development, comprising approximately 32 acres, is designed to address a variety of lifestyles, such as singles, families, executives, and empty nesters. Development of a variety of single family detached and single family attached housing is provided for within the Specific Plan. The following generally describes the types of single family detached and single family attached residential housing to be provided within Park View. Illustrations of each housing type are provided in Section 7, “Design Guidelines,” of the Specific Plan.

#### 4.3.1 Single Family Conventional Detached Homes

Conventional single family detached housing is permitted for development within Planning Areas 1-3. These homes include an “architecture forward” design relating the home to the street, through the incorporation of porches and other elements, as the predominant feature along the front of the home.

#### 4.3.2 Single Family Detached – 2-Pack and 3-Pack

The Specific Plan permits the development of residential single family dwelling units in a 2-Pack or a 3-Pack configuration. By configuring the units in a 2-Pack or a 3-Pack design, a larger usable side yard area is provided for each unit, and garages can be either located to the rear of the lot or set back from the front of the homes at a distance, preserving the

streetscene for home frontage. Residential housing in a 2-Pack or a 3-Pack design is permitted in Planning Areas 1-3 of Park View.

#### 4.3.3 Single Family Detached – Cottage Homes

The Specific Plan permits development of cottage single family detached homes. Cottage single family detached homes are served by alleys with front doors opening to a common open space area, maintaining an architectural orientation for the street. Cottage single family detached homes are permitted in Planning Areas 1-3 within Park View.

#### 4.3.4 Single Family Detached – 6-Pack Homes

The Specific Plan permits development of residential single family detached units in a 6 Pack configuration designed around a common private drive. Individual lots are developed within modules comprised of 6 residential units surrounding a common motorcourt. Garages are accessed from the motorcourt, allowing for the fronts of garages to be turned away from the street, or set back far enough from the street, that the residential architecture is the predominant streetscene feature. The 6-Pack single family detached home type is permitted within Planning Areas 1-3 of Park View.

#### 4.3.5 Single Family Detached – Greencourt Homes

The Specific Plan permits the development of single family detached greencourt homes in a 6 Pack configuration with access from a private drive located at the rear of the building. Greencourt single family detached homes front onto a greenbelt creating an open space setting for this housing type. Greencourt single family detached homes are permitted in Planning Areas 1-3.

**4.3.6 Single Family Attached – Greencourt Townhomes**

Single family attached greencourt townhomes are proposed for development within the Specific Plan area. Greencourt townhomes are served by rear alleys with residences fronting on a common greenway, maintaining an architectural streetscene and creating an open space environment for all residential units. Single family attached greencourt townhomes are permitted within Planning Area 3 of Park View.

**4.3.7 Single Family Attached – Paired Homes**

The Specific Plan permits development of single family attached paired homes consisting of duplexes in row configurations of two units per module. Paired homes are rear loaded preserving an architectural orientation for the streetscene. Single family attached paired homes are permitted for development within Planning Area 3.

**4.3.8 Single Family Attached – Triplex Condominiums**

Development of single family attached triplex condominiums are permitted within the Specific Plan area to include townhomes, stacked flats, and carriage homes. Carriage homes are characterized by units located above garages. Front doors and porches face the street with garages located to the rear of the building served by a private drive. Single family attached triplex condominiums are permitted for development within Planning Area 3.

**4.3.9 Single Family Attached – Row Townhomes**

The Specific Plan permits development of single family attached row townhomes which consist of a traditional building type of alley loaded attached homes designed in a row configuration. Front doors and porches face a common open space area, or the street, and garages are located to the rear of the building. Single family attached row townhomes are permitted for development within Planning Area 3.

**4.3.10 Single Family Attached – Cluster Townhomes**

The Specific Plan permits development of single family attached cluster townhomes designed in a configuration of attached units clustered around a common motorcourt. This design allows garages to be turned away from the street and promotes a pedestrian friendly environment along the street. Single family attached cluster townhomes are permitted for development within Planning Area 3.

**4.3.11 Multi-Family Stacked Flats and Townhomes**

The Specific Plan permits the development of multi-family dwellings and townhomes designed as stacked residential units. Garages are oriented onto a private motorcourt served by an alley to preserve the architectural streetscene. Multi-family stacked flats and townhomes are permitted for development within Planning Area 3.

#### 4.4 Parks, Open Space, and Greenbelts

Approximately 3.5 net acres are provided within Park View as parks, open space, and greenbelt areas within easy walking distance to any residence. The 3.5 acres designated for parks, open space, and greenbelt areas exclude public and private streets, parkways, and sidewalks. Of the 3.5 acres, approximately 1.86 acres are provided as parks and recreation areas within the residential Planning Areas. A minimum of .46 acres of park will be provided within Planning Areas 1 and 2 combined, and a minimum of 1.4 acres of park will be provided in Planning Area 3. Recreational facilities include the development of a minimum of one swimming pool to serve Planning Areas 1 and 2 and one swimming pool to serve Planning Area 3. Parks are located within walking or biking distance to any residence. Recreational amenities within the parks will include active and passive facilities such as pools, tot lots, barbeque and picnic areas, gathering places, shade structures, water features and spas, and courts for various types of sports such as basketball, tennis, volleyball, bocce ball, paddle tennis, and handball. Parks and recreational areas are connected by a network of pedestrian walkways and linear greenbelts developed adjacent to roadways within Park View. The locations of recreation areas, pedestrian trails, and greenbelts as illustrated on Exhibit 4-1, “Land Use Plan,” are conceptual locations. The ultimate location, size, and configuration of each park or recreational facility developed within Park View will be determined at the time of approval of tentative maps for residential development.

As part of the development of Park View a 75 foot wide City owned property located adjacent to the easterly boundary of the specific plan area will be improved as a linear park to serve as an off-site amenity for the community. Improvements to this linear park area could include a walking and biking trail, benches, and landscaping. The final design for improvement of this area will be determined by the City, and construction of improvements for this area will occur as part of the development of Park View.

## SECTION 5. INFRASTRUCTURE

Park View is served by a comprehensively planned infrastructure system. Plans for circulation, water, wastewater, drainage, and utilities are designed to meet the needs of the community through improvements to existing regional facilities and development of new off-site and on-site facilities.

### 5.1 Circulation

The circulation plan for Park View reinforces the goal of creating a safe environment for pedestrian movement and bicycle traffic reducing the reliance on the automobile as a means of travel as well as providing for the safe and efficient movement of vehicles. The “Master Circulation Plan,” Exhibit 5-1, illustrates the general hierarchy of roadways serving Park View.

Street design is an important element in establishing a quality pedestrian environment. Pedestrian oriented streets are typically laid out in a manner which makes fast travel through neighborhoods by car less desirable. Streets should not be too wide or out of scale with the neighborhood and should be well landscaped in order to maintain residential street speeds at safe levels. All streets shall meet the turning radius requirements of the Fire Department.

#### 5.1.1 Streets

The development of Park View includes the construction of new streets within the Specific Plan area. Baseline Road, a public roadway and the primary access roadway serving Park View, is currently improved with travel lanes, a painted median, curb and gutter on each side of the street. The planned improvements to Baseline Road will be designed in a comprehensive manner to address the ultimate improvements planned along the entire length of Baseline Road adjacent to the Specific Plan area within both the City of Upland and the City of

Claremont and in accordance with the standards of both cities. As part of development of the project, a new City Gateway sign will be constructed within a new 20 foot wide raised, landscaped median. The 20 foot wide median will taper down in size as Baseline Road extends westerly toward the freeway interchange. A new 7 foot wide landscaped parkway and 5 foot wide sidewalk will be constructed by the developer along the northerly right of way of Baseline Road. If required as part of the development of the commercial center, the developer will install a deceleration lane and a traffic signal at the commercial center entry at the time of development of the commercial center. Exhibit 5-2, “Baseline Road and Park View Promenade Street Sections” illustrates the ultimate improvements for Baseline Road.

The developer shall install all improvements planned for Baseline Road located within the City of Upland which are subject exclusively to the jurisdiction of Upland as part of the development of Park View. Those improvements planned for Baseline Road exclusively subject to the jurisdictions of CalTrans and the City of Claremont will be completed pursuant to approval by CalTrans and the City of Claremont, provided however, such improvements under the jurisdictions of the City of Claremont and CalTrans shall not be required to be approved or completed prior to the issuance of any certificate of occupancy for any of Planning Areas 1-4.

Two categories of internal streets are planned for the Specific Plan area. Park View Promenade is planned as a public roadway to provide primary access to the Specific Plan area from Baseline Road and to connect to the future City park to be developed north of the Specific Plan area. Park View Promenade is planned with a total right of way of 82 feet with a 20 foot raised landscaped median, 16 feet of north-bound vehicular travel area, and 16 feet of south-bound vehicular travel area with provision for an 11 foot wide left turn pocket. A traffic signal will be installed by the developer at the intersection of Park View Promenade and Baseline Road as part of the improvements for Park View Promenade.

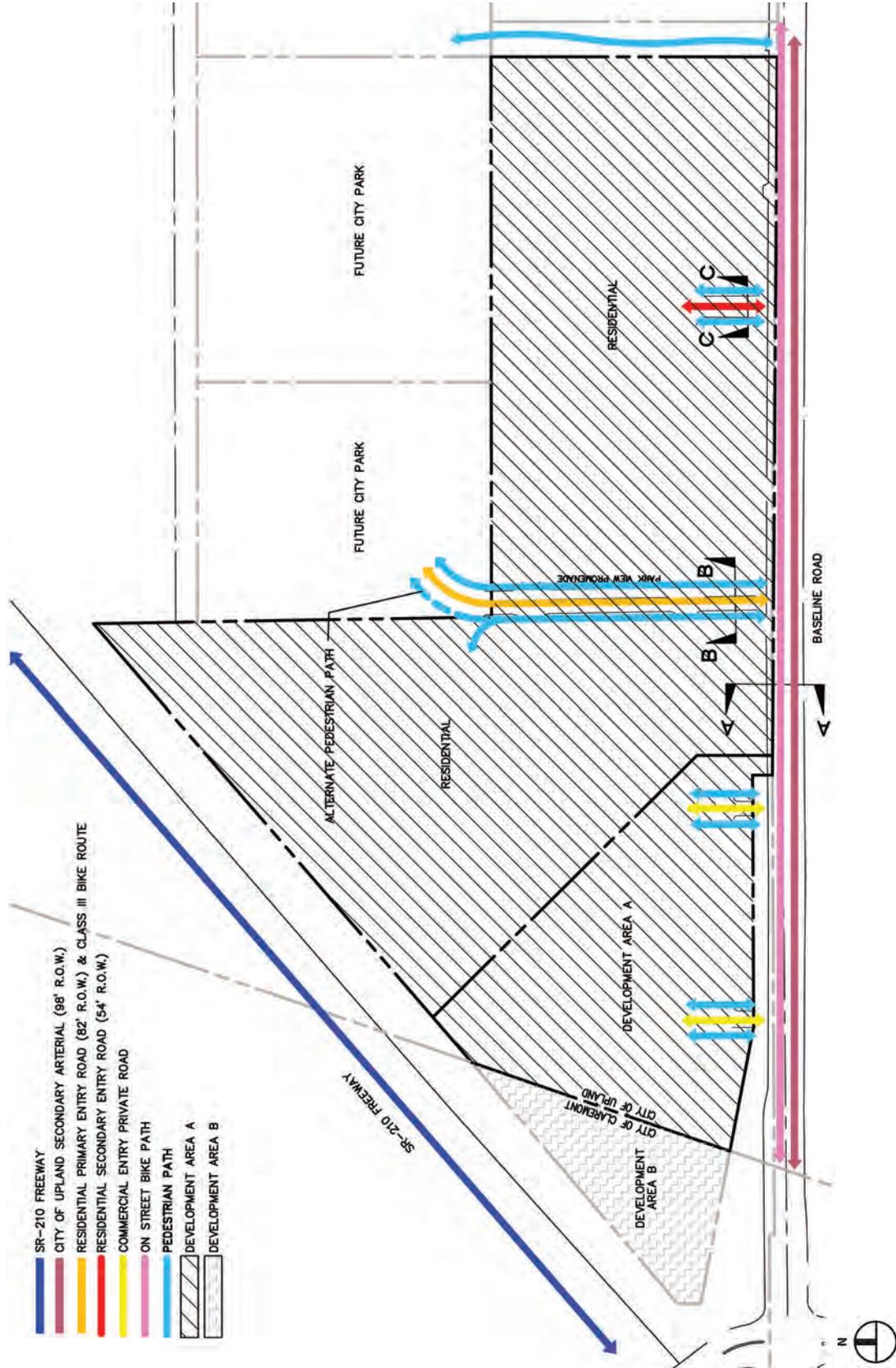
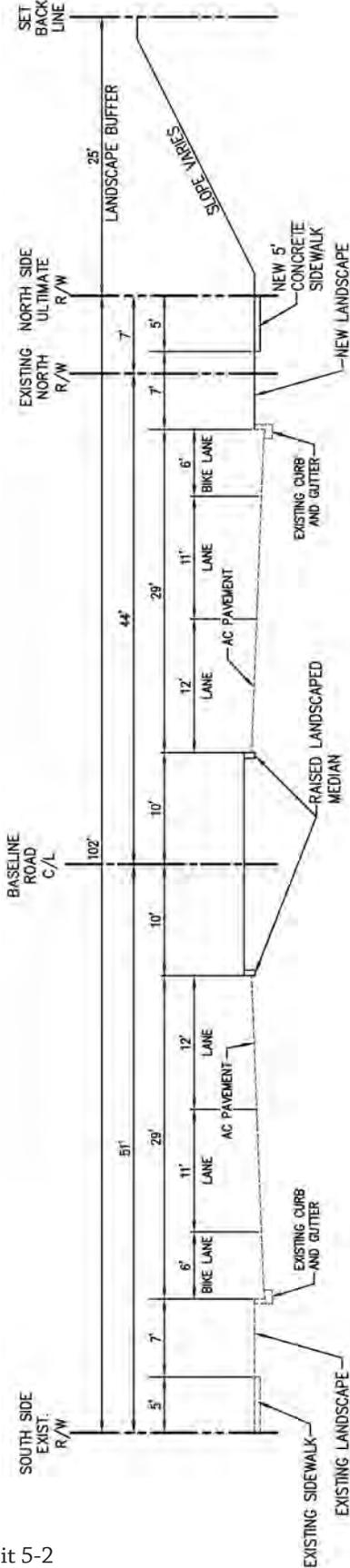
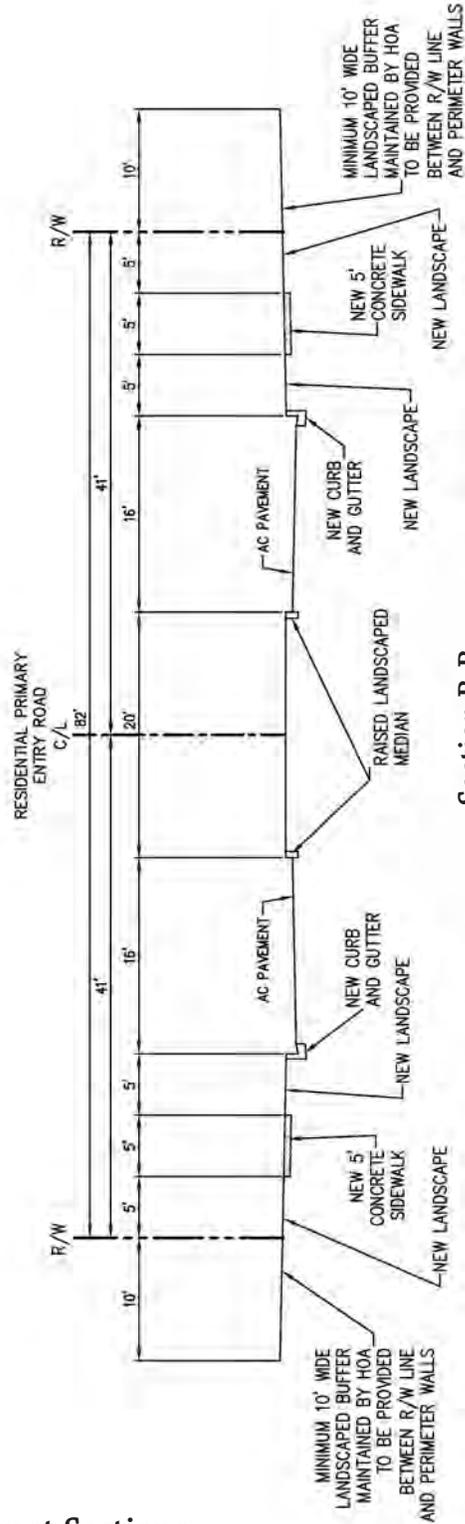


Exhibit 5-1  
Master Circulation Plan



**Section A-A**

Refer to Exhibit 7-5, "Baseline Road Streetscape" for landscape concept.



**Section B-B**

Refer to Exhibit 7-6, "Park View Promenade Streetscape" for landscape concept.

Exhibit 5-2  
Baseline Road and Park View Promenade Street Sections

A 5 foot wide sidewalk separated from the street by a 5 foot wide landscaped parkway is planned to be developed on each side of the street to enhance the pedestrian orientation of the street and an additional 5 foot wide landscaped buffer area is provided between the back of the sidewalk and the right of way. An additional 10 feet of landscaping is planned as a visual buffer between the right of way and community perimeter walls. As part of the site plan approval of Planning Area 3, provision shall be made for the sidewalk on the west side of Park View Promenade to extend into the future City park. Exhibit 5-2, “Baseline Road and Park View Promenade,” illustrates the proposed improvements for Park View Promenade.

Local residential streets are designed to distribute traffic from Baseline Road and Park View Promenade into the residential areas. Local residential streets are planned with a total right of way of 54 feet with 36 feet of vehicular travel area, a 4 foot wide landscaped parkway and a 5 foot wide sidewalk on each side of the street. An additional 5 foot wide landscaped buffer area is provided between the back of the sidewalk and community perimeter walls. Local residential streets planned for Park View are illustrated in Exhibit 5-3, “Local Residential Streets and Alleys.”

### 5.1.2 Private Drives

Private driveways will provide access to the commercial center within Development Area A. Access to Development Area B will be provided from on site private driveways and designed as part of the comprehensive site design encompassing both Development Area A and Development Area B.

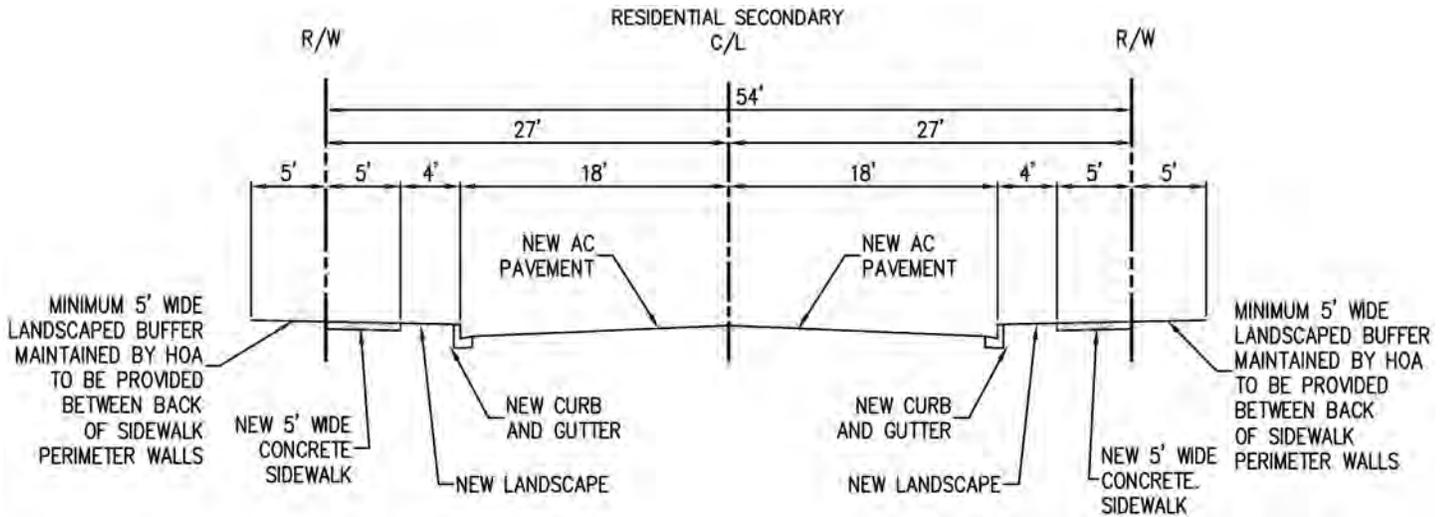
### 5.1.3 Alleys

Private alleys developed within Park View will consist of a 30 foot wide total right of way with 20 to 24 feet of paved travel area and a 3 to 5 foot wide easement area for landscaping. Alleys planned for Park View are illustrated in Exhibit 5-3, “Local Residential Streets and Alleys.”

### 5.1.4 Pedestrian Circulation

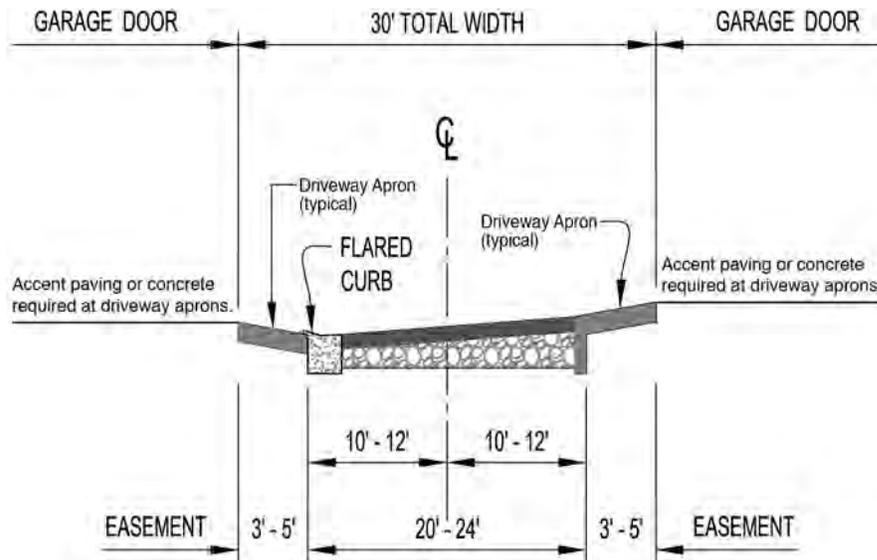
Off-street pedestrian paths are available throughout Park View to emphasize the pedestrian orientation of the community. An interconnected paved sidewalk system separated from vehicular travel lanes by a landscaped parkway is planned as part of the street system for Park View. The sidewalk system within Park View will connect to a new sidewalk within the Baseline Road right of way to be installed by the developer of Park View. Pedestrian access points within a landscaped greenbelt adjacent to the commercial center will be provided for as part of the comprehensive site design for Development Area A and Development Area B to provide pedestrian connectivity from residential areas to the commercial center within the Specific Plan area. The design of Park View Promenade includes a street separated pedestrian sidewalk providing pedestrian access through the community to the future City park planned for development north of the Specific Plan area. The design of the sidewalk adjacent to the westerly side of Park View Promenade allows for the northerly extension of the sidewalk from Planning Area 3 into the future City park. As part of the development of Park View a 75 foot wide City owned property located adjacent to the easterly boundary of the Specific Plan area will be improved as a public linear park to include a pedestrian path and/or bikeway. The linear park will provide pedestrian connectivity between Baseline Road and the future City park located north of the Specific Plan area.

The Park View pedestrian path system provides connectivity among all residential Planning Areas and to other components of the Specific Plan area including the commercial center, on-site parks, and the future City park planned for development north of the Specific Plan area. Pedestrian circulation planned for Park View is illustrated on Exhibit 5-1, “Master Circulation Plan.”



**Section C-C**

Refer to Exhibit 7-7, "Secondary Entry Roadway and Interior Street Streetscape" for landscape concept.



**Private Alley**

Exhibit 5-3  
Local Residential Streets and Alleys

### 5.1.4 Bicycle Circulation

Bicycle accessibility is an integral element to creating connectivity and mobility within Park View. Park View Promenade provides for a Class III bike route connecting to an existing 6 foot wide on-street bicycle path located within Baseline Road. Park View Promenade will extend from Baseline Road to the public park planned for development by the City north of the Specific Plan area. Development of local residential streets within the Specific Plan area includes adequate area to allow bicycling within the street right of way. Local residential streets will connect to Park View Promenade and the on-street bike path within Baseline Road providing bicycle connectivity from all residential areas to Park View Promenade and to Baseline Road. Bicycle access provided throughout the community within local residential streets connects parks, residential areas, and the commercial center as well as to Park View Promenade, and the bike path within Baseline Road. The bicycle circulation system for Park View is illustrated on Exhibit 5-1, “Master Circulation Plan.”

## 5.2 Water Master Plan

Water service will be provided to the Specific Plan area by the City of Upland. The City of Upland Water Department provides 6.99 billion gallons of water annually from three different sources. Approximately 59.7 percent of the City’s water supply is pumped from groundwater and extracted from the Chino Basin, Claremont Heights, and Cucamonga Aquifers. Approximately 1.7 percent of the City’s supply comes from the San Antonio Creek as gravity surface flow water and is treated at the City of Upland’s San Antonio Canyon Water Treatment Plant. The remaining 38.6 percent of the City’s water originates from the high mountain streams in Northern Sierra Nevada and is conveyed via the State Water Project to Lake Silverwood.

Five different pressures zones supply water within the City of Upland. The pressure zones are served by above ground storage tanks located in the foothills

in the northern portion of the City. The total storage capacity of the above ground reservoirs is approximately 52 million gallons. The City of Upland uses between 14 to 33 million gallons per day (MGD) depending seasonal conditions.

The Park View Specific Plan area is located within “Zone 3” of the public utility system which is served by two above ground storage tanks with capacities of 4.3 million gallons and 1.5 million gallons respectively. Development of the Park View Specific Plan area will require the construction of a new public 12 inch water main in Baseline Road connecting to an existing 10 inch water main located east of the Specific Plan area at the intersection of Baseline Road and Benson Avenue. A water flow test at Benson Avenue and Baseline Road indicates a 122 psig static and a 110 psig residual pressure. The available flow at 20 psig was calculated at 6,414 gallons per minute.

The new 12 inch water main will be constructed along the frontage of the Specific Plan area adjacent to Baseline Road, extend north through Park View Promenade, east along the northerly boundary of the Specific Plan area, or through the Specific Plan area, and then north along the easterly boundary of the future City park to connect with an existing 12-inch water main located in 17th Street. The new 12-inch water main will serve as the primary source of water for building sprinklers, fire hydrants, domestic water, and irrigation service. An 8 inch water main will be constructed on-site throughout the Specific Plan area.

Reclaimed water for irrigation is not available at this time for the Park View Specific Plan area. The City of Upland is preparing for future City wide use of reclaimed water for landscape irrigation. An irrigation system for public right of way, including medians, and common use areas within Park View shall be constructed for convenient conversion to reclaimed water when available. The irrigation system shall be constructed with reclaimed water heads and piping. Construction shall include an 8 inch reclaimed water line within Park View Promenade for future service

to the City park. Each irrigation meter along Park View Promenade shall have a reclaimed water stub adjacent for conversion.

Where water facilities are designed and constructed to the required standards of the City, these facilities will be publicly maintained. If designed as private facilities they will be maintained by the Homeowners Association established for Park View.

An existing water line within the Specific Plan area extending westerly from the existing water well owned by Pomona College, located on the east side of the site, will be relocated or redirected as part of the project, as illustrated in Exhibit 5-4, "Water Master Plan."

The water master plan for Park View is illustrated on Exhibit 5-4, "Water Master Plan."

### **5.3 Sewer**

Sewer service for the Specific Plan area is provided by the City of Upland. In 1972, the City of Upland entered into a Regional Sewerage Service Contract with the Inland Empire Utilities Agency (IEUA) formerly known as the Chino Basin Municipal Water District to provide treatment and disposal of sewage for the City. IEUA provides municipal and industrial wastewater collection and sewage treatment services to more than 700,000 people within a 242 square mile area in the western portion of San Bernardino County. The City of Upland owns and operates their own sewage collection systems that deliver sewage flows into regional sewer trunk lines that flow to the IEUA reclamation facilities. The IEUA currently has five (5) regional treatment plants treating 150,000 tons of bio-solids annually.

The Park View Specific Plan area is within of the City of Upland's wastewater collection system and will convey all project wastewater to the Carbon Canyon Wastewater Reclamation Facility (CCWRF). The nineteen acre Carbon Canyon facility is designed to meet a total inorganic nitrogen limit of 10 mg/L. The CCWRF treats an annual average flow of 9.5

million gallons per day (MGD). Solids removed from the waste flow are transported by underground pipes and treated at Regional Plant #2 located in the City of Chino. Solids are treated and removed for composting. Water discharge from the CCWRF reach the Santa Ana River upstream from spreading ponds operated by the Orange County Water District. Water quality levels of discharge will meet Title 22 requirements for non-restricted recreational use and stringent public health turbidity standard of 2 NTU.

An existing City of Upland 8 inch sewer main located in Baseline Road services the Mountain Shadows residential development located east of Park View. The existing 8 inch sewer main that serves Mountain Shadows receives 0.033 MGD of wastewater from the residential development. The combined wastewater generated from the Park View Specific Plan area, the Mountain Shadows development, and the future 57 acre City park, has been estimated to be approximately 0.251 MGD. The allowable flow through the existing 8- inch sewer main located in Baseline Road is 0.238 MGD. Sewer mains are considered at "allowable flow" at fifty percent of capacity. The 0.251 MGD is fifty seven percent of capacity, considered marginally deficient, but does not require reconstruction.

As part of the development of Park View, the 8 inch Baseline Road sewer main will be extended approximately 1,600 feet toward the west in order to serve the Park View Specific Plan area. As part of the development of Park View an existing 8 inch main located in Benson Avenue between Foothill Avenue and Arrow Highway will be reconstructed to a 10 inch main. A new 8 inch sewer main will be constructed throughout the Specific Plan area and extended to the southern boundary of the future City park located north of Park View. Due to the location and proposed grades for the commercial areas located within Planning Areas 4 and 5 of the Park View Specific Plan an on-site, privately maintained sewer lift station will be constructed to serve this area.



Exhibit 5-4  
Water Master Plan

Chapter 1  
SECTION 5. INFRASTRUCTURE AND SERVICES

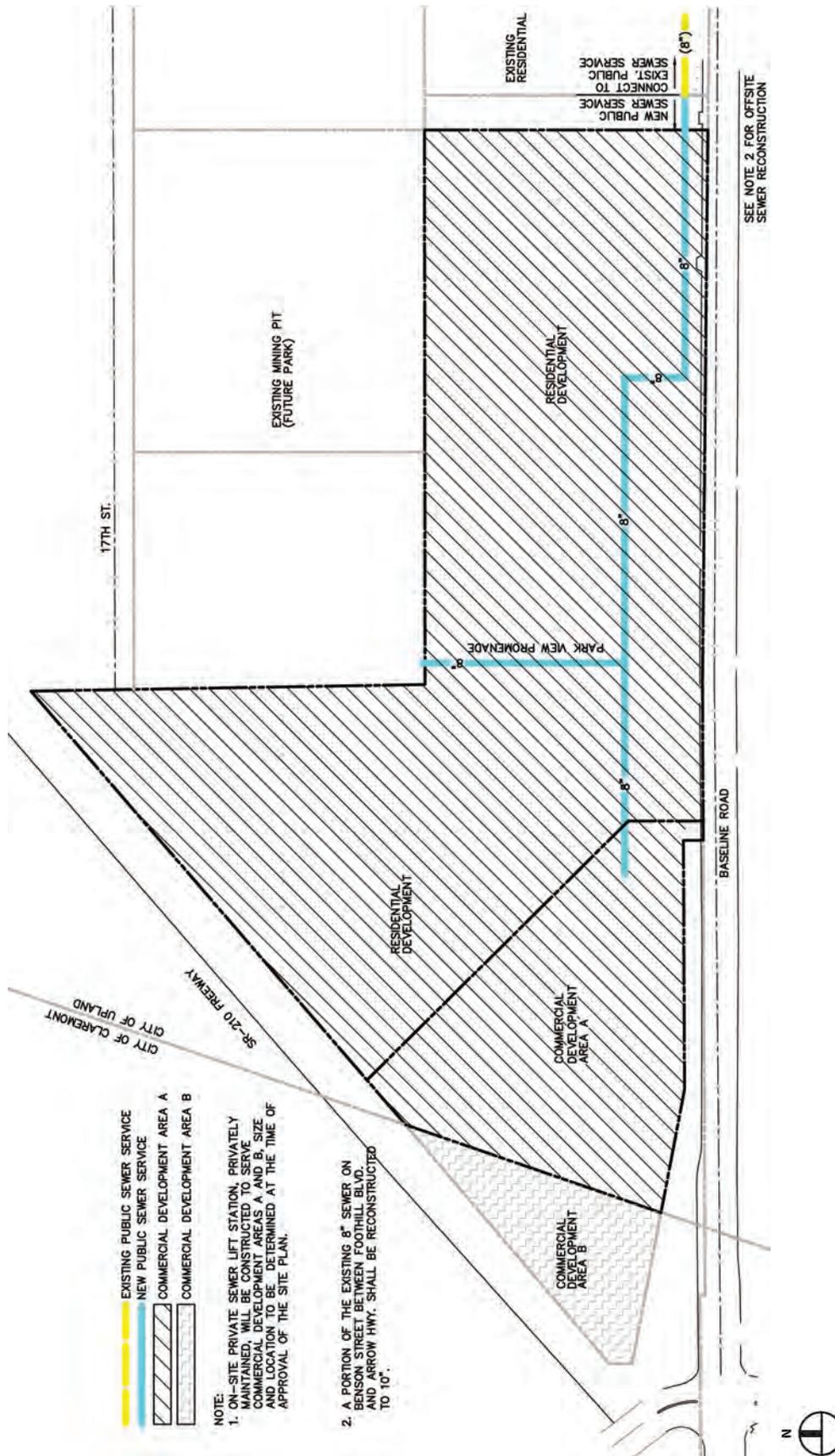


Exhibit 5-5  
Sewer Master Plan



The sewer master plan for Park View is illustrated on Exhibit 5-5, “Sewer Master Plan.”

#### 5.4 Drainage

The San Bernardino County Flood Control District is responsible for regional flood control facilities north and south of the Park View Specific Plan area, while the City of Upland maintains publicly owned local facilities immediately adjacent to the Specific Plan area. Existing drainage for the Specific Plan area generally flows from the north and northeast in a south and southwest direction. Numerous quarries that currently serve as retention or detention basins surround the Park View Specific Plan area on the north, south, and east.

The San Antonio Channel bisects the existing flood plane to the north and has numerous earthen berms on the west side that direct surface flow into San Antonio Channel. The surface flows that do not discharge into the San Antonio Channel are then discharged into the existing culverts that extend beneath the 210 Freeway. Some culverts discharge into Development Area A and some culverts discharge into Development Area B. These surface flows then flow to existing culverts located beneath Baseline Road eventually out-letting into borrow pits owned by Holliday Rock and Sand. The number and size of these culverts are the same as the culverts beneath the 210 Freeway. The volume from the peak surface flows are retained in Holliday’s borrow pit and ultimately percolated into the ground.

An existing single 48 inch storm drain culvert and existing twin 48 inch storm drain culverts are located beneath the 210 Freeway within Los Angeles County and therefore not within the Park View Specific Plan area. As part of development within Development Area B, the twin 48 inch storm drain culverts will be extended into Development Area B and connected into the existing dual 48 inch culverts beneath Baseline Road. The flow will remain within Los Angeles County. An existing 36 inch

culvert located beneath the 210 Freeway within San Bernardino County will also be extended through the Park View Specific Plan Area.

The existing off-site peak surface flows generated within San Bernardino County tributary to the existing 36 inch storm drain culvert have been determined to be 27 cubic feet per second (cfs). These flows will be directed beneath finished grade with the construction of the Park View improvements.

The proposed on-site peak surface flows have been determined to be approximately 173 cfs for a 100-year storm event, which represents an increase of 205% over the existing on-site peak surface flows of 84.20 cfs. All on-site surface water will be collected in an on-site storm drain system which will combine with the off-site flow into a new 48 inch storm drain, which gradually increases to a 60 inch storm drain, along the north side of Baseline Road. Both off-site and on-site flows will be undetained. The storm drain along Baseline Road will turn southerly and combine with flows within a 96 inch storm drain to be constructed by the City within the 75 foot wide City owned property located easterly of the Specific Plan area and planned to be installed as part of the future development of the City park. The flows contained within this 96 inch storm drain will discharge into the borrow pit owned and operated by Holliday Rock and Sand. The point of discharge will be at the easterly end of the Specific Plan area. The discharge into the borrow pit requires a storm drain culvert to descend from the top of the northerly slope of the Holliday borrow pit into an energy dissipater at the bottom of the borrow pit to avoid scouring or erosion. The amount of water discharging from the Park View Specific Plan Area into the borrow pit has been estimated to be 1.5 acre-feet. The Holliday Rock and Sand borrow pit has a total holding capacity of approximately 200 acre-feet. The borrow pit will be able to accommodate all existing surface discharge generated on-site and off-site as described above.

## Chapter 1

### SECTION 5. INFRASTRUCTURE AND SERVICES



The City of Upland constructed storm drain line is planned to be installed within the vacant land area adjacent to the easterly boundary of the Park View Specific Plan. This proposed storm drain line will drain the proposed City park located to the north of the Specific Plan area. The tributary area to the proposed City park is east of the San Antonio Channel and north side of the 210 Freeway. The park will discharge approximately 835 cfs for a 100-year storm event. Projected flow rates were taken from hydrology reports prepared by Hall & Foreman, Inc. dated June 13, 2007 and by Psomas dated January 2005. The storm drain to be constructed to serve the future City park will connect to a new 102 inch storm drain constructed as part of the development of Park View, beneath Baseline Road and flow southerly onto the land owned and operated by Holliday Rock and Sand. The discharge will occur in the borrow pit and outlet through an energy dissipater.

The City of Upland retains the right to drain on-site and off-site waters into the Holliday Rock and Sand borrow pit via the Stormwater Easement Agreement executed between the City of Upland and Holliday Rock and Sand dated December 9, 2002. The Stormwater Easement Agreement permits acceptance of waters that the City of Upland would ordinarily accept to drain into the Holliday Rock and Sand borrow pit as well as other lands owned by Holliday Rock and Sand.

Development within the Park View Specific Plan area will comply with all applicable federal, state, and municipal requirements for controlling pollutant impacts to storm water and urban runoff from construction and post-construction activities and with requirements of the Santa Ana Regional Water Quality Board and City of Upland, which regulate the discharge of storm water from construction activities on sites where more than one acre of soil is disturbed. During construction of Park View, the project will create the potential for contaminants to affect water quality, such as erosion and silt discharge during grading operations. The project will require a Notice of Intent (NOI) to be filed with the

State of California Water Resources Control Board. The NOI is intended to identify project compliance with the requirements of the State National Pollutant Discharge Elimination System (NPDES) Construction Permit and implementation of a Storm Water Pollution Prevention Plan (SWPPP) prior to any earth-disturbing activities.

Post-development activities will also have the potential to discharge contaminants such as urban runoff into the municipal storm drain system of the City of Upland. In order to meet requirements of the Santa Ana Regional Water Quality Control Board Requirements, a Water Quality Management Plan (WQMP) has been submitted to the City of Upland for their review and approval. The Park View Specific Plan meets several of the regulatory criteria in determining the project as a project specific WQMP. The purpose of the WQMP is to specifically identify both the construction and post-construction methods to control potential pollutant runoff. The WQMP discusses Site Design Concepts, Routine Source Control Best Management Practices (BMPs), Treatment Control BMPs, and Construction BMPs that have been incorporated into the project. The WQMP also specifies the assignment of construction and post-construction operation, inspection, and maintenance responsibilities. The Best Management Practices for post-development include the use of storm water clarifiers with infiltration capabilities on Holliday Rock and Sand's borrow pits to mitigate the anticipated pollutants from the project, as identified by the Water Quality Management Plan.

The drainage master plan for Park View is illustrated on Exhibit 5-6, "Drainage Master Plan."

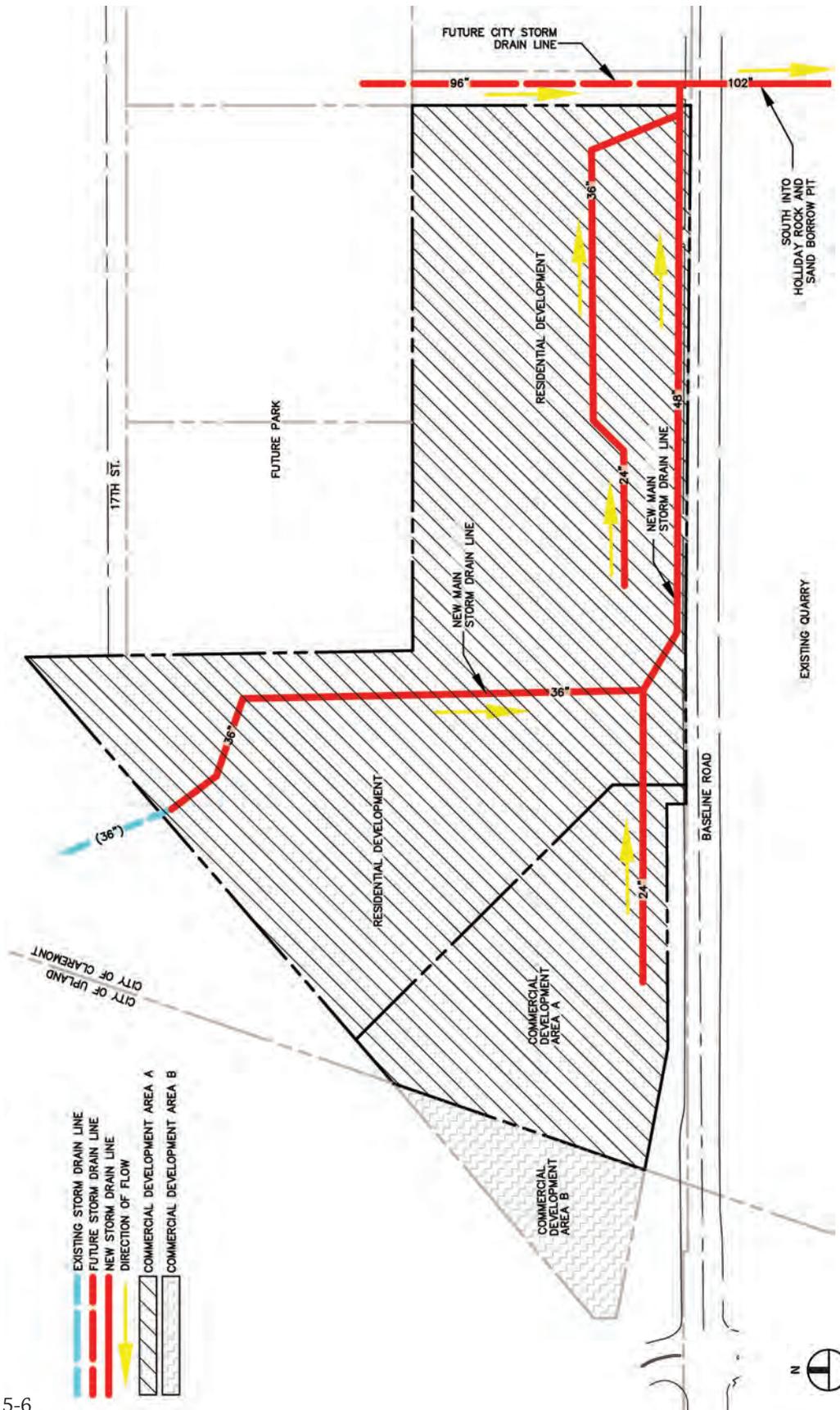


Exhibit 5-6  
Drainage Master Plan

## **5.5 Grading**

The existing Specific Plan area generally slopes from the north and northeast to the south and southwest. Currently, the existing Park View Specific Plan area has a grade difference of 40 feet from the northerly portion of the Specific Plan area, along the 210 Freeway, to the southerly portion of the Specific Plan area, along Baseline Road, with an approximately 10 foot difference in elevation. Proposed grades for the Park View Specific Plan area range from 0.5% to 5.0% with flatter grades being more common at the easterly portion of the Park View Specific Plan area. Grading for the Specific Plan area will generally consist of clearing, grubbing, and moving of surface soils to construct building pads and driveways. Grading within the Specific Plan area will attempt to balance cut and fill for the site. The conceptual grading plan for the Specific Plan area is illustrated on Exhibit 5-7, “Conceptual Grading Plan.” The grading of the linear park within the City property located adjacent to the Specific Plan area on the east will be graded in accordance with the typical sections illustrated in Exhibit 5-8, “Linear Park Grading Sections.” Grading plans for the Specific Plan area will be reviewed and approved by the City of Upland Building, Planning, and Engineering Departments 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.

## **5.7 Public Utilities**

Electrical, telephone, and gas services are available in Baseline Road. On site distribution systems will be constructed as part of the project.

### **5.7.1 Telephone and Cable**

Verizon will provide telephone service to the Specific Plan area. Proposed on-site facilities and all existing lines will be placed underground. Additionally, all existing cable lines adjacent to the boundary of the Specific Plan area will be placed underground.

### **5.7.2 Natural Gas**

The Southern California Gas Company (Gas Company) will provide natural gas to the Specific Plan area. Gas mains will be installed for the Specific Plan area by the Gas Company as necessary.

### **5.7.3 Electricity**

Southern California Edison will provide electricity from existing facilities within proximity to the Specific Plan area. Proposed new facilities to serve the Specific Plan area will be owned and operated by Southern California Edison and located underground. Existing distribution lines of 35.5 kv and below located along Baseline Road adjacent to the Specific Plan area and those located within the Specific Plan area will be undergrounded as part of the development of Park View.

### **5.7.4 Solid Waste**

The City of Upland contracts with Burtec Waste Industries (BWI), a private refuse hauler, to provide solid waste collection services to the City. BWI will service the Specific Plan area. Within single family detached areas, individual trash containers will be provided for trash and recycled materials. A 64 gallon container will be provided for trash, a 32 gallon container will be provided for recycling, and a 32 gallon container will be provided for green waste. Trash and recycling containers within multi-family and commercial areas will be provided by the solid waste contractor and located within trash enclosures.

#### **5.7.4.1 Commercial Areas**

Trash receptacles for commercial areas shall be fully enclosed to screen trash bins from view and shall be located, sized, and constructed in accordance with City of Upland requirements. Underground electrical and telephone conduits and service lines shall be provided by the developer to commercial trash enclosures to facilitate disposal account tracking automation units.

### **5.8 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.

### **5.9 Police and Fire Services**

Police service to Development Area A will be provided by the City of Upland Police Department. Police services to Development Area B will be provided by the City of Claremont Police Department. Fire services for Development Area A will be provided by the City of Upland Fire Department. Fire services for Development Area B will be provided by the Los Angeles County Fire Department in accordance with the existing contract between Los Angeles County and the City of Claremont.

### **5.10 Public Transit**

Bus turn outs and bus shelters will be installed in locations designated by OmniTrans, the local service provider. Sites for bus turnouts and shelters will provide adequate area for the installation of benches, trash receptacles, and the shelter structure.

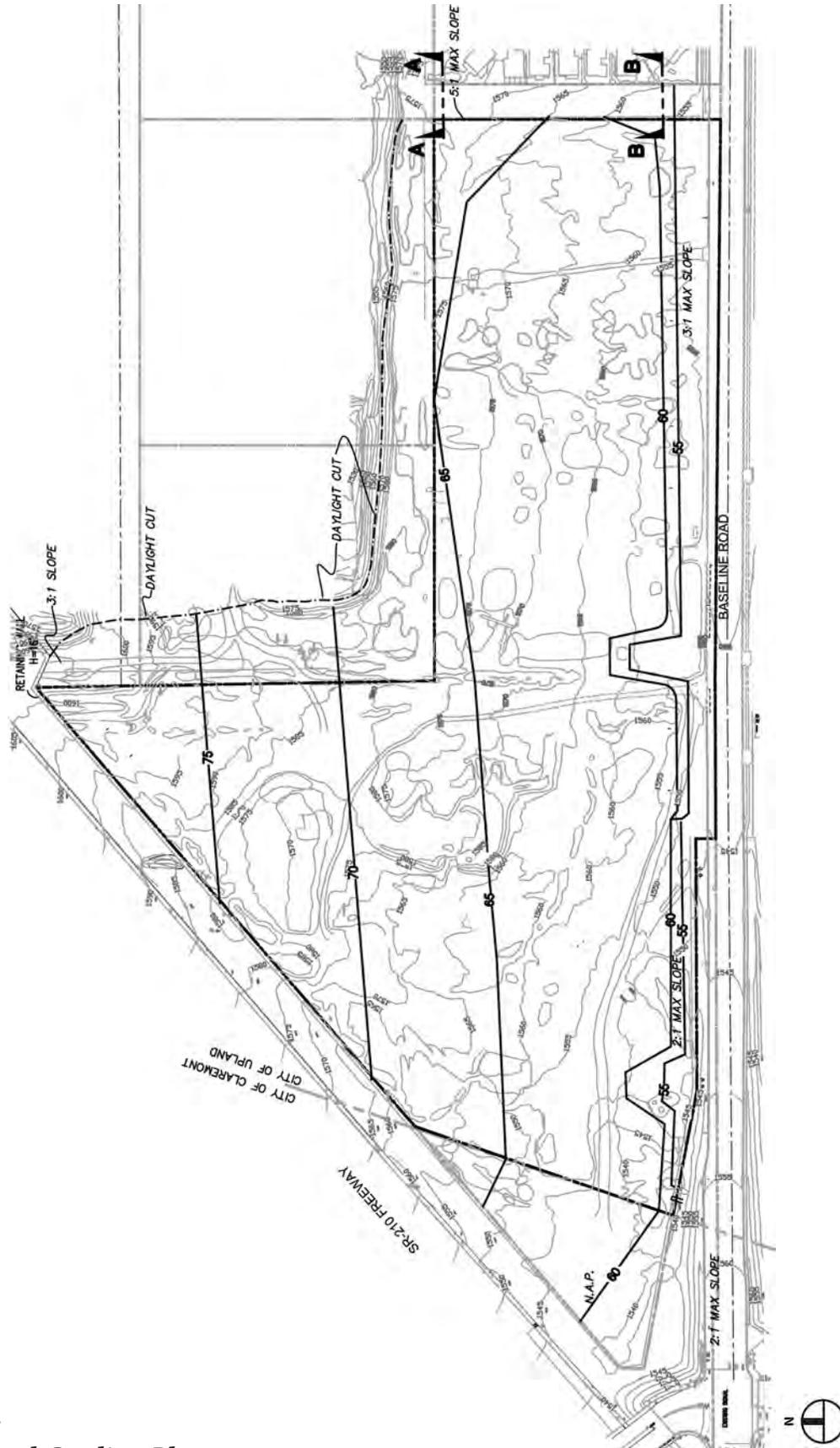


Exhibit 5-7  
Conceptual Grading Plan

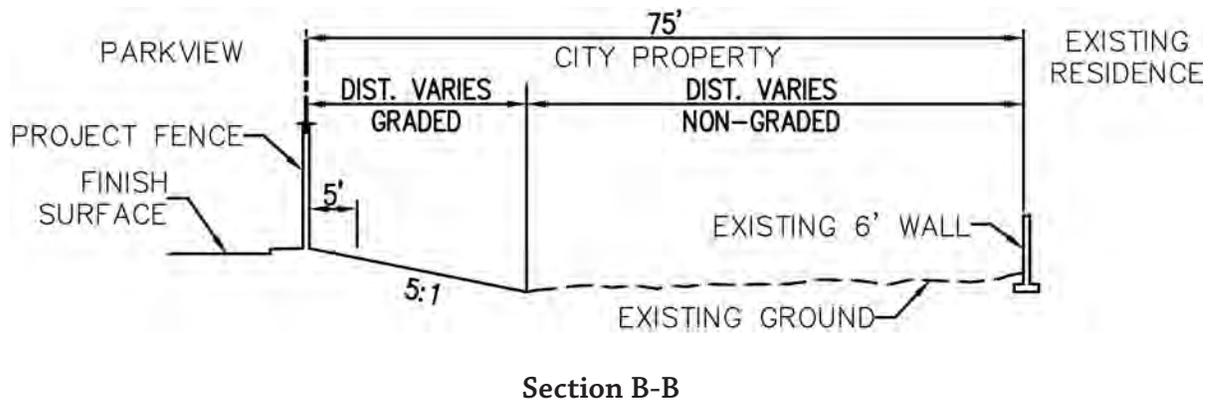
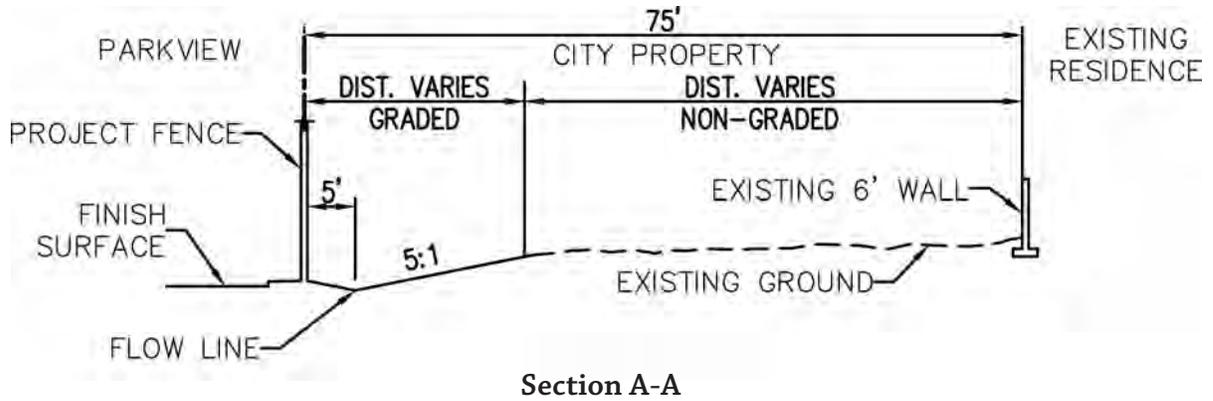


Exhibit 5-8  
**Linear Park Grading Sections**

## SECTION 6. DEVELOPMENT REGULATIONS

### 6.1 Introduction

The provisions contained herein regulate design and development within Development Area A of the Park View Specific Plan. The regulations contained herein establish development standards and requirements for residential uses, commercial uses, and landscaping.

### 6.2 Definition of Terms

The meaning and construction of words, phrases, titles, and terms shall be the same as provided in the City of Upland Zoning Code Section 17.14.020, “Definitions,” unless otherwise specifically provided herein. The definitions of product types shall be those defined in Section 4, “Land Use” within the discussion of each respective product type.

### 6.3 Applicability

The development regulations contained herein provide specific standards for land use development within Development Area A of the Specific Plan area. Regulations address residential and commercial land uses and provide general landscaping development standards. Application of these 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 City of Upland Zoning Code, the provisions of the Specific Plan shall take precedence. Where the Specific Plan is silent, the City of Upland Zoning Code shall apply. These regulations shall reinforce specific site planning, architectural design, and landscape design guidelines contained in Section 7, “Design Guidelines” of the Specific Plan.

### 6.4 Administration

The Park View Specific Plan serves as the implementation tool for the City of Upland General Plan, as amended, and as the zoning for Development Area A of the Specific Plan area.

### 6.5 General Site Development Criteria

The following general site development criteria shall apply to all land development proposed within the Specific Plan area.

1. Gross Acres – Except as otherwise indicated, gross acres for all development areas are measured to the centerline of streets. Gross acreage for the Specific Plan area does not include right of way for Baseline Road.
2. Grading – Development within Development Area A shall utilize grading techniques as approved by the City of Upland. Grading concepts shall respond to the design guidelines included in the Specific Plan which guide the development of land use toward the goal of providing for a livable community, with streets and entries designed for walking and resident interaction.
3. Building Modification – Additions and alterations permitted by the Specific Plan shall be consistent with the approved architectural style and be constructed of the same materials as the home or commercial building.
4. Utilities – All new public utility power lines shall be subsurface throughout the planned community. All existing distribution lines of 12kv and below located along Baseline Road adjacent to the Specific Plan area and distribution lines crossing Baseline Road from the Specific Plan area shall be undergrounded as part of the development of Park View.
5. Technology – All homes and businesses shall accommodate modern telecommunications technology for computer internet access, phone, fax, and television. Cable, telephone, electrical

- transformers, and gas and water meters shall be clustered and screened to the extent feasible.
6. Transfer of Residential Dwelling Units – The Specific Plan permits a maximum number of 76 residential dwelling units to be developed within Planning Area 1 and a maximum of 188 residential dwelling units to be developed within Planning Areas 1 and 2 combined. Any portion of the dwelling units allocated to Planning Area 1 which are not developed in Planning Area 1 may be transferred to Planning Areas 2 or 3, provided the total number of dwelling units for Planning Areas 1 and 2 combined does not exceed 188, the total number of dwelling units developed within the Specific Plan area does not exceed 400, and the development of the transferred dwelling units complies with all applicable development standards. Any portion of units allocated to Planning Areas 1 or 2 not developed in these Planning Areas may be transferred to Planning Area 3 provided the total number of residential dwelling units for the Specific Plan area does not exceed 400 and the development of the transferred dwelling units complies with all applicable development standards.
  7. Maximum Number of Dwelling Units – The Park View Specific Plan permits a maximum of 400 residential dwelling units to be developed within Development Area A of the Specific Plan area. The Park View Specific Plan permits a maximum of 76 residential dwelling units within Planning Area 1 and a maximum of 188 residential dwelling units within Planning Areas 1 and 2 combined.
  8. Screening – Transformers, gas and water meters, switch gear and other ground mounted mechanical equipment shall be screened with landscaping.
  9. Air conditioning units within residential areas shall be placed in side or rear yard areas with a minimum of obstruction to the yard area.

10. Open Space Requirements – Residential development shall include provision of private and common open space areas according to the minimum requirements contained in Table 6-3, “Open Space Requirements.” The types of amenities acceptable for development within common open space areas area described in Section 7.7.15, “On-Site Project Amenities,” contained within Section 7, “Design Guidelines,” of this Specific Plan.

## 6.6 Residential Development Regulations

### 6.6.1 Residential Detached

This category includes the development of a variety of Single-Family Detached residential dwelling units, including conventional single family detached dwelling units, 2 Pack and 3 Pack single family detached dwelling units, 6 Pack single family detached residential dwelling units, Greencourt single family detached residential dwelling units, and Cottage single family detached residential dwelling units.

Detached condominium development is permitted within all residential planning areas within Park View. In this type of development, single family home types are plotted in a condominium ownership. Common areas are defined for the exclusive use of a particular unit as well as conventional common open space areas and amenities. All detached condominiums shall be required to comply with the open space requirements, street side setback requirements, and minimum building separation requirements as stated in Table 6-1 “Residential Development Standards - Single Family Detached.”

The purpose of the residential standards for single-family detached housing is to establish the minimum criteria for the development of these product types on individual lots within Development Area A of the Specific Plan area. The following list of permitted and conditionally permitted uses shall be the same as those listed in the City of Upland Zoning Code unless otherwise defined in this Specific Plan.

#### 6.6.1.1 Permitted Uses

1. Single family detached dwellings and required garage spaces.
2. Public or private parks, recreational buildings, greenbelts, and open space.
3. Accessory uses to include the following:
  - a. Granny Flats (i.e. Second Dwelling Units, in accordance the City of Upland Zoning Code).
  - b. Home occupations.
  - c. Swimming pools, spas, sports courts, and other similar outdoor recreational amenities as part of a master planned common open space or recreational facility and developed as part of the residential community.
  - d. Patios and patio covers.
  - e. Storage, garden structures, cabanas, and greenhouses in accordance with the provisions of the City of Upland Zoning Code.
  - f. Signage in accordance with the approved sign program for Park View.
  - g. Model home and subdivision sales trailers; temporary construction parking, offices, and facilities; real estate signs, signage indicating future development and directional signage in accordance with the City of Upland Zoning Code.
  - h. Second story additions to existing single story dwelling units.

- i. Small family child care/day care facilities (up to 8 children), in accordance with the City of Upland Zoning Code.
- j. Temporary uses in accordance with the provisions of the City of Upland Zoning Code.
- k. Free Standing Satellite Dish/Antennas in accordance with the provisions of the City of Upland Zoning Code.

#### 6.6.1.2 Conditionally Permitted Uses

1. Places of worship including but not limited to churches and synagogues.
2. Large family child/day care facilities (between 8-14 children), in accordance with the City of Upland Zoning Code.

#### 6.6.2 Residential Attached and Multifamily Residential

This category includes the development of Single Family Attached and Multifamily residential dwelling units.

##### 6.6.2.1 Permitted Uses

1. Single family attached Paired Homes, Triplex Condominiums, Row Townhomes, Greencourt Townhomes, Cluster Townhomes, and Multi-Family Stacked Flats and Townhomes and associated parking garages or carports.
2. Public or private parks, recreational buildings, greenbelts, pocket parks, and open space.
3. Accessory uses to include the following:
  - a. Home occupations in accordance with the City of Upland Zoning Code.
  - b. Swimming pools, spas, tennis courts, sports courts, and other similar outdoor recreational amenities developed as part of a master planned common use recreational facility.
  - c. Patios and patio covers.
  - d. Mailboxes.



Table 6-1

## Residential Development Standards – Single Family Detached

DEVELOPMENT REGULATIONS	Conventional Single Family	Two Pack Single Family	Three Pack Single Family	6 Pk Courtyard Single Family <sup>(5)</sup>	Greencourt Single Family <sup>(4)</sup>	Cottage Single Family <sup>(4)</sup>
<b>LOT CRITERIA</b>						
Minimum Lot Width at Front Setback Line/Standard Lot	45'	84'/2 lots	120'/3 lots	32'	30'	30'
Minimum Lot Width/Corner Lot	50'	45'	45'	37'	35'	35'
Minimum Lot Depth	80'	75'	75'	60'	60'	65'
<b>MINIMUM SETBACKS<sup>(1)</sup></b>						
All front and corner setbacks are measured from the property line at back of sidewalk. All other setbacks measured from property line unless noted otherwise. Streetside setbacks apply to structures exceeding a height of 42 inches.						
<b>Streetside Setback from Baseline Rd. Right of Way</b>	25'	25'	25'	25'	25'	25'
<b>Streetside Setbacks From Park View Promenade Right of Way</b>	10'	10'	10'	10'	10'	10'
<b>Streetside Setback from Local Street Right of Way (back of sidewalk)</b>	10'	10'	10'	10'	10'	10'
<b>Front Setbacks<sup>(9)</sup></b>						
- Living Area	10'	10'	10'	10'	9'	9'
- Porch w/single Story Plate <sup>(7)</sup>	5'	5'	5'	5'	5'	5'
- Front entry Garage (facing street)	18'	18'	18'	18'	18'	NA
- Turn-in Garage	10'	10'	10'	NA	NA	18'
<b>Side Setbacks<sup>(9)</sup></b>						
- From Interior Property Line <sup>(2)</sup>	5'	4.5'	4.5'	4.5'	4.5'	4.5'
- From Residential Street or Parking Lot	9'	9'	9'	9'	9'	9'
<b>Rear Setbacks<sup>(9)</sup></b>						
- Main Structure 1st Floor	10'	10'	10'	10'	3'	3'
- Main Structure 2nd Floor	15'	10'	10'	10'	3'	3'
- Garage (Single Story Plate Line)	5'	5'	5'	5'	3'	3'
- Patio Cover (Open Lattice Trellis Style Only. All others subject to City Zoning Code Requirements). <sup>(8)</sup>	3'	3'	3'	3'	3'	3'
<b>BUILDING COVERAGE</b>						
- Maximum Coverage	50%	50%	50%	55% <sup>(4)</sup>	55% <sup>(4)</sup>	55% <sup>(4)</sup>
<b>MINIMUM BUILDING SEPARATION</b>						
Between Main Structures/Rear to rear	15'	15'	15'	20'	NA	30'
Between Main Structures/Front to front (excludes porches)	NA	NA	NA	NA	15'	15'
Between Structures/Side to Side <sup>(11)</sup>	10'	9'	9'	9'	9'	9'
Between Main Structures / Front to side	14'	14'	14'	14'	14'	14'
Between Garage Structures	8'	8'	8'	8'	8'	8'
<b>MAXIMUM BUILDING HEIGHT<sup>(6)</sup></b>						
Main Structure	35'	35'	35'	35'	35'	35'
<b>PARKING<sup>(3)</sup></b>						
Minimum Number of Parking Spaces Required Per Unit	2	2	2	2 <sup>(6)</sup>	2 <sup>(6)</sup>	2

1. Architectural projections may project a maximum of 3 feet into required front, rear or side setback areas; 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. With shared side yard easements. With no easement, minimum side yard shall be 5 feet.
3. All parking spaces to be within an enclosed garage (minimum 20' x 20' clear inside dimension) for two spaces, and 10' x 20' for single tandem spaces.
4. Minimum lot dimensions, setback, and building coverage criteria not applicable to condominium development.

5. Building height is defined as the vertical distance to the top of the highest wall or roof ridge of the building as measured from the finished pad grade.
6. Plus .50 guest parking spaces per unit on-street or in designated open parking areas.
7. All porches required to have a minimum depth of 8'.
8. All patio covers are required to be a minimum of 3 feet from any neighboring adjacent building. Patio covers shall not exceed 35% of the total private open space area provided per dwelling. A minimum of three patio trellis design alternatives shall be submitted by the developer as part of the submittal of the amenity package required as part of any development project for approval by the City's Design Review Board.
9. Building separation requirements apply to non street facing buildings and condominium style single family detached buildings in lieu of building setback requirements.

## Chapter 1

### SECTION 6. DEVELOPMENT REGULATIONS



- e. Recreation center buildings.
- f. Maintenance storage buildings.
- g. Signage in accordance with the provisions of the approved sign program for Park View.
- h. Model units, sales offices, and subdivision sales trailers, temporary construction offices and facilities, real estate signs, signage indicating future development and directional signage in accordance with the City of Upland Zoning Code.
- i. Small family child care facilities/day care facilities, up to 8 children in accordance with the City of Upland Zoning Code.
- j. Permanent Leasing Offices.
- k. Temporary uses in accordance with the provisions of the City of Upland Zoning Code.
- l. Free standing satellite dishes and/or antennas in accordance with of the City of Upland Zoning Code.

#### 6.6.2.2 Conditionally Permitted Uses

- 1. Places of worship including but not limited to churches and synagogues.
- 2. Large family child care facilities/day care facilities (8-14 children) in accordance with the City's Development Code.





Table 6-2

**Residential Development Standards – Single Family Attached**  
**DEVELOPMENT REGULATIONS**

<b>MINIMUM SETBACKS <sup>(1)</sup></b> All front and corner setbacks are measured from the property line at back of sidewalk. Streetside setbacks apply to all structures over 42 inches in height. All other setbacks measured from property line unless noted otherwise.	<b>Paired Homes</b>	<b>Tri Plex Condominiums</b>	<b>Row Townhomes</b>	<b>Greencourt Townhomes</b>	<b>Cluster Townhomes</b>	<b>Stacked/Flat Townhomes</b>
<b>Streetside Setback from Baseline Rd. Right of Way</b>	25'	25'	25'	25'	25'	25'
<b>Streetside Setbacks From Park View Promenade Right of Way</b>	10'	10'	10'	10'	10'	10'
<b>Streetside Setback from Local Street Right of Way (back of sidewalk)</b>	10'	10'	10'	10'	10'	10'
<b>Front Setbacks <sup>(9)</sup></b>						
- Living Area	10'	10'	10'	10'	10'	10'
- Porch w/single Story Plate	5'	5'	5'	5'	5'	5'
- Front Entry Garage	18'	18'	18'	18'	18'	18'
- Turn-in Garage	10'	10'	10'	10'	10'	10'
<b>Side Setbacks</b>						
- From Interior Property Line	5'	5'	5'	5'	5'	5'
- From Residential Street or Parking Lot	10'	10'	10'	10'	10'	10'
<b>Rear Setbacks</b>						
- Main Structure 1st Floor	5'	5'	5'	5'	5'	5'
- Main Structure 2nd Floor	5'	5'	5'	5'	5'	5'
- Garage (Single Story Plate Line)	3'	3'	3'	3'	3'	3'
- Patio Cover (Open Trellis Style Only) <sup>(4)</sup>	3'	3'	3'	3'	3'	3'
<b>LOT COVERAGE</b>						
- Maximum Coverage	55%	55%	55%	55%	55%	55%
<b>MINIMUM BUILDING SEPARATION</b>						
Between Main Structures/Rear to rear	20'	20'	20'	20'	20'	20'
Between Main Structures/Front to front	25'	25'	25'	25'	25'	25'
Between Structures/Side to Side <sup>(11) (6)</sup>	10'	10'	10'	10'	10'	10'
Between Main Structures / Front to side	14'	14'	15'	15'	15'	15'
Between Garage Structures	10'	10'	8'	8'	8'	8'
<b>MAXIMUM BUILDING HEIGHT <sup>(3)</sup></b>						
Garage door to Garage Door	30'	30'	30'	30'	30'	30'
Main Structure	35'	35'	45'	45'	45'	45'
<b>PARKING</b>						
Minimum Number of Parking Spaces Required Per Unit <sup>(2)</sup>	2	2	2	2	2	2
Minimum Number of Guest Parking Spaces <sup>(7)</sup>	.50 spaces per unit	.50 spaces per unit	.50 spaces per unit	.50 spaces per unit	.50 spaces per unit	.50 spaces per unit

1. Architectural projections may project a maximum of 3 feet into required front, rear or side setback areas; 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 parking spaces to be within an enclosed garage (minimum 20' x 20' clear inside dimension) for two spaces, and 10' x 20' for single tandem spaces.
3. Building height is defined as the vertical distance to the top of the highest wall or roof ridge of the building as measured from the finished pad grade.
4. All others subject to City zoning code requirements. All patio covers shall be a minimum of 3 feet from any adjacent building. A minimum of three patio trellis design alternatives shall be submitted by the developer as part of the submittal of the amenity package required as part of any development project for approval by the City's Design Review Board.
5. Building separation requirements apply to non street fronting buildings in lieu of front building setback requirements.
6. Side to side building separation increased to 15' for three story structures.
7. Guest parking may be provided on street.

Table 6-3  
**Open Space Requirements**  
(Refer to Section 7.7.15 for a description of recreational amenities and Exhibits 7-1 and 7-2 for illustrations of common open space recreational amenities.)

	<b>Conventional Single Family Detached Residential</b>	<b>2 Pack and 3 Pack Single Family Detached Residential</b>	<b>6 Pack Courtyard, Greencourt, and Cottage Single Family Detached Residential</b>	<b>Single Family Attached and Multi-Family Residential</b>
<b>Min. Private Open Space Area per Dwelling</b>	400 sf <sup>(1)</sup>	350 sf <sup>(1)</sup>	250 sf <sup>(1)</sup>	Ground floor units: 125 sf min. with dimension of 8 feet Second floor units: 80 sf with minimum dimension of 6 feet.
<b>Min. Common Open Space Area per Dwelling</b>	N/A	200 sf	300 sf	250 sf
<b>Min. Common Open Space Dimension</b>	N/A	25 feet	25 feet	25 feet

1. Minimum dimension of 8 feet.

## **6.7 Commercial Development Regulations**

This category includes regulations for the development of commercial land uses.

### **6.7.1 Permitted Uses**

Commercial uses permitted and Conditionally Permitted within Planning Area 4 of the Park View Specific Plan shall be those listed in Table 6-4, “Commercial Permitted and Conditionally Permitted Uses.”

### **6.7.2 Prohibited Uses**

The provisions of Section 17.60.060 of the City of Upland Zoning Code shall apply to prohibited uses and structures.

Table 6-4

**Commercial Permitted and Conditionally Permitted Uses**

<b>LAND USE</b>	
<b>MEDICAL</b>	
Veterinarian Offices and Animal Clinic	P
Animal Hospitals and Shelters	C
Pharmacies and Drug Stores without Drive thru Facilities	P
Pharmacies and Drug Stores with Drive thru Facilities	C
<b>OFFICES</b>	
Business and Professional Offices	P
<b>NON-PROFIT/SERVICE ORGANIZATIONS 501 (C) (3)</b>	
Campaign Offices	P
Charitable, Philanthropic, Service and other Non-Profit Organization Offices	P
Charitable Distribution Services (i.e. food banks, etc.)	C
<b>ALCOHOL</b>	
Beer and Wine Sales	P
Alcoholic Beverage Sales Accessory to a Primary Use	C
Wine Stores with an Accessory Wine Tasting Bar or Room	C
<b>AUTOMOBILE RELATED SERVICES</b>	
Lube and Tune Up Centers with Convenience Market	CUP
Automotive Parts and Accessories Stores (Retail Sales Only)	P
Automotive service stations, subject to compliance with the provisions of Chapter 17.134, "Automotive Service Related Uses," (Not to exceed five percent of total shopping center building area)	C
Full service and fully automated accessory car wash facilities subject to compliance with the provisions of Chapter 17.134, "Automotive Service Related Uses," (if associated with a service station only and not to exceed a combined area of eight percent of the total shopping center area)	C
Used car or trailer sales lot (service and repair conducted within an enclosed building)	C
<b>EATING DRINKING PLACES AND FOOD SERVICES</b>	
Catering Establishments	P
Restaurants: Fast Food, Sit Down, Take Out and with alcoholic beverage service limited to sales and consumption of wine and beer only	P
<b>ENTERTAINMENT AND RECREATION</b>	
Live Entertainment including theatrical productions or live performances by musicians or other artists within an entirely enclosed building and associated with a dinner house or restaurant	C
Movie Theater Indoor	C
Health Club/Gymnasium	C
Indoor Sports and Recreational Facilities (golf, handball, racquet ball, etc)	C

*Commercial Uses permitted (P)*

*Commercial Uses Conditionally Permitted (C)*

**Chapter 1**  
**SECTION 6. DEVELOPMENT REGULATIONS**



Table 6-4 (continued)

**Commercial Permitted and Conditionally Permitted Uses**

LAND USE	
<b>HOSPITALITY AND LODGING</b>	
Hotels and Motels	C
<b>RETAIL</b>	
Antique Stores	P
Art Galleries and Art Supply Store	P
Arts and Crafts Store	P
Beauty Supply Store	P
Book Stores and Newstands	P
Hardware Store	P
Florists	P
Furniture Stores	P
Camera and Photographic Supply Store	P
Cigar and other Tobacco Products Store	P
Clothing and Accessory Stores	P
Computer and Home Electronic Stores	P
General Merchandise Stores	P
Hobby, Toy and Game Store	P
Home Appliance Store	C
Jewelry Store	P
Luggage and Leather Goods	P
Music and Video Stores	P
Office Supply, Stationery and Gift Stores	P
Pet Supply Store	P
Shoe Store	P
Sporting Goods Store	P
Variety Store	P
<b>FOOD AND BEVERAGE STORES</b>	
Bakery, Confectionery, and Ice Cream Stores	P
Convenience Market	P
Specialty Food Stores	P
Coffee Shops	P
Delicatessens	P
Grocery, Fruit, and Vegetable Store	P
Liquor Stores (sale of packaged alcoholic beverages)	P

*Commercial Uses permitted (P)*

*Commercial Uses Conditionally Permitted (C)*



Table 6-4 (continued)

**Commercial Permitted and Conditionally Permitted Uses**

<b>LAND USE</b>	
Supermarket	P
Health Food Stores	P
<b>SERVICES</b>	
Business Services	
Advertising Agency	P
Photocopying and Duplicating Services	C
Child Care Center	C
Commercial Radio and Television Antennas or Transmitters	C
Dance Studios	P
Self Service Laundry	P
Day Spas (either stand alone or in conjunction with a beauty salon)	P
Photographic supplies and processing	P
<b>Financial Services</b>	
Banks and Loan Companies	C
Money Transmitting	P
Other Financial Services	P
<b>Personal Services</b>	
Barber Shop & Beauty/Nail Salon	P
Laundry - Commercial	C
Tailor	P
Travel Agency	P
Repair Services	
Computer, Home Electronics, and Small Home Appliances (when ancillary to another use)	P
Jewelry and Watches/Clocks	P
Lawnmower and Garden Equipment	P
Locksmith/Key Shop	P
Shoe Repair	P
Pet Grooming	P
<b>OTHER</b>	
Any other uses the Director determines permitted or the Planning Commission determines to be conditionally permitted due to its compatibility with the nature of the shopping center or similarity to other listed permitted or conditionally permitted uses.	

*Commercial Uses permitted (P)*

*Commercial Uses Conditionally Permitted (C)*

**Chapter 1**  
**SECTION 6. DEVELOPMENT REGULATIONS**



**6.7.3 Commercial Site Development Standards**

Table 6-5, “Commercial Site Development Standards,” shall serve to regulate the development of commercial land uses within Planning Area 4 of the Park View Specific Plan.

Table 6-5

**Commercial Site Development Standards**

<b>MINIMUM PARCEL AREA</b>	NA	
<b>MAXIMUM DEVELOPMENT FLOOR AREA RATIO</b>	.35	
<b>MINIMUM BUILDING SETBACKS</b> <sup>(1) (2) (7)</sup>		
From Baseline Road Right-of-way <sup>(6)</sup>	15 ft	<ol style="list-style-type: none"> <li>1. All setback areas shall be landscaped.</li> <li>2. All setbacks are measured to habitable area not architectural appurtenance or projection. An architectural projection is defined as an element that articulates the building elevation such as eaves, window and door pop-out surrounds, bay windows, pot shelves, chimneys, enhanced window sills, shutter details, window trim, balconies, pedestrian colonnades and other similar elements. Such elements may project a maximum of 3 feet into setback areas.</li> <li>3. Architectural element only not to be used for signage, subject to Planning Director approval.</li> <li>4. Building height is defined as the vertical distance to the top of the highest wall or roof ridge of the building as measured from the finished pad grade.</li> <li>5. Subject to site plan review, where feasible, the setbacks may be reduced to 10 feet.</li> <li>6. Subject to site plan review, where feasible, the setbacks may be reduced to zero feet.</li> <li>7. For the purpose of consistency in integrating the commercial development in Development Areas A and B, the setbacks shall not apply to the county line.</li> </ol>
From 210 Freeway Right-of-way <sup>(5)</sup>	20 ft	
From Planning Area Boundary Lines <sup>(6)</sup>	10 ft	
From Residential Development	25 ft	
<b>PARKING &amp; DRIVE AISLE SETBACKS</b> <sup>(7)</sup>		
From Baseline Road Right-of-way <sup>(5)</sup>	15 ft	
From 210 Freeway Right-of-way <sup>(5)</sup>	25 ft	
Of Entry Drive Aisles to Buildings	15 ft	
From Planning Area Boundary Lines <sup>(6)</sup>	15 ft	
<b>MINIMUM LANDSCAPE COVERAGE</b>	8%	
<b>MAXIMUM BUILDING HEIGHT</b> <sup>(4)</sup>		
Main Structure	40 ft	
Architectural Projections and Focal Elements such as Towers, Cupolas and other Appurtenances <sup>(3)</sup>	45 ft	
Porte-Cocheres	1 story	
<b>WALLS, FENCES AND HEDGES</b>	6 Feet Along Commercial Area Boundaries Unless Increased Height Required pursuant to an Acoustical Study Approved by the City of Upland. 3 Feet within Line of Sight Areas at Intersections and other Points of Vehicle Interface.	
<b>PARKING</b>	5 spaces per 1,000 square feet of Gross Building Area.	
<b>SCREENING</b>	All loading areas shall be screened from adjacent public streets, residential, and open space uses through the use of landscaping, earthen berms, and/or decorative walls or fencing. All storage, including cartons, containers, materials or trash shall be shielded from view within a building or area enclosed by a solid fence or wall not less than six feet in height. All ground level and roof-mounted equipment, including but not limited to, mechanical equipment, satellite dishes, tanks, ducts, and towers, and all equipment appurtenant thereto, shall be screened on all sides from public view from the street, adjoining properties, and neighboring residential units, by landscaping, a parapet wall, enclosure, or other architectural element.	
<b>LIGHTING</b>	All interior and exterior lighting shall be directed away from residential uses.	
<b>PORTE COCHERES</b>	Any proposed porte cochere will require submittal of the porte cochere design to the Design Review Board for approval.	

**6.7.4 Commercial Parking Requirements**

The following design requirements apply to all parking provided for the commercial center in Park View.

1. Parking Space Dimensions:
  - a. Parallel (curb adjacent) parking stall: Minimum 10' x 23'.
  - b. Angle parking stall: 9' x 18'.
  - c. Stalls adjacent to walls or raised planters over 8' in height shall be a minimum of 12' wide.
  - d. Handicap stall: Minimum 14' in width per Title 24 of the California Government Code.
  - e. Loading space: Minimum 10' x 20' with 14' vertical clearance.
2. Drive Aisle Dimensions:
  - a. Two way drive aisle: 26' at entry to include decorative paving as illustrated on Exhibit 6-1, "Typical Commercial Driveway."
  - b. One way drive aisle: 21'.
3. Compact parking spaces shall be marked "Compact" in 6 inch high letters.
4. No parking space shall be located in a manner requiring the driver to back up across a public sidewalk.
5. Curbs are required to be provided on all parking space abutting a property line or in other cases deemed necessary by City staff. In no instance shall parked vehicles be permitted to extend over the public sidewalk or property lines.
6. Any main parking aisle that is designated by the Fire Department as a fire lane shall be a minimum of twenty four (24) feet wide.
  - a. Turning radii for fire trucks shall be designed to the satisfaction of the Fire Marshal with a minimum inside turning radius of 20 ft. and a minimum outside turning radius of 45 ft.
7. Where a parking space sides onto a landscape area, a 24-inch wide concrete landing strip shall be provided to the satisfaction of the City Engineer.

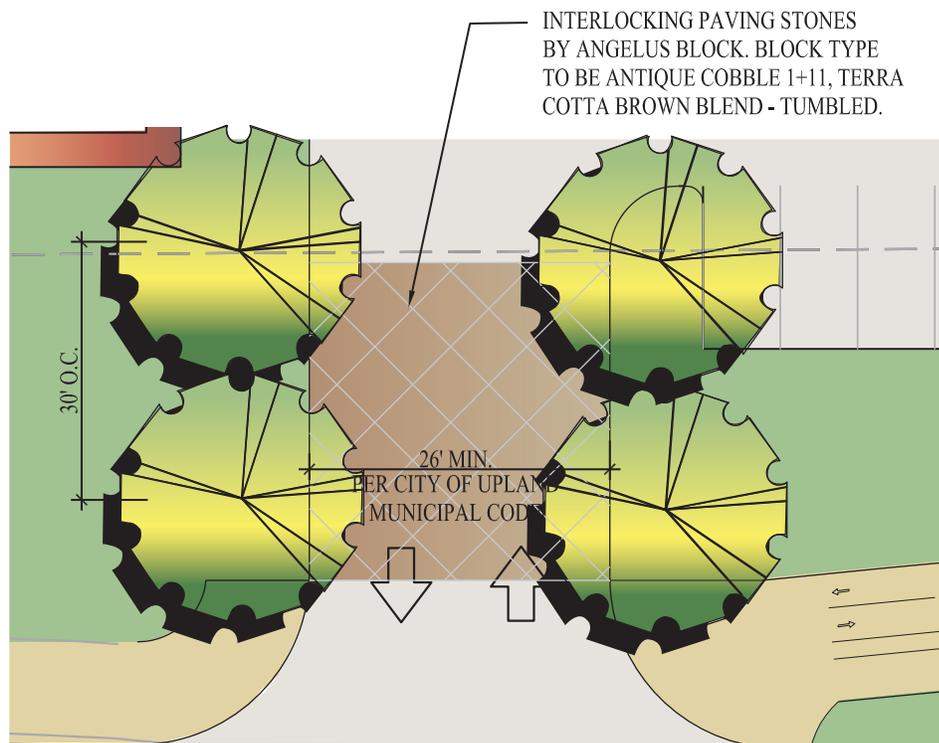


Exhibit 6-1  
**Typical Commercial Driveway**

## 6.8 Landscape Standards

### 6.8.1 General Provisions

1. All landscape and irrigation plans for streetscapes and graphic designs with regard to the identity of the commercial component within Development Area A of Park View, or entry monuments shall conform to Section 7, “Design Guidelines,” of the Specific Plan and regulations as set forth herein and shall be subject to review and approval by the City of Upland at the time of Development Plan Review.
2. The Landscape Streetscape improvements for the Specific Plan area shall establish a landscape theme reminiscent of the regional landscape character of the surrounding area.
3. The design and improvement of all parks, including landscape and irrigation plans, within the residential areas of the Specific Plan area shall be reviewed and approved by the City of Upland at the time of Development Plan Review.
4. Installation of landscaping and automatic irrigation within the front yards of all residential areas will be provided by the home builder. At a minimum, the builder will install turf and appropriate shrubs and trees in the front yards of homes within residential areas. Areas not used for hardscape shall be planted. All landscape plans shall be reviewed and approved by the City of Upland at the time of Development Plan Review.
5. Installation of landscaping and automatic irrigation within the commercial center will be provided by the developer.

### 6.8.2 Standards

1. Landscaping within Development Area A of the Specific Plan area shall be provided in accordance with the Design Guidelines utilizing plant materials specified on the Plant Palette included in Section 7, “Design Guidelines” established for the Park View Specific Plan.
2. Boundary landscaping will be required adjacent to residential and commercial areas. Landscaping shall generally be placed along the entire perimeter property line.
3. Landscaping and automatic irrigation systems within the public rights of way of the Specific Plan area shall be installed by the developer.
4. Freestanding perimeter walls and view fencing shall be provided within, and at the perimeter of the Specific Plan area as specified in the “Wall and Fence Master Plan” contained within, Section 7, “Design Guidelines.” Such walls and fences will be constructed concurrently with the construction of improvements required for development within the Specific Plan area.
5. Walls and Fencing – Perimeter walls shall be constructed in locations and of a design consistent with the “Wall and Fence Master Plan” and “Wall Details” Exhibits located within Section 7, “Design Guidelines.” Perimeter walls shall not exceed six feet in height from finished grade. If required for sound attenuation, perimeter walls may exceed six feet in height, subject to the recommendations of an acoustical study as approved by the City of Upland. Perimeter walls shall be constructed of either masonry or other permanent, durable, low maintenance material. Thematic perimeter fencing shall be constructed of all durable materials, which may include materials with a wood-like appearance, or tubular steel subject to approval by the City. In no instance shall wooden fencing be permitted along perimeters.

Individual residential lot side and rear yard walls and fencing shall not exceed six feet in height from highest adjacent finished grade. Side and rear walls may exceed six feet in height if required by the City of Upland for sound attenuation pursuant to the recommendations of an Acoustical Report. Walls and fencing within the residential front yard setback area shall not exceed three feet in height. Side and rear yard walls shall be of masonry construction on both sides or of other permanent low maintenance materials. Front yard fences may be constructed of either wood, or any other durable materials with a wood like appearance, subject to approval by the Planning Department. View fencing may be of a decorative wrought iron, tubular steel, aluminum glass panels, or other durable material approved by the City.

6. All perimeter wall and fence materials throughout Park View will be of uniform manufacture with colors specified for the overall design theme.
7. Non-toxic vegetation shall be utilized adjacent to all public open space areas.
8. A sound attenuation wall or berm or combination wall and berm shall be constructed adjacent to the 210 Freeway by the project developer. The style and color of any freeway sound attenuation wall shall match the style and color of existing freeway walls in Upland. The height of the freeway wall shall be determined based on the recommendations of an acoustical report.

### 6.9 Signage

A Community Sign Program for Development Area A shall be submitted by the developer(s) of Park View and approved by the City of Upland to address the following:

1. Residential signage including but not limited to residential project entries, residential neighborhood identification signs, entry to the City park, and residential way finding signs within Park View.

2. Commercial signage including but not limited to entries, way finding, building and/or business identification for anchor stores and in-line shops.

No project signs shall be permitted in the public right-of-way. All other signs shall be permitted subject to the approval of a sign permit pursuant to the City's Development Code.

#### 6.9.1 Freeway Signage

One freeway sign shall be permitted adjacent to the 210 Freeway right of way within Planning Area 4 with a maximum height of forty (40) feet above the adjacent grade of the 210 Freeway right of way.

#### 6.9.2 Master Sign Program Contents

All sign programs shall address, at a minimum, the following:

1. Permitted signs.
2. Prohibited signs.
3. The hierarchy of signage.
4. Definition of types of signs.
5. Locations and dimensions for monument signs, neighborhood identification signs, and public facilities signs.
6. Locations and dimensions of directional signage.
7. Provisions for size, location, and duration of display of temporary signs.
8. Permitted sign types, styles, construction materials, colors, and lettering styles.
9. Requirements for a sign permit application.
  - a. Procedures for obtaining approval of a sign permit.
  - b. Procedures for amendments to the sign program.

## 6.10 Lighting

### 6.10.1 Street Lights along Public Streets

Public street lighting within Development Area A of the Specific Plan area shall be installed in accordance with City of Upland standards and in conformance with the City of Upland requirements for placement of light poles and trees near light poles. Street lights installed within Park View Promenade shall be the type and style specified in Section 7.7.12, "Outdoor Lighting," of the Design Guidelines of this Specific Plan.

### 6.10.2 Residential Alley Lighting Fixtures

Alley lighting fixtures shall be on sensors for automatic nighttime lighting. Style and specifications for alley lights shall be subject to City approval as part of the City's Development Review.

### 6.10.3 Lighting within Parks, Paseos, Tot Lots and Other Recreational Areas

Lighting within parks, paseos, tot lots and other recreational areas shall be subject to City approval as part of the City's Development Review of these facilities. Lighting levels within parks and other public open space and recreational areas shall average one foot candle.

### 6.10.4 Lighting in Parking Lots

Lighting within commercial parking lots and parking lots serving parks and other recreational facilities shall be subject to City approval as part of the City's Development Review of these facilities. Lighting levels on fixtures shall average one footcandle.

## 6.11 Park Furniture

Park furniture, including but not limited to, benches, barbecues and picnic tables, shall be approved as part of the City of Upland Development Review of parks, paseos and other public gathering places.

## 6.12 Public Transit Facilities

Bus turn outs and any shelters shall be installed by the developer in a number of locations designated by OmniTrans. The design of the shelter shall be compatible with the architectural character established at the project entries to Park View. Sites for bus shelters and bus stops shall provide an area adequate for the installation of benches, trash receptacles and shelters. The location and design of any required bus turn outs, bus pads, and bus shelters shall be submitted for Design Review Board approval as part of the approval of the commercial center.

## 6.13 Mailboxes

Within residential Planning Areas mailboxes shall be clustered and installed in locations approved by the U. S. Postal Service and the City of Upland.

## 6.14 Trash Receptacles and Enclosures

### 6.14.1 Residential Areas

Trash receptacles within single family detached and single family attached greencourt homes, paired homes, triplex condominiums and row and cluster townhomes shall be located either within the garages of these homes or within an enclosed area of a side or rear yard of these homes. Trash enclosures for multi-family stacked flats and townhomes shall be fully enclosed areas to screen trash bins from view and shall be located, sized and constructed in accordance with City of Upland requirements and subject to Design Review Board approval.

#### 6.14.2 Commercial Areas

Trash receptacles for commercial area shall be fully enclosed to screen trash bins from view and shall be located, sized, and constructed in accordance with City of Upland requirements. Underground electrical and telephone conduits and service lines shall be provided by the developer to commercial trash enclosures to facilitate disposal account tracking automation units.

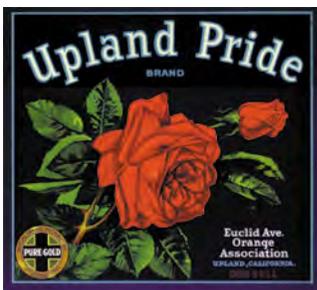
SECTION 7.  
DESIGN GUIDELINES



A solitary figure stands on a mesa at the head of the plain lying between the floodwater washes of the Cucamonga Canyon on the east and the San Antonio Canyon on the west. He is heavily bearded, slightly above medium height, with

thoughtful blue eyes, stands gazing at the plain beneath his feet where blue sky and purple sage brush merge and melt into one. There is not one human habitation visible, after the infrequent rains, the mesa is covered with wild flowers. The tract that he is so interested in is seven miles long, running from north to south, and varies from a mile to three miles wide. The plain is slightly inclined, falling in a continuous slope to the horizon. This lovely slope, lying at the foot of snow-capped Old Baldy is useless for cultivation unless water can be brought to it from the mountains, and this is exactly what George Chaffey will do.

Upland would become one of the initial irrigation colonies established by George and William Chaffey, purchased as a part of the “Ontario Model Colony.” George with the mechanical mind, and vision, complimented the skills of his brother, William, who was the horticulture and soil expert. Their partnership would establish one of the first Southern California communities to offer its residents public services and amenities.



*“The bare plains smiled and a hundred million blades of grass grew where none grew before. Sage-brush, malle, salt bush, and mesquite, gave way to orange, figs, olives and date and corn.”*

George Chaffey’s vision of the “Ontario Model Colony” featured an irrigation system and the first in the West to use mountain streams to generate electric current. The main thoroughfare was an important part of that dream, it would start in North Ontario, (later to become Upland) it would capture the imagination and interest of people throughout the world.

Today Upland is a major California city with a balance of land uses and a thriving Community. These Design Guidelines are intended to ensure that future development within Park View will reflect the rich history of the City of Upland and the surrounding region.

**7.1 Architectural Context**

Upland has a rich agricultural legacy of farming including citrus orchards, grape vineyards and alfalfa fields. Typical of Southern California farming communities, historically, Upland has a variety of traditional architectural styles.

Western European and East Coast architectural details and forms were incorporated into the farm houses and local styles evolved from Spanish and Tuscan styles and new interpretations of Monterey, Traditional, Craftsman and Ranch styles were erected. Architectural styles, elements and massing were reinvented utilizing available indigenous building materials.

Plan designs and elements such as window sizes and proportions were modified to address local climatic conditions which were warmer and drier. Materials were plaster, stucco and siding with brick, stone or other masonry accent materials. The sunny Southern California climate allowed year round use of outdoor spaces and inspired covered porches and balconies.

Southern California was also influenced by Spanish architectural styles brought to the region by Spanish settlers and missionaries. These homes were well suited for the temperate climate of Southern California. The architectural theme for the Park View Specific Plan is based upon these historical styles found in Upland and the architectural styles have been selected in order to be reflective of older neighborhoods of historic Upland.

Each architectural style outlined in these guidelines should be detailed with elements that represent the authentic character of that particular style. Together the styles should be designed to create a neighborhood character that will be sustainable over time. Each home should contribute to the architectural character of the neighborhood. Design elements such as porches, recessed windows, architectural details and accents, alternate garage configurations and orientations, covered balconies, and articulated elevations are encouraged to enhance individual homes and to promote the overall neighborhood character.

These Guidelines are organized into the following sections:

- Design Objectives
- Architectural Styles
- Massing Principles
- Materials & Detailing
- Home Types
- Landscape Design

### 7.1.1 Design Objectives for Architectural Character

Architectural design should provide for high quality neighborhoods.

- Residential project design should consider the total context of the site with the incorporation of appropriate scale and proportions of building massing and details.
- The use of transitional spaces between common and private areas such as entry courtyards, private patios, low walls, and porches is encouraged.
- The variation of both front and rear building setbacks should be implemented to create visual variety.
- The variation of garage placement on adjacent lots is encouraged to provide a more diverse street scene.
- Residential structures should be varied in massing and articulation to provide visual interest.

Neighborhoods should be sustained over time.

- Architectural design themes should reflect historic Southern California styles.
- The use of natural indigenous building materials and colors is encouraged.
- Structures should incorporate genuine architectural details and decorative features.

Architectural design should relate to human scale.

- The location of doors and windows should consider indoor/outdoor relationships to create intimate and secure spaces.
- Architectural designs should create a cohesive community without dominating the overall street scene.

Building design should be sensitive to climatic conditions and context.

- Building elevations should consider sun orientation by including shaded and sheltered areas.

## Chapter 1

### SECTION 7. DESIGN GUIDELINES

- Variation of architectural designs should include methods of protection from inclement weather.
- Residential structures should be compatible with, and responsive to, the environmental setting.
- Building designs should incorporate spaces that encourage outdoor use to take advantage of temperate climatic conditions.

Architectural design should incorporate materials and techniques that are cost effective.

- The use of building materials should reflect the implementation of efficient construction methods.
- Building elevations should include compatible window and doors sizes that create a consistent design theme.
- Construction techniques should incorporate the use of standard components and dimensions.

Diversity is a fundamental guiding principle at Park View. This ensures that neighborhoods are varied and that blanket uniformity is avoided.

- Builders are required to produce a minimum of two styles for a 3-plan design program, and three styles for a 4-plan or more design program.
- No identical elevations are permitted on adjacent lots.
- The design of front doors and garage doors shall be varied from house to house or unit to unit.
- Residential builders proposing patio trellises are required to submit a minimum of three alternative patio trellis designs for approval by the City's Design Review Board as part of the amenity package required as part of any development approval.



### 7.1.2 Commercial Design Objectives

- Interpret Craftsman architectural style to reflect the historical character of the region.
- Emphasize architecture style/scale that is compatible with the residential architecture.
- Utilize a variety of materials and color to create interest and diversity and reinforce the overall design theme.

The Park View Design Guidelines are to be used as a tool to ensure the character and design quality anticipated for the Community. The Guidelines express objectives and approaches rather than formulas and standards, allowing certain architectural creativity and flexibility. The images and sketches illustrated in the Guidelines are intended to be conceptual in nature and are to be used as general visual aids in understanding the basic architectural design intent of Park View. They are not meant to depict specific commercial uses or architectural solutions. Final architectural character will be developed as part of the site plan approval for the Commercial Planning Area.

### 7.1.3 Residential Design Objectives

- Interpret architectural styles that are authentic and reflect the historical character of the region.
- Emphasize styles of architecture that are compatible, yet vary enough to create interest and diversity.
- Create visually interesting neighborhood streets by varying elevation and floor plan plotting.
- Utilize authentic materials and colors that reinforce the overall design theme.
- Emphasize front elevations that relate strongly to the street and contribute to the livability of that realm.
- Provide alternative garage configurations.

The Park View Design Guidelines are to be used as a tool to ensure the character and design quality anticipated for the Community. The Guidelines express objectives and approaches rather than formulas and standards, allowing certain architectural creativity and flexibility. The images and sketches illustrated in the Guidelines are intended to be conceptual in nature and are to be used as general visual aids in understanding the basic architectural design intent of Park View. They are not meant to depict specific floor plans or architectural elevations. Final architectural character will be developed as part of the site plan/tentative map approval for each Residential Planning Area.

## **7.2 Architectural Styles**

The architectural character within each neighborhood shall consist of complementary traditional architectural styles. The materials and colors of these home styles shall complement the overall neighborhood design.

Acceptable architectural styles within Park View include:

### **Commercial**

- Craftsman

### **Residential**

- Craftsman
- Tuscan
- Monterey
- Spanish Colonial
- Traditional
- Ranch

The styles selected share similar design attributes and have been selected in response to the following considerations:

- They have a historic relevance to the region.
- They are compatible and complementary.
- They can be interpreted in a variety of ways.
- They are generally accepted by the market.
- They can be constructed using current building materials and methods.

*Note: Additional styles proposed by the homebuilder must be submitted to and approved by the City of Upland. Builders may submit home designs using alternative architectural styles, provided they are appropriate to the region and compatible with the character of Park View.*

**7.2.1 Craftsman**

**7.2.1.1 History and Character**

The Craftsman style home evolved from the late 19th century American Arts and Crafts movement. These moderately detailed buildings are characterized by the use of handcrafted architectural elements and details. Broad open porches, low sloping roofs, deep overhangs, multiple gables, trellis features, oversized first floor windows, expressive trim, rafters, brackets, and wood columns with masonry bases characterize the Craftsman style.

**7.2.1.2 Massing**

- Horizontal proportions simple massing often asymmetrical at the second level.

**7.2.1.3 General Materials**

- Simple roof lines with wide projecting gables.
- Covered entry and roofed porches.
- Deep, broad porch elements.
- Expressive structural elements such as rafters, posts, and columns.
- Use of wood, stone or brick at porch columns typical.
- A mixture of materials such as stucco, stone, brick and shingle siding.
- Asymmetrical window and door compositions.

**7.2.1.4 Roof Materials and Forms**

- Predominantly low-pitched gabled roofs, occasional hipped or shed roofs.
- Shallow-pitched roofs with deep overhangs.
- Roof dormers.
- Flat concrete tile or architectural grade asphalt shingle.

**7.2.1.5 Detail Elements**

- Large gables.
- Low pitch roofs with flat concrete tile.
- Windows with accent mullions.
- Exposed rafters and outlookers.
- Decorative gable vent detail.
- Front door and garage door styles including windows and other design details shall be compatible with the architectural style of the home.

**CRAFTSMAN STYLE**

ELEMENT	MINIMUM REQUIREMENTS
Form	<ul style="list-style-type: none"> <li>• Simple two story with asymmetrical massing on second level.</li> <li>• Horizontal proportions</li> <li>• 50% covered porches</li> </ul>
Roof	<ul style="list-style-type: none"> <li>• Shallow, low pitched roofs (3.5 to 5:12)</li> <li>• Predominately gable roof forms with roof dormers</li> <li>• Flat Concrete tile or Architectural grade asphalt shingle</li> </ul>
Walls	<ul style="list-style-type: none"> <li>• Horizontal siding and stucco</li> <li>• Stone, wood, brick or shingle accents</li> </ul>
Windows	<ul style="list-style-type: none"> <li>• Paired windows, Windows with horizontal mullion patterns</li> <li>• Decorative wood trim and headers</li> </ul>
Details	<ul style="list-style-type: none"> <li>• Heavy porch columns (18" minimum)</li> <li>• Exposed rafters and outlookers (18" minimum)</li> </ul>
Colors	<ul style="list-style-type: none"> <li>• Mid to darker earth tone hues</li> <li>• Darker, richer fascia and trim colors</li> </ul>



Craftsman

## 7.2.2 Tuscany

### 7.2.2.1 History and Character

Tuscan-inspired homes began appearing at the turn of the 20th Century in Southern California as an interpretation of the picturesque movement in art where the architecture was less formalized and more responsive to the natural environs. Arranged building forms of predominantly stucco and stone with tile roofs reflecting the architectural styles of Northern Italy took root in informal plan arrangements and massing.

### 7.2.2.2 Massing

- Simple massing with assembled forms and varied roof forms.

### 7.2.2.3 General Materials

- Stucco finished walls and columns.
- Large, simple roof planes.
- Extended roof overhangs.
- Wood posts or masonry columns.
- Simple stucco chimneys.
- Simple wrought iron, metal railings and details.
- Shutters as occasional accent.
- Deep recessed openings.
- Covered patios /porches.

### 7.2.2.4 Roof Materials and Forms:

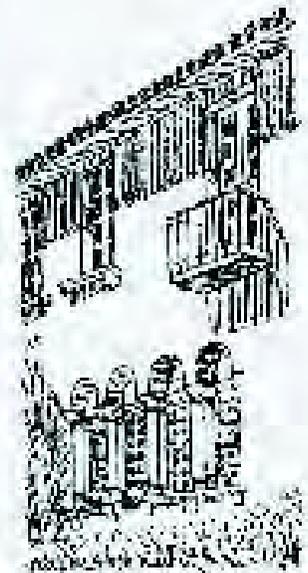
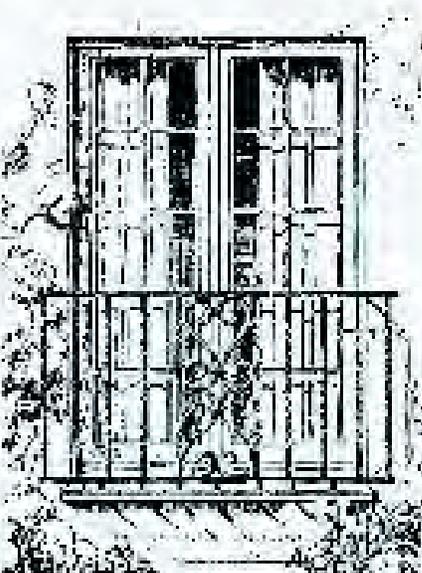
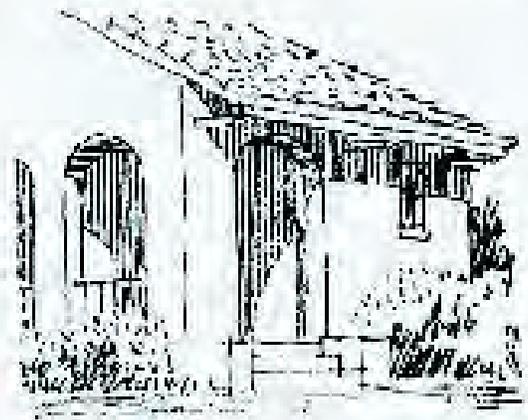
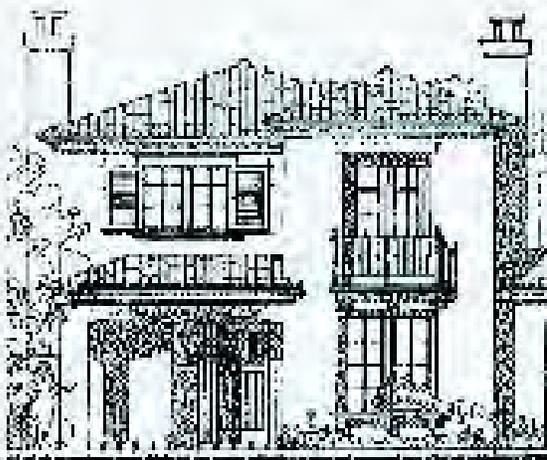
- Low-pitched roofs, concrete 'S' tile roofs.
- Stucco eave details or wood corbeled rafter tails.
- Gable end roof vents with decorative stucco accents.
- Hip and appropriate gable roofs.

### 7.2.2.5 Detail Elements

- Varied stucco finish.
- Shallow pitch roof.
- Exposed rafter tails.
- Arched openings.
- Recessed windows.
- Stone or pre-cast window accents.
- Wrought iron accents.
- Vertical proportioned windows.
- Front door and garage door styles including windows and other design details shall be compatible with the architectural style of the home.

### TUSCANY STYLE

ELEMENT	MINIMUM REQUIREMENTS
Form	<ul style="list-style-type: none"> <li>• Simple massing</li> <li>• Two story building with assembled forms</li> </ul>
Roof	<ul style="list-style-type: none"> <li>• Low pitched roofs (3.5 to 5:12)</li> <li>• Mainly hip roof forms (50%)</li> <li>• Extended overhangs (12" minimum)</li> <li>• Flat or mission concrete tile</li> </ul>
Walls	<ul style="list-style-type: none"> <li>• Smooth or varied stucco finish</li> <li>• Stone or pre-cast window/door accents</li> </ul>
Windows	<ul style="list-style-type: none"> <li>• Vertical window proportions often grouped together</li> <li>• Recessed feature windows (25%)</li> <li>• Arched or rectangular windows</li> </ul>
Details	<ul style="list-style-type: none"> <li>• Tower elements encouraged</li> <li>• Arched openings (25%)</li> <li>• Decorative brackets below roof or exposed rafter tails</li> <li>• Simple wrought iron accents</li> </ul>
Colors	<ul style="list-style-type: none"> <li>• Mid range warmer hues</li> <li>• Contrasting natural trim colors</li> </ul>



Tuscany

### 7.2.3 Monterey

#### 7.2.3.1 History and Character

The Monterey style is a combination of Spanish construction methods and the basic two-story Eastern Colonial house. The wooden second story enabled single story Spanish Adobe homes to be developed as two-story homes. Cantilevered balcony elements defined the front of the house which originally used adobe wall construction. Exposed rafters, gable or hipped roof, simple wood posts and side chimneys that anchor one end of the house, accompany the balcony as Monterey design elements.

#### 7.2.3.2 Massing

- Simple, straightforward rectangular or “L” shaped building forms.
- Cantilevered balcony and covered colonnades.

#### 7.2.3.3 General Materials

- Stucco on first level.
- Siding on second floor.
- Use of brick or stone on first level.
- Shutter accents.
- Wood or stucco trim.
- Brick and siding used to accent stucco forms.

#### 7.2.3.4 Roof Materials and Forms

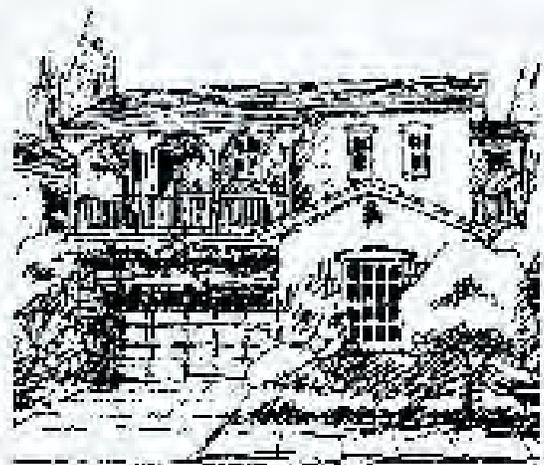
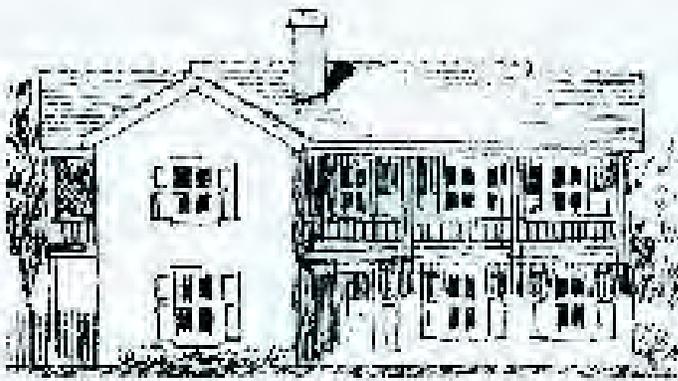
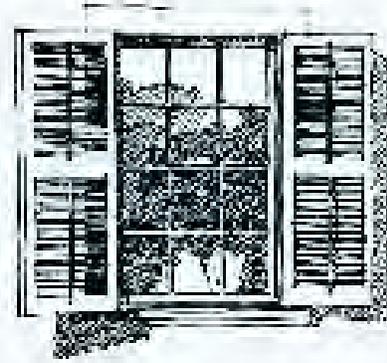
- Flat concrete tile.
- Simple forms with low pitch.
- Gable forms are predominant.
- Tight rake ends.
- Extended eaves with exposed rafter tails.

#### 7.2.3.5 Detail Elements

- Wood balcony railing.
- Recessed windows.
- Wood corbels.
- Accent shutters.
- Front door and garage door styles including windows and other design details shall be compatible with the architectural style of the home.

#### MONTEREY STYLE

ELEMENT	MINIMUM REQUIREMENTS
Form	<ul style="list-style-type: none"> <li>• Two story massing with simple roof forms</li> <li>• Cantilevered balconies and porches</li> <li>• Rectangular or “L” shaped buildings</li> </ul>
Roof	<ul style="list-style-type: none"> <li>• Low to medium pitched roofs (4:12 to 6:12)</li> <li>• Simple gable roof forms</li> <li>• Flat (encouraged) or mission concrete tile</li> </ul>
Walls	<ul style="list-style-type: none"> <li>• Smooth stucco with siding on the second floor</li> <li>• Brick, stone or shingle accent materials</li> </ul>
Windows	<ul style="list-style-type: none"> <li>• Vertical windows with multiple panes (mullion required on front elevations)</li> <li>• Decorative wood trim in traditional design</li> </ul>
Details	<ul style="list-style-type: none"> <li>• Covered balconies with wood railing (100%)</li> <li>• Decorative corbels</li> <li>• Shutter accents on windows</li> <li>• Exposed rafters and outlookers (12” minimum)</li> </ul>
Colors	<ul style="list-style-type: none"> <li>• Light tones on body</li> <li>• Darker, wood toned trim colors</li> </ul>



Monterey



## 7.2.4 Spanish Colonial

### 7.2.4.1 History and Character

Spanish Colonial homes are an adaptation of the Mission Revival style, reflecting features such as strong form and mass, plain wall surfaces, and tile roofs. The Spanish Colonial style is often characterized by a semi-formal plan arrangement such as a courtyard design.

### 7.2.4.2 Massing

- Simple massing and forms and varied roof forms.

### 7.2.4.3 General Materials

- Stucco finished walls.
- Wood/stucco columns.
- Decorative stucco chimneys.
- Round arches.
- Decorative columns and trim.
- Ornate wrought iron railing and accents.
- Wood shutter accents.
- Thick walls.
- Deep recessed openings.
- Stucco or tile details at gable ends.

### 7.2.4.4 Roof Materials and Forms

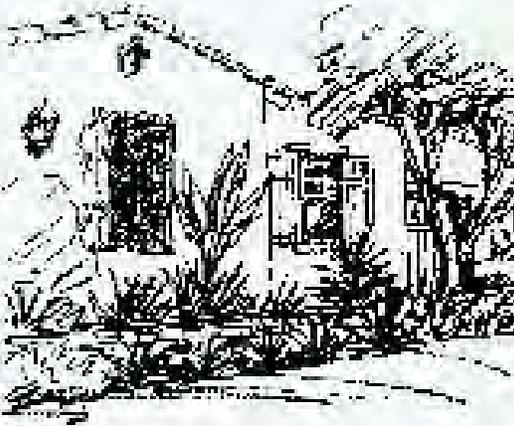
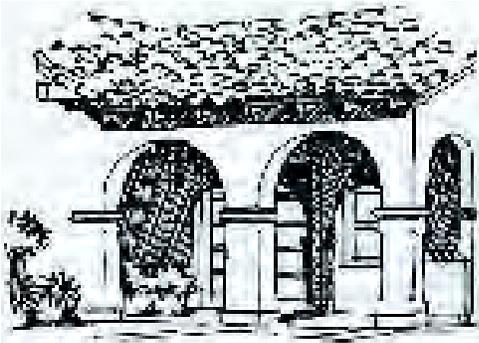
- Low-pitched roofs, with minimal overhang.
- Tight rake ends.
- Extended eaves with exposed rafter tails.
- Gables and hip roofs typical.
- Shallow sloped, concrete 'S' tile roofs.

### 7.2.4.5 Detail Elements

- S-Tile roof.
- Arched window/door openings.
- Recessed window.
- Ornamental wrought iron details.
- Vertical proportioned windows.
- Front door and garage door styles including windows and other design details shall be compatible with the architectural style of the home.

## SPANISH COLONIAL STYLE

ELEMENT	MINIMUM REQUIREMENTS
Form	<ul style="list-style-type: none"> <li>• Simple massing</li> <li>• Two story building forms</li> </ul>
Roof	<ul style="list-style-type: none"> <li>• Low pitched roofs (3.5:12 to 5:12)</li> <li>• Mainly gable with accent hip roof forms</li> <li>• Exposed eaves or continuous fascia board</li> <li>• Mission or "S" concrete tile</li> </ul>
Walls	<ul style="list-style-type: none"> <li>• Smooth or varied stucco finish</li> <li>• Thickened walls on focal areas of front elevation</li> </ul>
Windows	<ul style="list-style-type: none"> <li>• Vertical window proportions often paired or in groups</li> <li>• Recessed feature windows</li> <li>• Round arched or rectangular windows</li> </ul>
Details	<ul style="list-style-type: none"> <li>• Round arched openings on front elevation</li> <li>• Decorative wrought iron accents</li> <li>• Decorative stucco chimneys</li> <li>• Wood shutter accents</li> </ul>
Colors	<ul style="list-style-type: none"> <li>• Lighter tone body colors</li> <li>• Contrasting wood tone trim colors</li> </ul>



Spanish Colonial

### 7.2.5 Traditional

#### 7.2.5.1 History and Character

The Traditional style is based on classical design principles established in the American Colonial period and interpreted or blended with the Prairie and Bungalow regional styles. Massing is horizontal in appearance with vertical proportioned windows and door surrounds. Front porches are common. The houses are composed of simple forms with centered entry elements over the front door.

#### 7.2.5.2 Massing

- Simple, symmetrical massing.
- Typical two story rectangular masses with added one-story elements such as porches forming more complex building configurations.

#### 7.2.5.3 General Materials

- Symmetrical and asymmetrical composition of doors and windows are common.
- Simple classical details such as columns.
- Siding or stucco with brick veneer accents.
- Front porches with wood columns and railings.
- Stone and brick veneer.

#### 7.2.5.4 Roof Materials and Forms

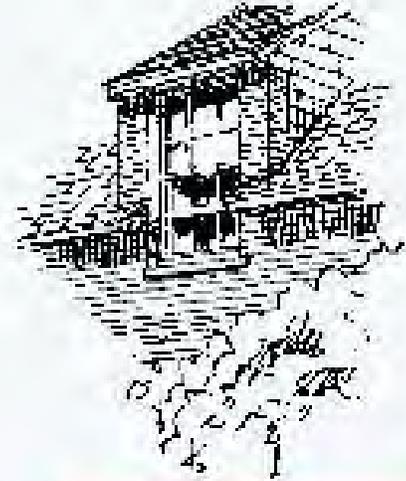
- Medium roof pitch with pitched roof dormer.
- Shallow roof pitch used over the porch.
- Flat concrete roof tile.
- Dormers reinforce symmetrical elevations.
- Bay windows and shed roofed elements added to simple building forms.
- Cupolas, weather vanes and other decorative roof ornamentations.

#### 7.2.5.5 Detail Elements

- Symmetrical or centered entry feature.
- Shutters accented with color.
- Columns at entries and porches.
- Roof dormers.
- Front door and garage door styles including windows and other design details shall be compatible with the architectural style of the home.

#### TRADITIONAL STYLE

ELEMENT	MINIMUM REQUIREMENTS
Form	<ul style="list-style-type: none"> <li>• Simple, symmetrical building forms</li> <li>• Two story rectangular massing</li> <li>• Single story porches (50%)</li> </ul>
Roof	<ul style="list-style-type: none"> <li>• Medium to steep pitched roofs (5:12 to 12:12)</li> <li>• Predominately gable roof forms, Roof dormers</li> <li>• Flat Concrete tile or Architectural grade asphalt shingle</li> </ul>
Walls	<ul style="list-style-type: none"> <li>• Horizontal siding (75% of front elevation) and stucco</li> <li>• Stone or brick veneer encouraged</li> </ul>
Windows	<ul style="list-style-type: none"> <li>• Symmetrical window and door composition</li> <li>• Decorative wood trim and headers (All front windows)</li> </ul>
Details	<ul style="list-style-type: none"> <li>• Classical porch columns (12" minimum)</li> <li>• Bay windows</li> <li>• Enriched wood fascia</li> </ul>
Colors	<ul style="list-style-type: none"> <li>• Mid to darker earth tone hues</li> <li>• Darker, richer fascia and trim colors</li> <li>• Accent colors on shutters</li> </ul>



Traditional

**7.2.6 Ranch**

**7.2.6.1 History and Character**

The Ranch style is reminiscent of the early ranchers and farmers of Southern California. The Ranch Style evolved regionally in response to available building materials and environmental considerations. The distinctive porch covered terrace elements are a natural response to the temperate Southern California climate. Ranch style homes utilized simplified architectural details inspired by Spanish Colonial, Colonial and Monterey architecture.

**7.2.6.2 Massing**

- Simple horizontal massing and rectilinear forms.

**7.2.6.3 General Materials**

- Stucco, board and batten, and horizontal siding.
- Porches along front and rear elevations with a shallow roof break.
- Decorative shutters at windows.
- Wood window trim surrounds.
- Simple column and railing detailing.
- Substantial (8" x 8" min.) wood columns.

**7.2.6.4 Roof Materials and Forms**

- Horizontal gable roofs with medium pitch and deep overhangs.
- Porches with shallow roof pitch.
- Gabled dormers.

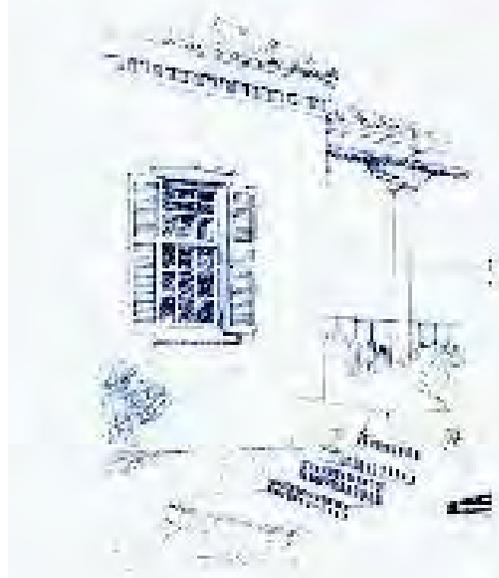
**7.2.6.5 Detail Elements**

- Corbeled wood columns.
- Heavy rafter elements.
- Simple accent shutters.
- Minimum 8" x 8" wood posts.

- Front door and garage door styles including windows and other design details shall be compatible with the architectural style of the home.

**RANCH STYLE**

ELEMENT	MINIMUM REQUIREMENTS
Form	<ul style="list-style-type: none"> <li>• Simple horizontal massing</li> <li>• Rectilinear forms</li> <li>• 50% covered porches</li> </ul>
Roof	<ul style="list-style-type: none"> <li>• Medium pitched roofs (5:12 to 7:12) with shallow pitched porch roofs</li> <li>• Predominately gable roof forms, gabled roof dormers</li> </ul>
Walls	<ul style="list-style-type: none"> <li>• Horizontal siding, board and batten and stucco</li> <li>• Stone or brick accents</li> </ul>
Windows	<ul style="list-style-type: none"> <li>• Paired windows, or windows with shutters</li> <li>• Windows with horizontal mullion patterns (All front windows)</li> <li>• Decorative wood trim and headers</li> </ul>
Details	<ul style="list-style-type: none"> <li>• Heavy wood columns (8" x 8" minimum)</li> <li>• Heavy exposed rafters and outlookers (18" minimum)</li> </ul>
Colors	<ul style="list-style-type: none"> <li>• Mid to darker earth tone hues</li> <li>• Darker, richer fascia and trim colors or contrasting white</li> </ul>



Ranch

## 7.3 Commercial Design Guidelines

### 7.3.1 Massing Principles

This section provides guidelines for creating commercial development that reflects a village character and with buildings that are proportionate to a human-scale and inviting to the pedestrian.

### 7.3.2 General Elements

The general elements of building massing include

- Street-side Articulation.
- Rear Articulation.

### 7.3.3 Objectives

- Incorporate single-story elements.
- Minimize two-story dominance on street scene, sidewalks and open spaces.

### 7.3.4 Street-side Articulation

The elevation of commercial buildings that faces the street, parking lot and pedestrian greenbelts is an important element in creating a quality community at Park View. Close attention will be placed on the elevations and how they address the vehicular and pedestrian experience.

### 7.3.5 Rear Articulation

The rear elevation of commercial buildings should provide detail to reinforce the architectural style of the commercial development. Generally, unarticulated walls and repetitious elements should be avoided. The rear elevations should de-emphasize the service function often associated with the “back” of commercial centers and should be designed to relate to adjacent residential neighborhoods and address associated pedestrian activity and connectivity. The rear elevation of commercial buildings should be proportionate to human scale.

### 7.3.6 Setbacks

All building setbacks within the commercial planning areas of Park View shall comply with the development regulations contained in Section 6, “Development Regulations,” of the Park View Specific Plan.

### 7.3.7 Materials and Details

Architectural materials and detailing are central elements to creating quality communities. Appropriate focus should be given to the architectural details and the design of the details and architectural elements of commercial buildings.

Architectural details such as canopies, awnings, parapets, and cornices should be incorporated to add massing interest to the building, enhance articulate building entries, and screen mechanical equipment.

### 7.3.8 General Elements

The general elements comprising the materials and details of commercial buildings are

- Wall Materials/Finishes.
- Accent Materials.
- Doors and Windows.
- Exterior Color.
- Exterior lighting should reinforce the architectural character of the commercial center.

### 7.3.9 Wall Materials/Finishes

#### Approved Materials

- Board and batten siding.
- Cement plank siding.
- Stucco.
- Exposed masonry walls (brick, slump block, etc.)
- Stone, brick, brick veneers (accent materials).
- Canvas or metal canopies.

- Canvas or metal awnings.

#### **Approved Finishes**

- Stucco finishes appropriate to the architectural style of the building.
- Smooth or sand finishes are encouraged. Heavy or Spanish Lace stucco finishes are prohibited.

#### **Accent Materials**

Accent materials help to break up the massing of larger building and enhance the pedestrian experience within the commercial center. Accents can be used to reinforce the architectural theme of commercial buildings.

#### **7.3.10 Doors and Windows**

The design and detail of the doors and windows on individual commercial building should reinforce the building's architectural design. Storefront doors and windows should maintain proportions compatible with adjacent residential homes within Park View.

#### **7.3.11 Exterior Color**

Commercial building colors are important to establishing a blended community at Park View, and the exterior colors should be compatible with the adjacent residential neighborhoods within the Community. Exterior colors shall contribute to establishing the overall architectural style of the commercial center.

#### **7.3.12 Exterior Lighting**

All exterior lighting should reinforce the architectural character of the commercial center.



## 7.4 Residential Design Guidelines

### 7.4.1 Massing Principles

This section provides guidelines for creating neighborhoods and streetscenes with a variety of building forms that are proportionate to a human scale and inviting to the pedestrian.

### 7.4.2 General Elements

The general elements of building massing include:

- Front Articulation.
- Rear Articulation.
- Garage Placement.
- Roof Form.
- Balconies and Projections.
- Building Offsets/Variable Setbacks.

### 7.4.3 Objectives

- Incorporate single-story elements.
- Avoid large flat two-story walls
- Vary building setbacks along the street.
- Minimize visual impact of garages.

### 7.4.4 Front Articulation

#### Intent

The front elevation of the home is an important element in creating a quality community at Park View. Close attention will be placed on the elevations and how they address the streetscene. Emphasis on location and entry designs, living areas and garages will provide a special street appeal. Emphasis on a variety of building massing will create a diverse streetscene.

#### Guidelines

- Building massing should reflect the architectural style.

- Massing elements should project enough to avoid elevations that appear to be “tacked on.”
- Building details such as doors and windows should be in proportion to the overall massing.
- Building form is encouraged to reflect the interior uses of the home.
- Front elevations for two-story single family detached homes should be twenty five percent (25%) single story homes. The single story minimum requirements may be met by the average of all floor plans within each residential Planning Area.
- Twenty five percent (25%) of the front elevation of all single family attached homes should consist of single story elements.
- Recessed two-story elements should create human scale buildings.
- All homes should have at least two plane variations, excluding the garage in the front elevation massing.

### 7.4.5 Side and Rear Articulation

#### Intent

All buildings shall be designed to have four sided architectural elements. All side and rear elevations shall include detailing and/or accents that reflect the architectural style of the home. Special attention shall be given to the design of those dwellings adjacent to or in close proximity of major community roadways, common areas, open spaces, or entry features. Whether viewed from distant or close range, massing requirements will be implemented to ensure positive community character in these conditions. Generally, repetitious elements such as similar building profiles and continuous gable ends are to be avoided.

#### Guidelines

- Architectural massing and articulation should be consistent with the style of the home.

- Plans shall incorporate projections and/or offsets that extend from the main wall plane.
- Vertical and horizontal plane breaks are encouraged.
- Homes directly adjacent to arterial roadways, collector roads, entry drives, common areas, and open spaces should be given particular attention in their rear articulation, contributing positively to these edges. Enhanced second story elevations are required along arterial streets, open space edges, and along freeway frontage.
- Building details such as doors and windows should be in proportion to the overall massing.
- All homes should have at least one plane variation in the rear elevation massing.

#### 7.4.6 Garage Design – Detached

##### Intent

The configuration, location and orientation of the garage on the lot are integral design elements, both for the composition of the home and its contribution to the streetscene. De-emphasizing the garage is important in order to maintain the overall community design. Emphasizing the living areas of the home as they address the street will achieve this goal. Placing living areas forward promotes social interaction and facilitates “eyes on the street” for neighborhood security, while at the same time establishing

neighborhood orientation to the pedestrian instead of the automobile.

##### Guidelines

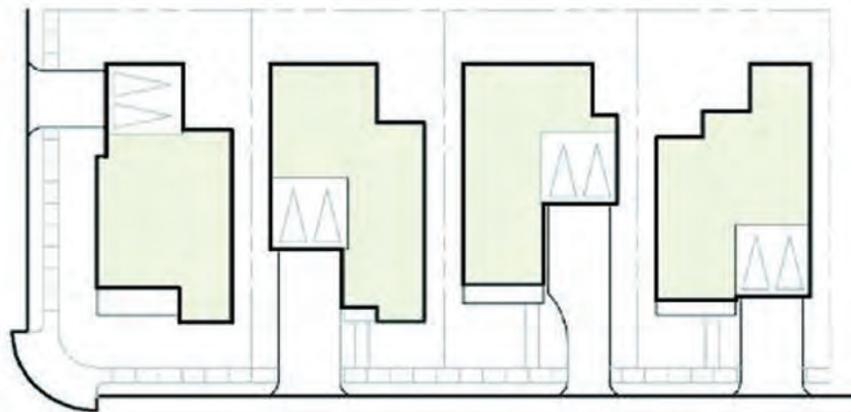
- Rear facing and side oriented garages are encouraged. Fifty percent (50%) of all garages shall be oriented away from neighborhood streets.
- Garage door patterns should vary among elevation types and reinforce the architectural theme of the home.
- Standard 3-car garage configurations are prohibited.

##### 7.4.6.1 Garage Treatments

The home and the yard rather than the garage must be the primary emphasis of the elevation as seen from the street. Garage door design shall reinforce the architectural style of the home. The following techniques should be utilized to reduce the emphasis on the garage, and therefore, enhance the variable massing of the streetscene.

##### Deep Recessed Garages

Setting the garage back to the middle or rear of the lot. This design treatment is intended to expose more living space areas toward the street, further reducing the visual impact of the garage along the street.



### Alley Loaded

The use of the alleyways locates garages off a main loop road and creates a more traditional streetscene, with the fronts of the houses facing the street.

### Split Garage

This treatment de-emphasizes the garage by reducing the length of the continuous door. Typically, a one car garage and a one or two car garage are split to provide a variation in the appearance of the home. The single car garage elements in this split condition may option into living space that further enhances the streetscene by replacing the garage door with living space.

### Tandem Garage

This garage layout de-emphasizes the third garage by concealing it behind a standard two car garage condition. The tandem space is located so that it may option into living space. The two car garage is typically either shallow or deeply recessed into the lot and incorporated into the architecture of the home.

### 7.4.7 Setbacks

A varied setback is encouraged along the street frontage. Refrain from strict compliance to the minimum garage setback so as not to contribute to a repetitious and monotonous appearance along the street. Where garages are adjacent to one another at common property lines, a two foot minimum difference in setbacks shall occur.

### 7.4.8 Garage Design – Attached

#### Intent

The configuration, location and orientation of the garage as part of the design of attached products are integral design elements, both for the composition of the building and its contribution to the streetscene.

De-emphasizing the garage is important in order to maintain the overall community design. Emphasizing

the living areas of the homes in an attached product as they address the street will achieve this goal.

Attached products or home types should minimize garage visibility from streets and/or common areas.

#### Guidelines

- Attached products with garages oriented onto streets are strongly discouraged.
- Garage door patterns should vary among elevation types and reinforce the architectural theme of the home.

### 7.4.9 Roof Form/Pitch

#### Intent

Roof form is another important design element as it relates to the character of the community, observed from both the external edges and inside the neighborhood. Variety of roof form along streets creates a positive visual edge. Appropriate massing of roof forms helps to create human scale architecture to the street.

#### Guidelines

- Roof forms/pitch should reinforce the architectural style of the homes.
- Roofs shall be composed of a series of simple roof forms.
- Primary roof forms should be gable or hip designs with accent forms that support or reinforce the architectural style of the building.
- Roofs shall vary in massing along street scene and open spaces.
- Changes in the primary roof (ridge) orientation are encouraged. No more than two homes in a row shall have the same primary roof form.
- Roof forms on rear elevations should be varied on forty percent (40%) of the homes along neighborhood perimeters.

- Flat roof elements should be minimized and incorporated only if appropriate to the architectural style.

#### **7.4.10 Balconies and Projections**

##### **Intent**

As part of the overall design of a two-story dwelling, balconies and projections provide relief and interest at the second story. Additionally, these elements create ideal outdoor spaces.

##### **Guidelines**

- Balcony design shall reinforce the architectural character of the building.
- A minimum of twenty five percent (25%) of single family homes shall have balconies.
- All attached units that are not on the first floor shall have private balconies of not less than eighty (80) square feet in area.
- Railing materials and design shall reflect the architectural style.

#### **7.4.11 Building Offsets/ Variable Setbacks**

##### **Intent**

Quality neighborhood design orients the “living” areas of the home towards the street. To encourage this orientation, alternative setbacks are allowed for living areas as measured from the back of walk.

The development standards for each planning area/home type including building setbacks are established by the Park View Specific Plan. Additionally, building offsets or variable setbacks for both living and garages are encouraged to create variety in street scenes.

##### **Guidelines**

- Setbacks shall be appropriate and proportionate to the housing type and lot size.

- Front setback should be varied along the street. A front offset of a minimum of two feet (2') is encouraged between the front walls of adjacent homes.
- Edge conditions such as homes backing to collector roads and back-to-back homes should incorporate variable rear setbacks to create variety.

### **7.5 Materials and Details**

Architectural materials and detailing are central elements to creating quality communities. Appropriate focus should be given to the architectural details and the design of the details and architectural elements of the home.

#### **7.5.1 General Elements**

The general elements comprising the materials and details of a building are:

- Wall Materials/Finishes.
- Doors and Windows.
- Roofing Materials and Slope.
- Fascias, Eaves and Rakes.
- Accent Materials.
- Exterior Color.

#### **7.5.2 Wall Materials/Finishes**

##### **Approved Materials:**

- Board and batten siding.
- Cement plank siding.
- Stucco.
- Exposed masonry walls (brick, slump block, etc.)
- Stone, brick, brick veneers (accent materials).

##### **Approved Finishes:**

- Stucco finishes appropriate to the architectural style of the home.

- Smooth or sand finishes are encouraged. Heavy or Spanish Lace stucco finishes are prohibited.

**Intent**

Exterior building materials and finishes are essential in establishing a specific architectural style and contribute to the overall character of the community. Exterior materials and finishes should be carefully considered for each architectural style.

**Guidelines**

- Building materials should reflect the architectural style of the home.
- Siding materials should be wrapped beyond front elevations and should terminate at an inside corner or extend to the location of the lateral fence.
- Masonry elements and accents should reflect building forms and not appear as an applied veneer.
- Footings shall be exposed no higher than six inches (6") above finished grade.
- Accent building materials shall be incorporated into thirty three percent (33%) of all detached homes.
- Accent building materials shall be incorporated into all elevations of attached homes.

**7.5.3 Doors and Windows**

The design and detail of the doors and windows on a home reinforce the architectural style and are key elements in the composition of the exterior elevation of the home.

**Intent**

The design of window and doors should be carefully considered for each architectural style.

**Guidelines**

- Door designs shall be consistent with the architectural style of the home.

- Doors should be protected by porch elements or recessed entries.
- Garage and entry door design shall be appropriate to the style of the home.
- Maximum garage door height shall be eight feet (8').
- Garage doors should be recessed a minimum of twelve inches (12").
- Alignment and proportions of windows shall be appropriate to the architectural style of the home.
- All windows (including garage door windows) are to be consistent with the architectural style of the home.
- Divided light windows are encouraged in keeping with the architectural style.
- Highly reflective glazing is not permitted.
- Window details such as shutters, trim surrounds, window boxes and window recesses are encouraged in keeping with the architectural style.

**7.5.4 Roofing Materials and Details**

Roofing materials as well as roof forms, pitch and design details are integral elements that reinforce the intended architectural style of the home. Proposed roofs should be reflective of the architectural style of the home. Attention should be given to address the context of the roof of each home relative to the adjacent homes along the street.

**Approved Roofing Materials**

Approval of roofing materials are subject to compatibility of materials with the intended architectural style.

- Concrete tile (flat or curved profile).
- Clay tile.
- Slate.

**Prohibited Roof Materials**

- Wood shake.
- Wood shingle.
- Asphalt composition.
- Corrugated metal.

**Intent**

Roof material should reinforce the architectural style of the home and establish a quality level for the community. Roof design and pitch should be specific to each architectural style.

**Guidelines**

- Roof materials and roof pitch need to be selected to reinforce the architectural style.
- Standing seam metal roofs painted in non-reflective neutral colors are allowed in appropriate architectural styles.
- Avoid repetition in continuous gable-ends and similar ridge heights.
- Skylights are not allowed on the sloped roofs of the front elevations of the building.

**7.5.5 Eaves, Fascias and Rakes**

**Intent**

Roof details should reinforce the architectural style of the home and establish a quality level for the community. Eaves, fascias and rakes as well as rafters detailing should be specific to each architectural style.

**Guidelines**

- Eave, fascia and rake proportions are to be appropriate to the architectural style.
- Larger eave overhangs provide opportunities for shading and should be used in appropriate architectural styles.
- Exposed rafter tails shall be a minimum of four inches (4") by six (6) inches.

- Wood fascias and rafters shall be painted or stained to reinforce the style of the home.
- Attention shall be given to rake return detail.

**7.5.6 Accent Materials**

Accent materials promote individuality in each home and ensure diverse character within the neighborhood. Accents can be used to reinforce the architectural theme of the home.

**Intent**

Exterior accent materials reinforce the individual architectural style and create additional opportunities for architectural diversity along the streetscene, which contributes to the overall character of the community. Exterior accent materials should be carefully considered for each architectural style.

**Guidelines**

- Accent materials should complement the overall color and style of the home.
- Accent materials shall terminate at inside corners and be wrapped to coincide with an architectural element.
- Accent materials may terminate at location of the lateral fence.
- Architectural trim applied to all elevations should be consistent with front elevation of the home.

### 7.5.7 Exterior Color

#### Intent

Home colors are important to establishing a blended community at Park View, yet they should give the impression that each home was designed on its own. Appropriate color selections make each home unique, but still look natural and in place in the neighborhood context.

#### Guidelines

- Diversity of color is encouraged.
- Color shall contribute to distinguishing the overall architectural style of the home.
- Colors should reflect the natural hues found in Southern California
- Color and hue variation in adjacent homes shall be provided to create neighborhood diversity.
- Each elevation shall have a minimum of three colors.
- Each residential Planning Area shall have a minimum of two roof material schemes. Blended color schemes are encouraged.
- The City of Upland shall review and approve colors and materials at a preliminary phase of the Development Review application preparation process.
- No adjacent homes or buildings shall have the same color scheme.

### 7.5.8 Additional Design Elements

#### Intent

Design elements that are utilitarian in nature should be designed as integral features that support the intended architectural style.

#### Guidelines

- All exterior lighting such as porch lights should reinforce the architectural style of the home.
- Exposed gutters and downspouts shall match roof or wall color.
- Faux copper patina is acceptable.
- Rooftop mechanical equipment is prohibited. Rooftop vents shall be combined to the extent feasible.
- Air conditioning/heating equipment shall be screened from the street and neighboring views.
- Pool, spa, and water softening equipment shall be screened from neighboring views.
- Meters shall be grouped to the extent feasible and screened from public view to the extent possible.
- The location and screening of all ground mounted utility and safety equipment visible from a street shall be reviewed and approved by the Design Review Board as part of project approval.





### 7.5.9 Accessory Structures

#### Intent

Accessory structures should be designed to reinforce the architectural style of the primary residence.

#### Guidelines

- Detached structures, such as casitas, pool cabanas and guest quarters associated with the single-family lot shall be designed to match the style, detail and massing criteria of the primary home.
- Detached garages, storage buildings and outdoor sheds should incorporate design features, materials and colors compatible with the primary home.

### 7.6 Home Types

A variety of home types, utilizing an architectural program composed of detached and attached housing, are offered at Park View. This diversity ensures a range of choices and a mix of homes within each neighborhood. Allowable residential products or home types include single family detached and attached homes. Potential home types include the following:

- Conventional single family homes.
- Two-pack and three-pack single family homes.
- Courtyard, greencourt and cottage single family homes.
- Paired homes.
- Triplex condominiums.
- Row townhomes and greencourt townhomes.

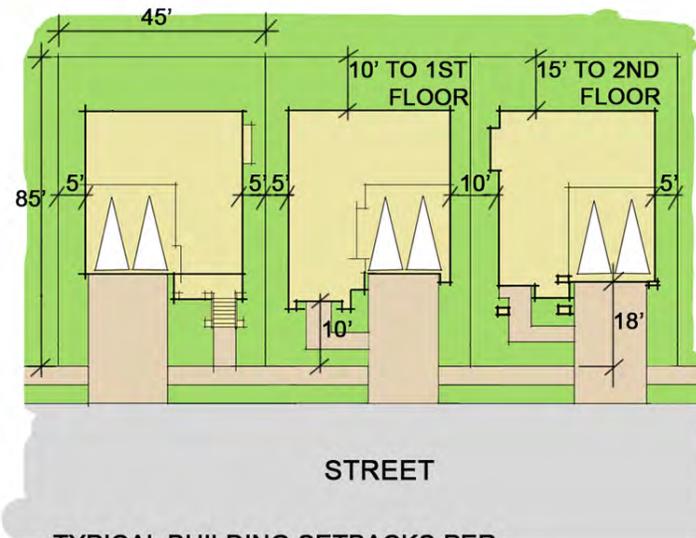


- Cluster townhomes/condominiums.
- Multi-family townhomes or stacked condominiums.

Additional home types may be allowed subject to City Planning Department approval.

Each home type shall be articulated in traditional architectural styles consistent with the community theme for Park View. Providing a variety of housing programs allows for the opportunity for homeowners to move-up within the community as their lifestyles and needs change over time.

The following pages provide graphic and written information that describes the general appearance of each anticipated home types. Future homebuilders within Park View should use these descriptive pages as a guide when designing the home type designated for the appropriate Planning Area.



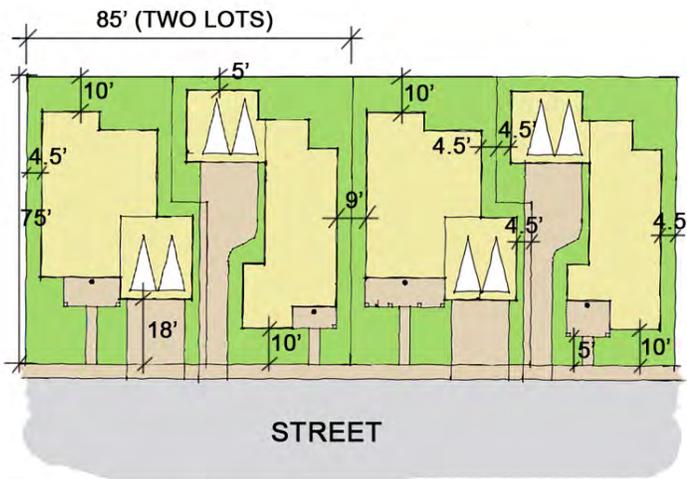
CONVENTIONAL SINGLE  
FAMILY DETACHED HOMES  
45' X 85' LOTS



TYPICAL BUILDING SETBACKS PER  
PARK VIEW SPECIFIC PLAN



CONCEPTUAL FRONT ELEVATIONS

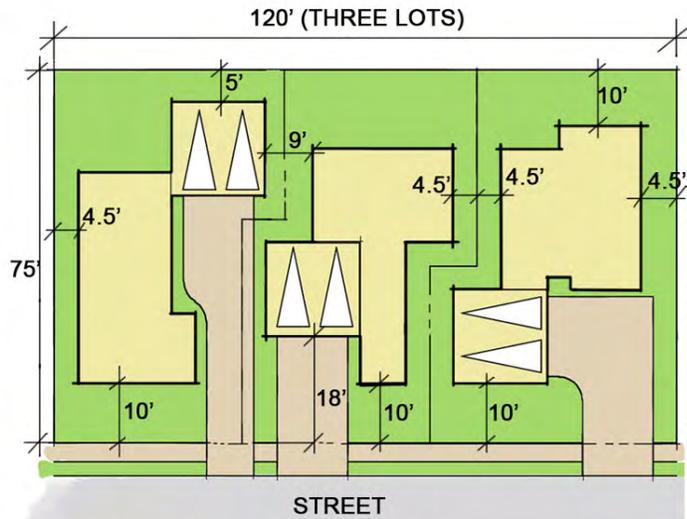


TYPICAL BUILDING SETBACKS PER  
PARK VIEW SPECIFIC PLAN

TWO PACK SINGLE FAMILY  
HOMES



CONCEPTUAL STREET SCENE



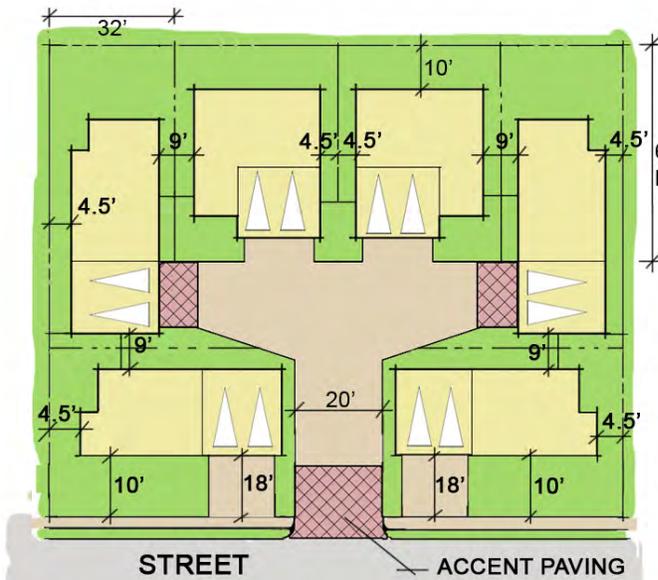
### THREE PACK SINGLE FAMILY HOMES



TYPICAL BUILDING SETBACKS PER  
PARK VIEW SPECIFIC PLAN



### CONCEPTUAL STREET SCENE



**6 PACK COURTYARD  
SINGLE FAMILY HOMES**



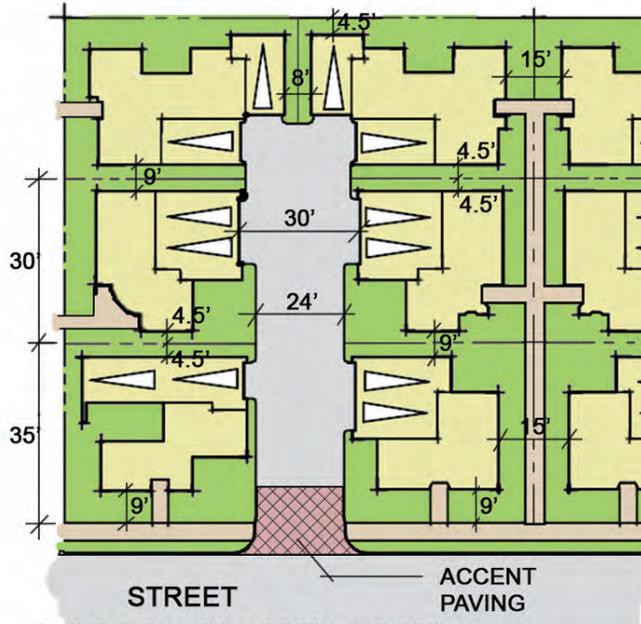
TYPICAL BUILDING SETBACKS PER  
PARK VIEW SPECIFIC PLAN



CONCEPTUAL STREET SCENE



COURTYARD VIEW



TYPICAL BUILDING SETBACKS PER  
PARK VIEW SPECIFIC PLAN

GREENCOURT HOMES



SPANISH (SIDE VIEW)



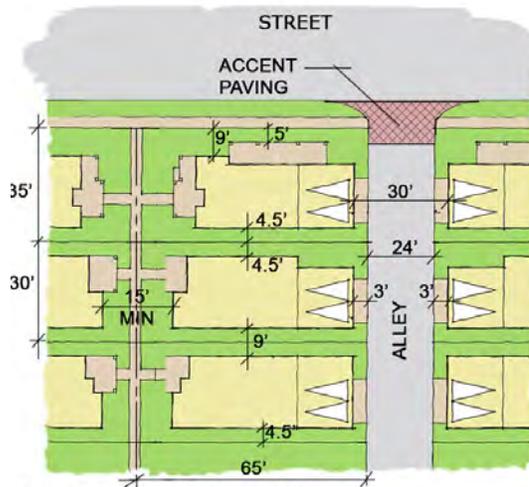
CALIFORNIA RANCH  
COURTYARD VIEW



CONCEPTUAL STREET SCENE

SECTION 7. DESIGN GUIDELINES

COTTAGE DETACHED  
SINGLE FAMILY HOMES



TYPICAL BUILDING SETBACKS PER  
PARK VIEW SPECIFIC PLAN



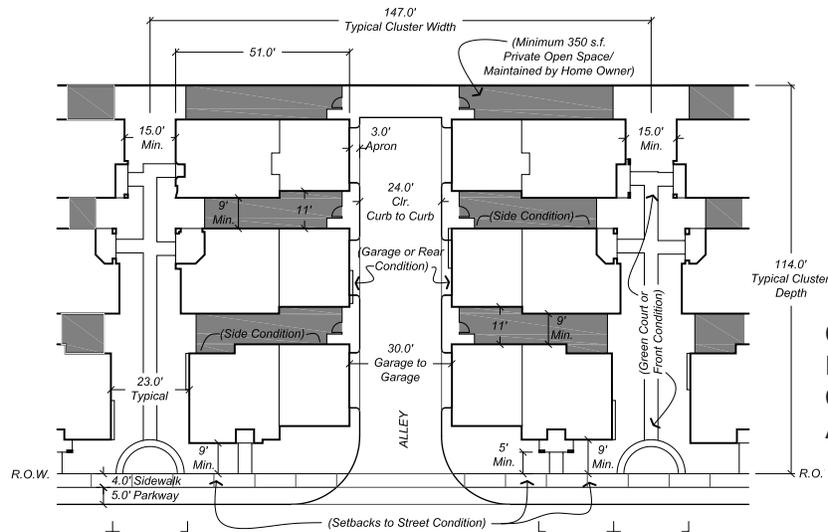
COLONIAL REVIVAL    SPANISH COLONIAL    CALIFORNIA BUNGALOW

CONCEPTUAL FRONT ELEVATIONS

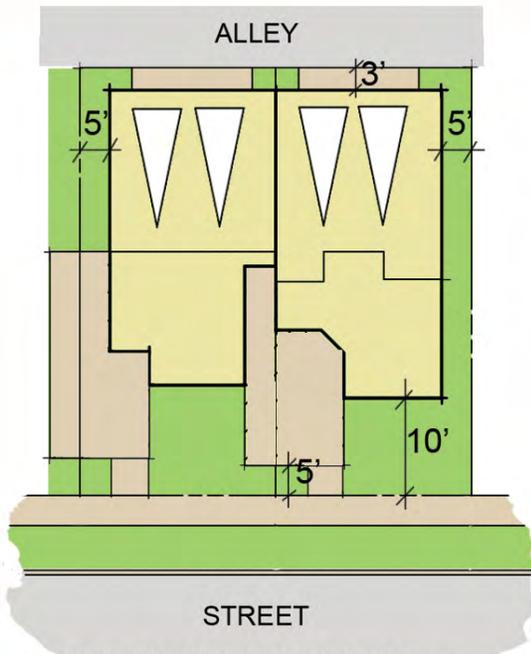


ITALIANATE    TUSCANY    CRAFTSMAN

CONCEPTUAL STREET SCENE



Cottage Single  
Family Detached  
Condominium  
Alternative



TYPICAL BUILDING SETBACKS PER  
PARK VIEW SPECIFIC PLAN

### PAIRED HOMES



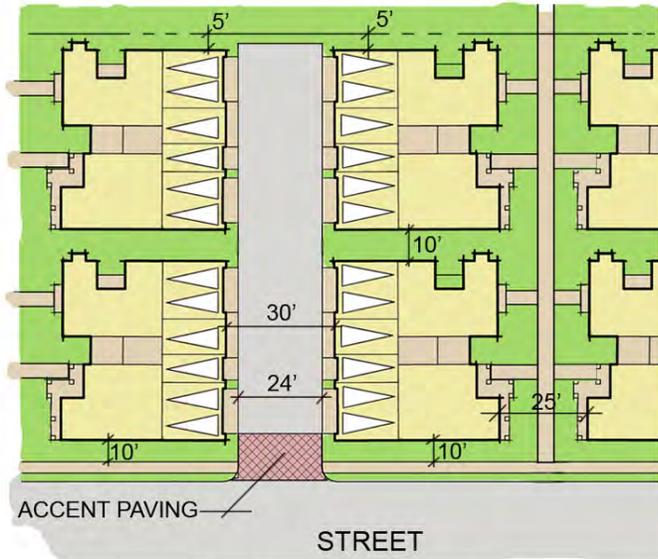
CALIFORNIA RANCH

TRADITIONAL

TRADITIONAL

CRAFTSMAN

### CONCEPTUAL STREET SCENE



TYPICAL BUILDING SETBACKS PER  
PARK VIEW SPECIFIC PLAN

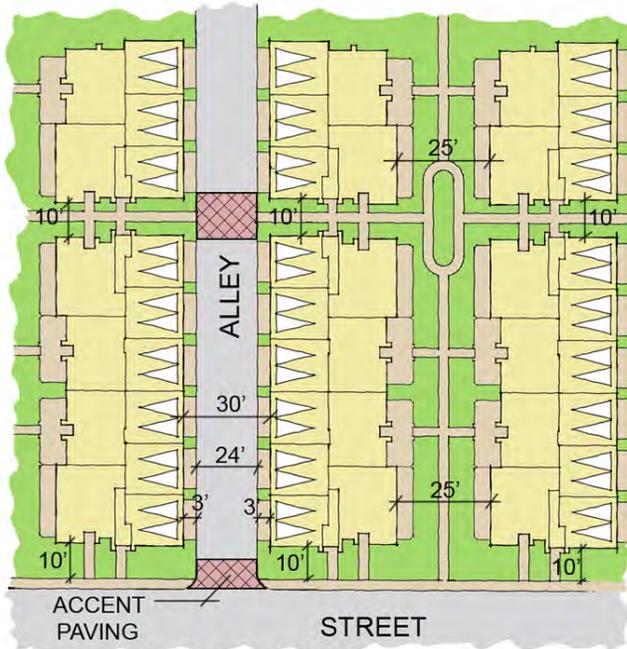
TRI PLEX  
CONDOMINIUMS



TRADITIONAL CALIFORNIA RANCH



SPANISH CRAFTSMAN  
CONCEPTUAL FRONT ELEVATIONS



TYPICAL BUILDING SETBACKS PER  
PARK VIEW SPECIFIC PLAN

### ROW TOWNHOMES

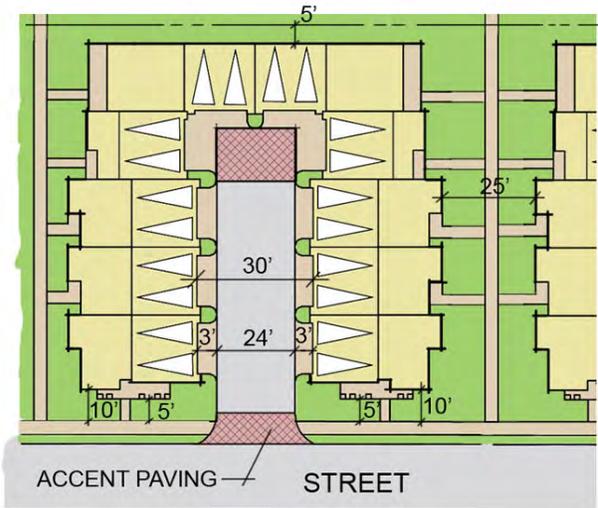


CONCEPTUAL FRONT ELEVATION



CONCEPTUAL REAR ELEVATION

GREENCOURT  
TOWNHOMES



TYPICAL BUILDING SETBACKS PER  
PARK VIEW SPECIFIC PLAN



SPANISH COLONIAL



RANCH

CHARACTER ELEVATIONS



TYPICAL BUILDING SETBACKS PER  
PARK VIEW SPECIFIC PLAN

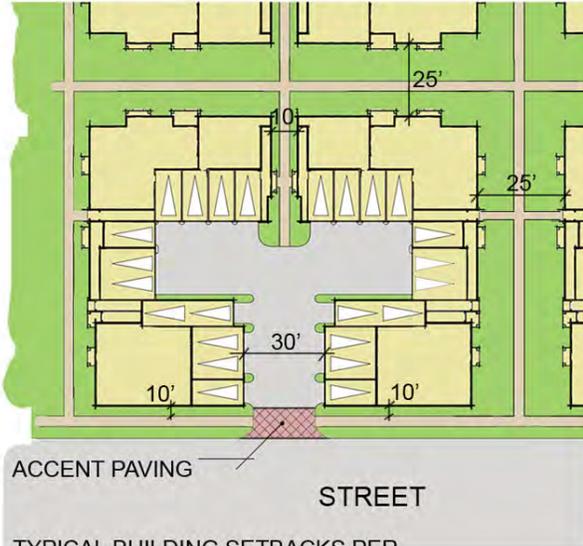
### CLUSTER TOWNHOMES



CONCEPTUAL FRONT ELEVATION

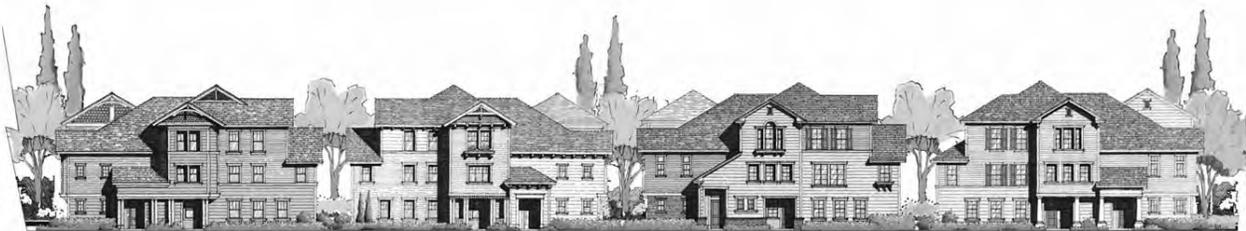


CONCEPTUAL REAR ELEVATION



TYPICAL BUILDING SETBACKS PER  
PARK VIEW SPECIFIC PLAN

STACKED FLATS/  
TOWNHOMES



CONCEPTUAL STREET SCENE

## 7.7 Landscape Design Guidelines

The guidelines presented herein are intended to encourage creative design and individuality. They are intended to assist in providing the continuity and desired image that will make Park View a unique and special community.

### 7.7.1 Landscape Concept

The landscape concept is intended to support the architectural styles by defining the community image through development of parks and streetscapes, that create an inviting atmosphere, distinctive project monumentation and signage, and appropriate screening and buffering of the project.

The landscape design guidelines provide criteria to guide the design of roadways adjacent to and within Development Area A of Park View, project monumentation signage, buffer areas, parks and recreational facilities, and paseos.

The landscape concept is intended to unify and shape the community, linking residential areas to parks and commercial establishments, with pedestrian friendly paseos that provide an alternate method of transportation reducing the necessity for auto travel within the community.

### 7.7.2 Parks, Recreation and Open Space

The following describes the parks and recreational amenities for the residential Planning Areas of Park View.

#### 7.7.2.1 Parks with Active Recreation Areas

Active recreation areas are planned within parks to serve the active recreation needs of residents. The exact size and location of the Active Recreation Parks will be determined at the time of Development Review of the Planning Area containing the park. The design of the park may include the following recreation elements as well as those facilities described

in Section 7.7.15 “On Site Project Amenities,” contained within this section of the Specific Plan.

- A club house with a small meeting room, rest-rooms and showers.
- A recreational pool and decks.
- A spa.
- A shade arbor.
- Picnic tables on slabs.
- Walkways.
- Walkway lighting.
- Landscape and irrigation improvements.

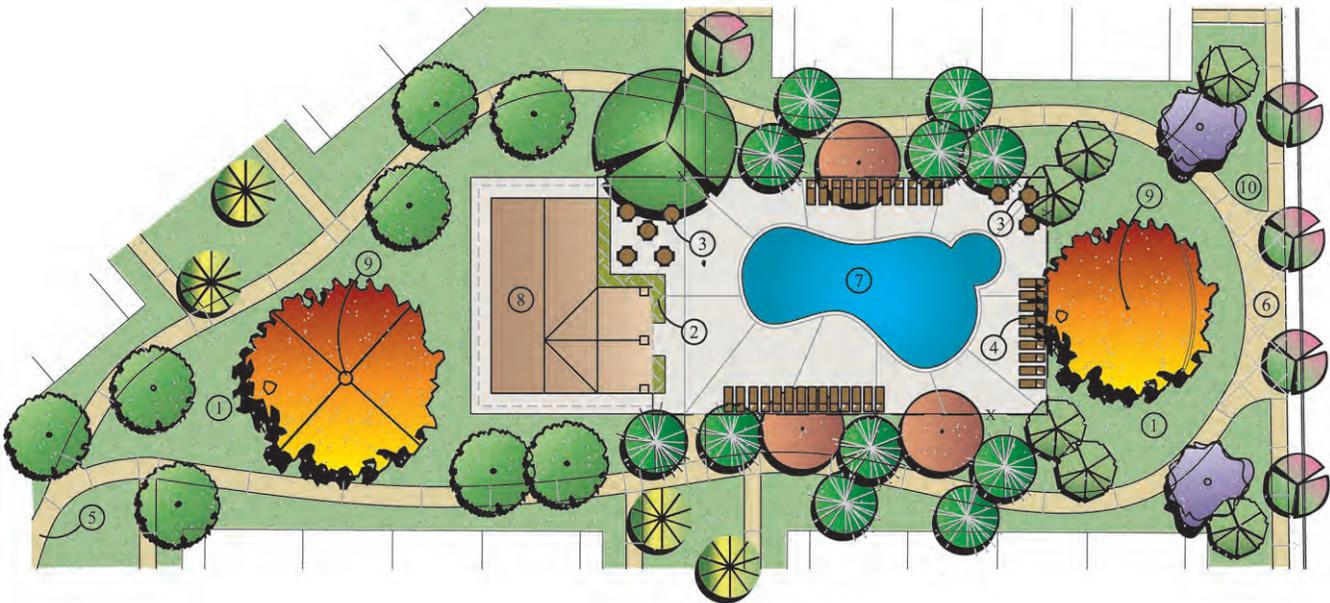
The concept for an Active Recreation Park is illustrated in Exhibit 7-1, “Active Recreation Park Concept Plan.”

#### 7.7.2.2 Mini Parks

Mini parks are planned to be located within residential Planning Areas. The exact size and location of the Mini Parks will be determined at the time of Development Review for each Planning Area. Mini Parks can include the following recreation elements as well as those amenities described in 7.7.15 “On Site Project Amenities,” of this Specific Plan.

- Play structures for ages 2-5 years.
- Play structures for ages 6-12 years.
- A shade arbor.
- Picnic table on slabs.
- Benches.
- Open turf.
- Landscape and irrigation improvements.

The concept for the Mini Parks is illustrated in Exhibit 7-2, “Mini Park Concept Plan.”



- |                                   |                                  |
|-----------------------------------|----------------------------------|
| ① LAWN AREA                       | ⑥ DECORATIVE CONCRETE            |
| ② SHRUB AND GROUND COVER PLANTING | ⑦ SWIMMING POOL                  |
| ③ TABLE AND CHAIRS                | ⑧ CLUB HOUSE                     |
| ④ CHAISE LOUNGE                   | ⑨ SPECIMEN ACCENT TREE           |
| ⑤ CONCRETE WALK                   | ⑩ CLUB HOUSE IDENTIFICATION SIGN |

*Note: The final design of the active recreation park may include those recreational elements and facilities as described in Section 7.7.15 "On-Site Project Amenities." The final design of the active recreational park amenity will be submitted for approval by the Design Review Board and the Administrative Committee.*

Exhibit 7-1  
**Active Recreation Park Concept Plan**



- |                                   |                        |
|-----------------------------------|------------------------|
| ① LAWN AREA                       | ⑥ DECORATIVE CONCRETE  |
| ② SHRUB AND GROUND COVER PLANTING | ⑦ SPECIMEN ACCENT TREE |
| ③ TOT LOT PLAY AREA               | ⑧ BENCH SEATING        |
| ④ CHILDREN'S PLAY AREA            | ⑨ HANDICAP PARKING     |
| ⑤ CONCRETE WALK                   | ⑩ PICNIC TABLE         |

*Note: The final design of mini parks may include those recreational elements and facilities as described in Section 7.7.15 "On-Site Project Amenities." The final design of mini park amenities will be submitted for approval by the Design Review Board and the Administrative Review Board.*

Exhibit 7-2  
**Mini Park Concept Plan**

### 7.7.2.3 Linear Park

As part of the development of Park View, the 75 foot wide City owned property adjacent to the easterly boundary of the Specific Plan area is planned to be improved as an off-site linear park amenity. The linear park will be landscaped and improved with a walking and/or biking trail and benches. Maintenance responsibilities for this linear park will be determined by the City and the developer of Park View as part of an agreement between the developer and the City at the time of improvement of the park area. The concept for the linear park is illustrated on Exhibit 7-3, “Linear Park Concept Plan.”

### 7.7.3 Trail System

#### 7.7.3.1 Paseos and Sidewalks

Paseos within Park View are planned within the private street system with a sidewalk adjacent to streets creating a pedestrian circulation network linking residential areas to parks and the commercial center. Paseos will be developed as landscaped areas adjacent to a 4 foot wide concrete sidewalk, with bollard lights and privacy fencing on both sides to restrict views into lots.

#### 7.7.3.2 Bike Routes

A 5 foot wide on-street bike route is planned on both sides of Park View Promenade connecting to the existing 6 foot wide on-street bike path in Baseline Road. All interior streets serving the community will be developed with adequate right of way to accommodate on street bicycling. The interior street system for Park View is designed as an interconnected system linking the community to parks and the commercial center, and providing bicycle accessibility to these areas.

### 7.7.4 Community Entry Monumentation

A community monumentation feature will be placed at the primary entry at Park View Promenade and Baseline Road. The monumentation will consist of a sign aesthetically designed with blended construction materials enhanced with specialty lighting and formal landscaping. The community monumentation will be maintained by the homeowner association (HOA) and will be located outside of the public right of way. All monumentation, signage and walls will conform to setback and height requirements of the City of Upland vehicular sight line and signage standards.

The concept for the Park View community monumentation is illustrated in Exhibit 7-4, “Community Monumentation Concept Plan.”

### 7.7.5 Streetscapes

The landscape treatment of the streets within the community is a vital component to creating a sense of place for Park View residents. The streetscapes planned for Park View provide a cohesive sense of community combining sidewalks, bike routes, project walls, and landscape elements.

The hierarchy of streetscapes within Park View is as follows:

- Secondary Arterial Roadway – Baseline Road.
- Primary Project Entry Street – Park View Promenade.
- Secondary Entry Roadway and Streets. In addition to the hierarchy of streets planned for Park View, alleys may be utilized in some areas to serve rear loaded residential products.
- In addition to the streets planned for Park View, some residential rear loaded products will be served by alleys.

Chapter 1  
SECTION 7. DESIGN GUIDELINES

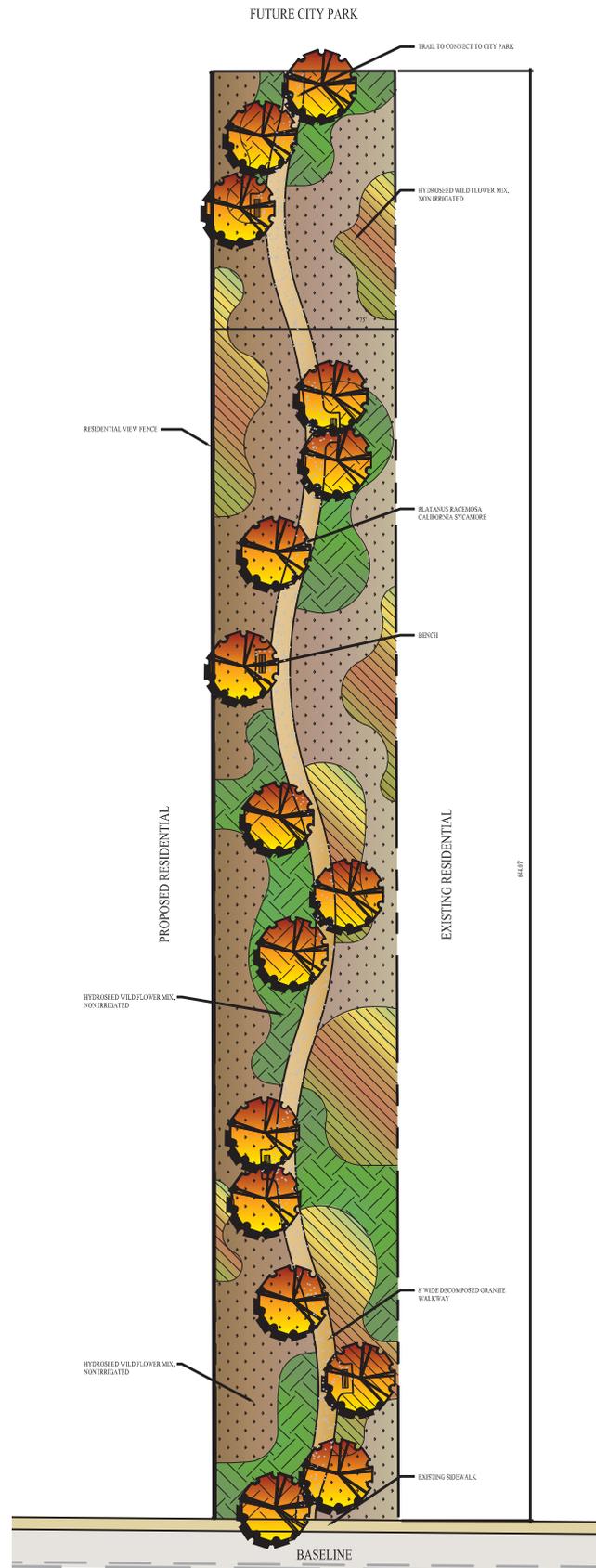


Exhibit 7-3  
Linear Park Concept Plan

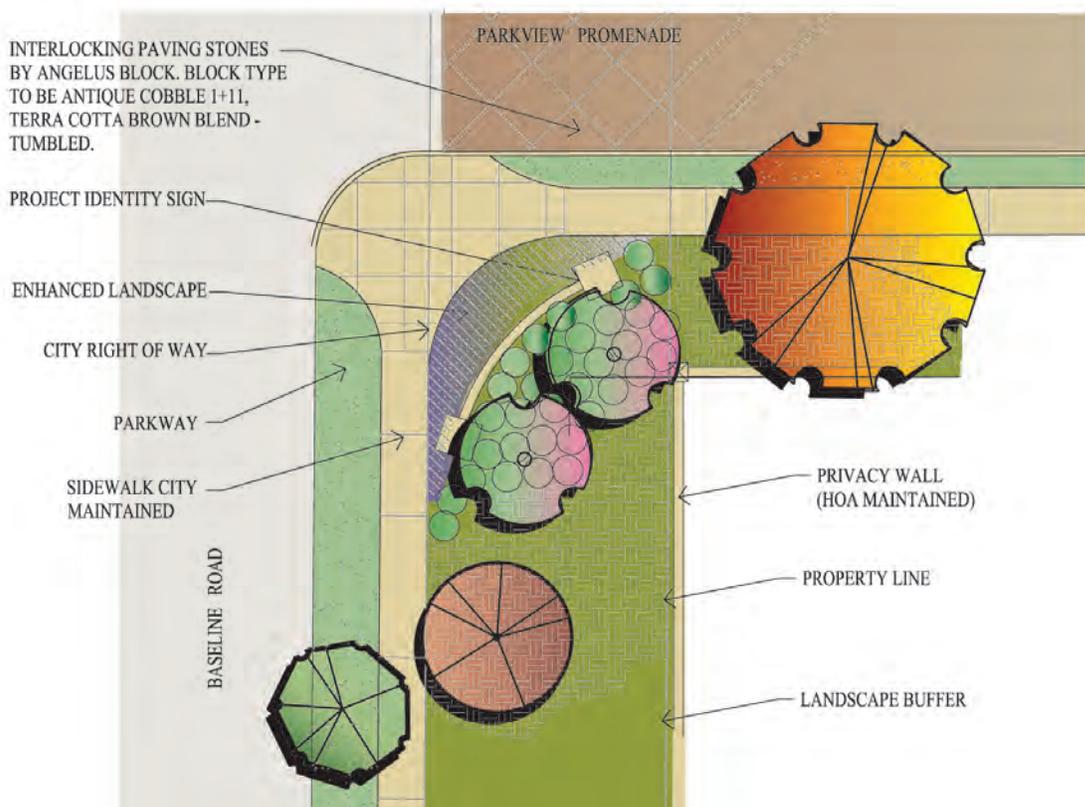
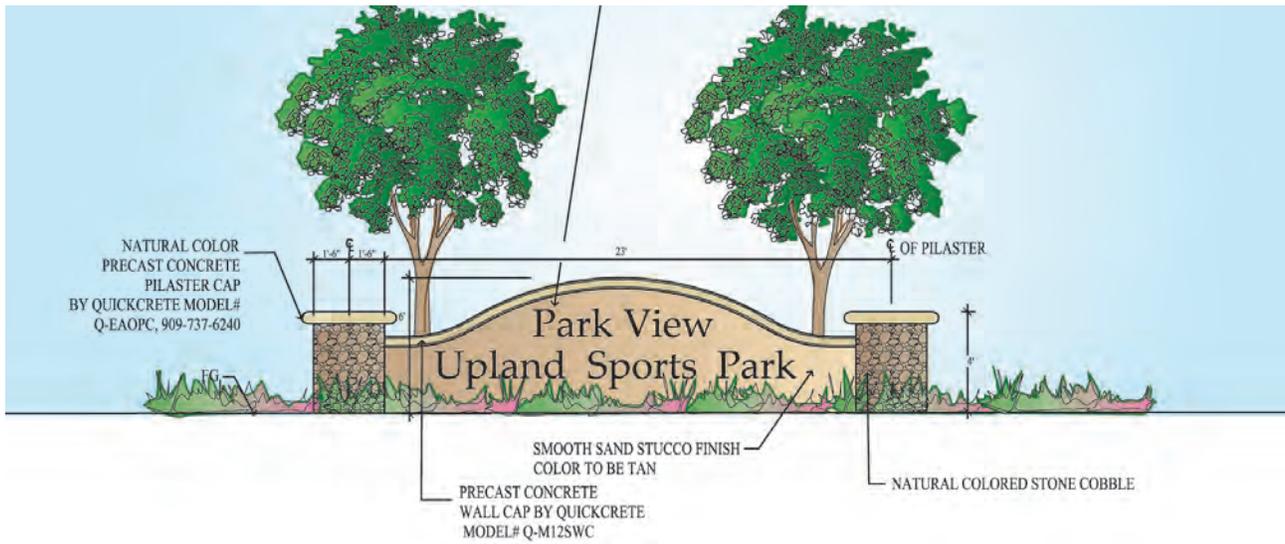


Exhibit 7-4  
**Community Monumentation Concept Plan**

**7.7.5.1 Secondary Arterial Roadway – Baseline Road**

The streetscape plan for Baseline Road adjacent to the Specific Plan area will consist of:

- Evergreen and deciduous informal street tree plantings at spacings ranging from twenty five feet to thirty feet on center within parkways. Tree locations will conform to the City of Upland sight line standards for street tree plantings.
- Project walls consistent with the Master Wall and Fence Plan and Wall and Fence Details.
- A 20 foot wide raised, landscaped median including a City Gateway Monument Sign.
- A 5 foot wide sidewalk separated from the roadway by a 7 foot wide landscaped parkway to be constructed within the public right of way. Street lighting within the public right of way will be the standard City cobra head lighting standards.
- A 24 foot wide landscaped buffer area adjacent to the public right of way.
- Plantings within the right-of-way of Baseline Road will be designed to meet City of Upland requirements.
- Bus turnouts will be located in accordance with OmniTrans requirements. If a bus shelter is also provided, the design of the bus shelter shall be compatible with the architectural character established at the project entries to Park View from Baseline Road.

The streetscape plan for Baseline Road is illustrated in Exhibit 7-5, “Baseline Road Streetscape.”

**7.7.5.2 Primary Entry Roadway – Park View Promenade**

The streetscape for Park View Promenade will consist of the following:

- Evergreen and deciduous formal street tree plantings varying between twenty five and thirty feet on center along parkways and median islands.

Tree locations will conform to the City of Upland sight line standards for street tree plantings.

- Project Walls consistent with the Master Wall and Fence Plan and Wall and Fence Details.
- A 5 foot wide sidewalk.
- A 5 foot wide landscaped parkway.
- A 20 foot raised landscaped median-island.
- Decorative paving at project entry and at entries to residential neighborhoods.
- All plantings and irrigation within the right-of-way areas will be designed to meet the City of Upland requirements.
- All street lighting within the public right of way will be Acorn head type lighting standards as illustrated on Exhibit 7-8, “Outdoor Lighting Details.”

The streetscape plan for Park View Promenade is illustrated in Exhibit 7-6, “Park View Promenade Streetscape.”

**7.7.5.3 Secondary Entry Roadway and Interior Streets**

The streetscape plan for the Secondary Entry Roadway and interior streets consists of the following:

- Evergreen or deciduous formal street trees at an average of 25 feet on center spacing.
- A 5 foot wide sidewalk separated from the street by a 4 foot wide landscaped parkway.
- Enhance paving at entries to be provided per the amenities as described in 7.7.15 “On Site Project Amenities,” of this Specific Plan.

The streetscape plan for the secondary entry roadway and interior streets is illustrated in Exhibit 7-7, “Secondary Entry Roadway and Interior Street Streetscape.”

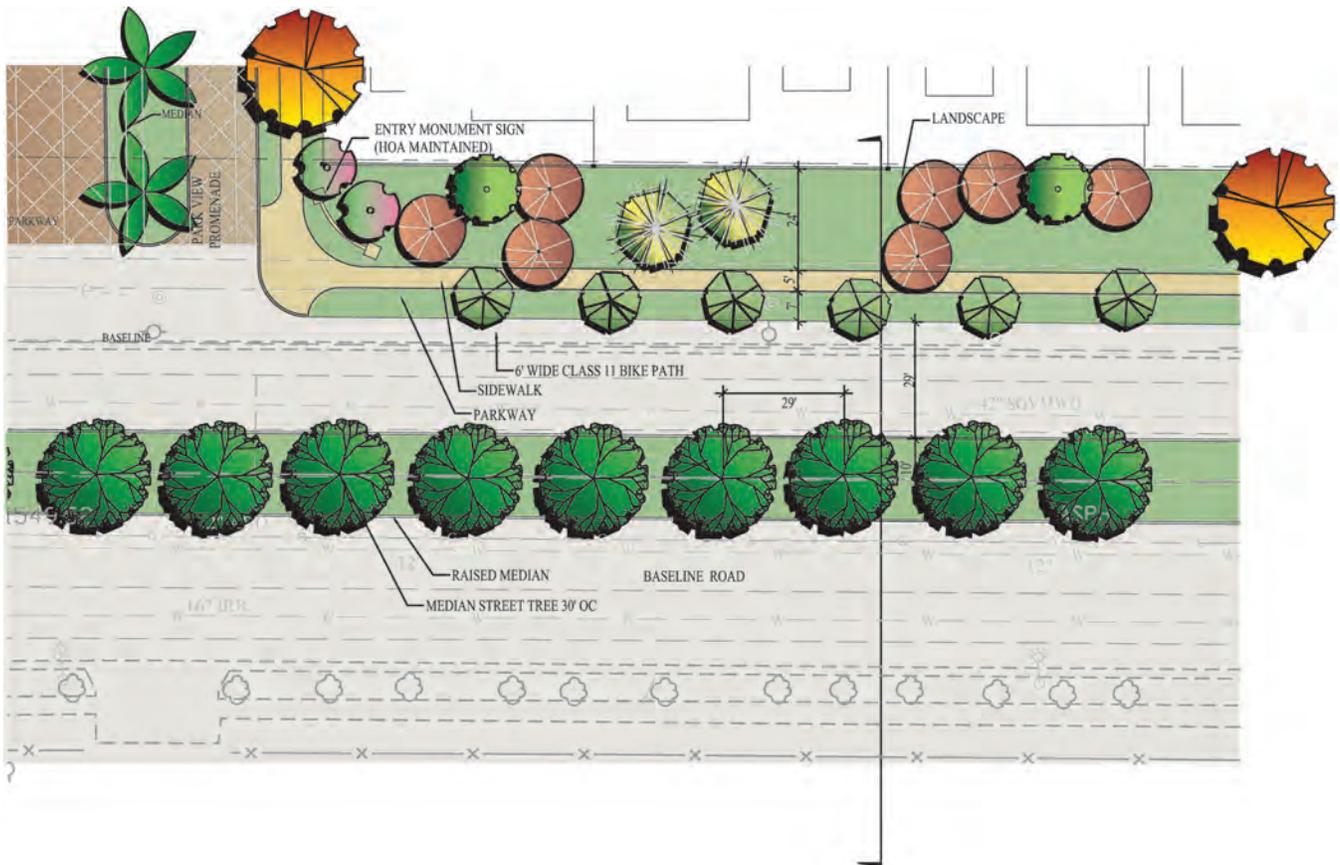
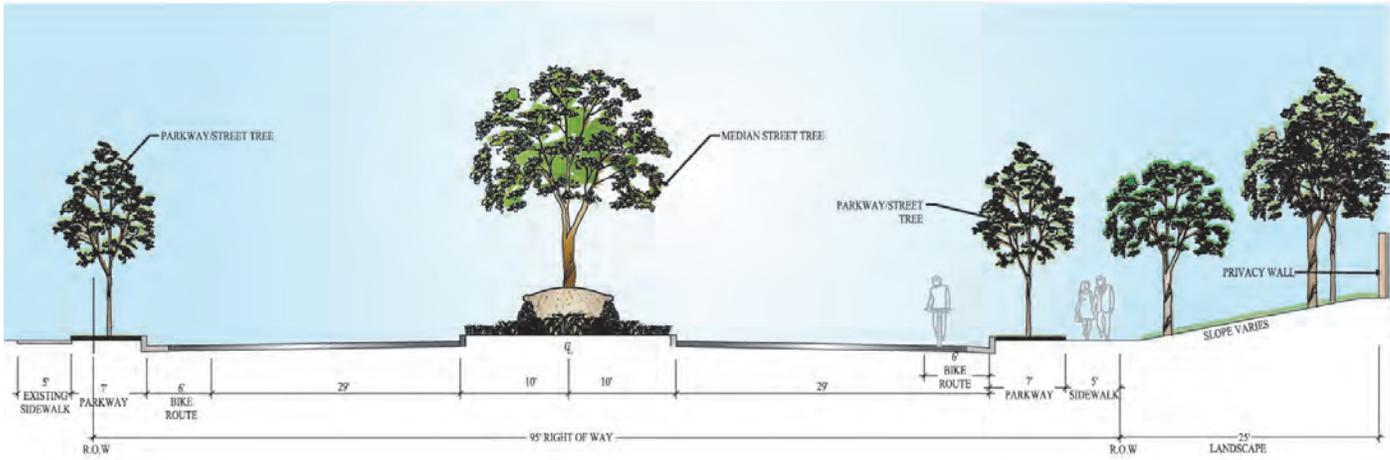


Exhibit 7-5  
Baseline Road Streetscape

Chapter 1  
SECTION 7. DESIGN GUIDELINES

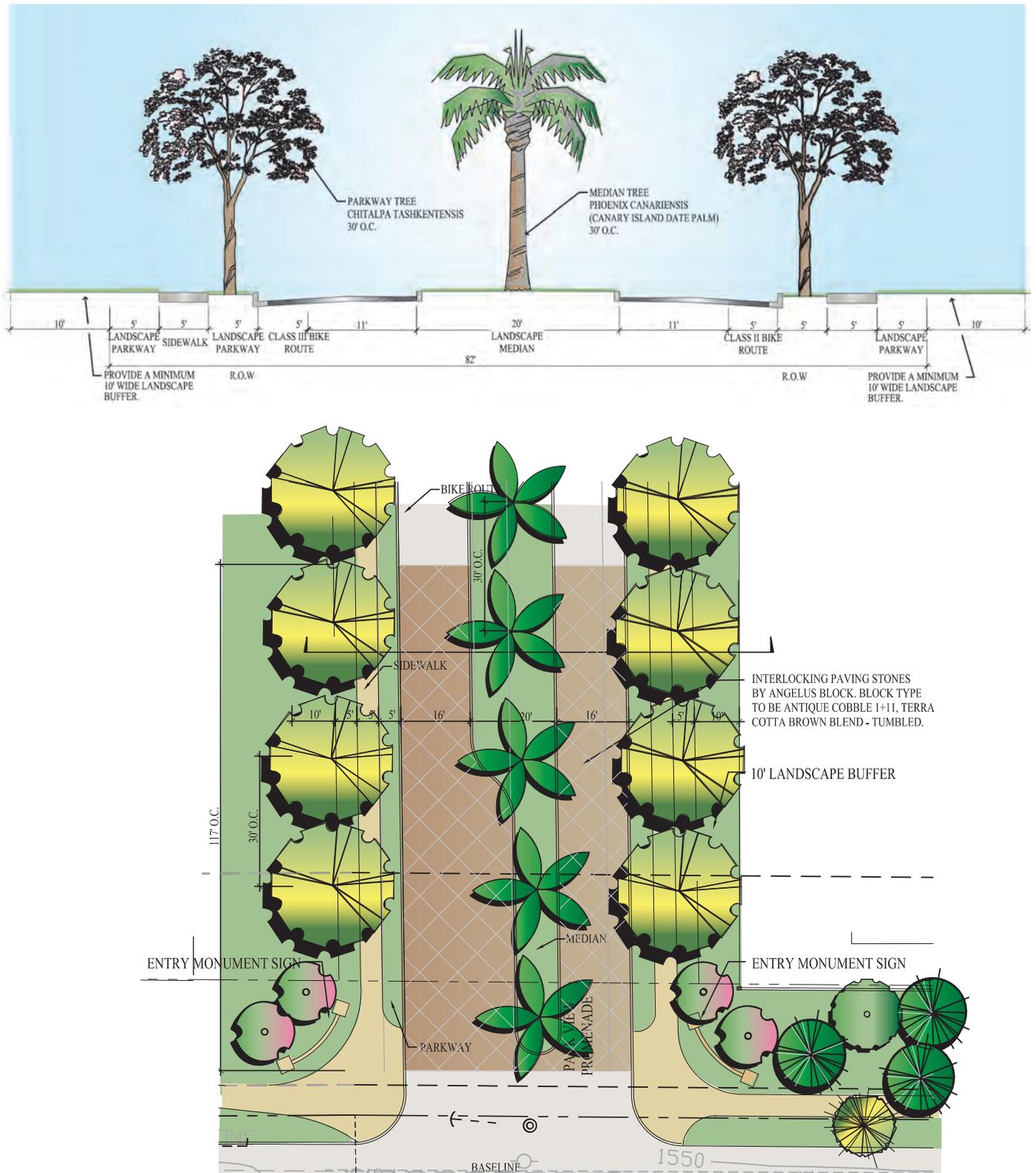


Exhibit 7-6  
Park View Promenade Streetscape

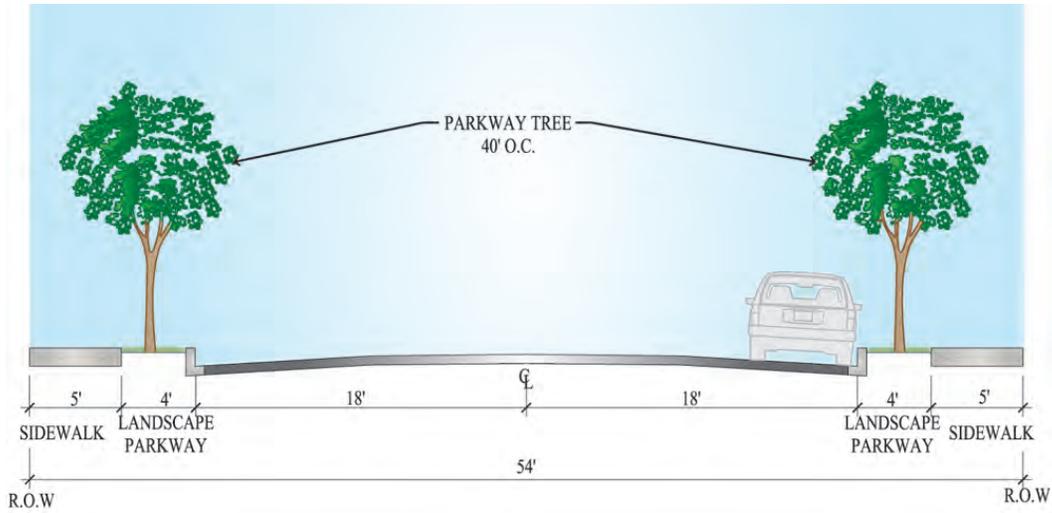


Exhibit 7-7  
Secondary Entry Roadway and Interior Street Streetscape

#### **7.7.5.4 Alleys**

Alley streetscapes consists of the following:

- A 3-5 foot wide landscaped easement with upright tree planting with selected from the Plant Materials Palette.
- Shrub mass planting and vines to help buffer private yards and soften areas surrounding garages.
- Enhanced paving at entries as described in Section 7.7.15 “On Site Project Amenities,” of this Specific Plan.

#### **7.7.6 Plant Materials Palette**

It is the intent of these guidelines to allow flexibility and diversity in planting design while defining an acceptable palette in order to reinforce the identify of Park View.

A limited selection of plant materials used in simple significant compositions is encouraged. Planting designs should be compatible and should complement adjacent plantings. Planting designs should reinforce and enhance the individual architecture and design of each site.

The materials on the plant palette have been selected for their ability to contribute to the project theme, their drought resistant characteristics, ability to adapt to varying soil conditions and their long-term cost effective maintenance. Size of plant material shall be per City of Upland landscape standards.

All plant materials proposed for use during development of Park View will be reviewed by the City of Upland during the Development Review process.

	<b>BOTANICAL NAME</b>	<b>COMMON NAME</b>	
<b>BASELINE ROAD</b>			
<b>STREET TREE</b>			
	Arbutus ‘Marina’	n.c.n.	25’ OC
	Cercis occidentalis	Western Redbud	25’ OC
	Liquidambar styraciflua	American Sweet Gum	30’ OC
	Schinus molle	California Pepper	30’ OC
	Tristania Conferta	Brisbane Box	25’ OC
<b>GROUND COVER</b>			
	Festucas spp.	Marathon	
<b>PARK VIEW PROMENADE</b>			
<b>STREET TREE</b>			
Median Island	Phoenix canariensis	Canary Island Date Palm	30’ OC
	Phoenix dactylifera	Date Palm	25’ OC
Parkway	Lagerstroemia indica	Crape Myrtle	25’ OC
	Ulmus parvifolia ‘True Green’	Chinese Elm	30’ OC
<b>GROUND COVER</b>			
	Festucas spp.	Marathon	
<b>PRIVATE STREET ‘A’</b>			
<b>STREET TREE</b>			
	Chitalpa tashkentensis	n.c.n.	25’ OC
	Magnolia grandiflora ‘Majestic Beauty’	Southern Magnolia	25’ OC
<b>GROUND COVER</b>			
	Festuca spp.	Marathon	
<b>PRIVATE STREET ‘B’</b>			
<b>STREET TREE</b>			
	Magnolia grandiflora ‘Majestic Beauty’	Southern Magnolia	25’ OC
	Pyrus kawakamii	Evergreen Pear	25’ OC
<b>PRIVATE STREET ‘C’</b>			
<b>STREET TREE</b>			
	Arbutus ‘Marina’	n.c.n.	25’ OC
	Magnolia grandiflora ‘Majestic Beauty’	Southern Magnolia	25’ OC
<b>GROUND COVER</b>			
	Festuca spp.	Marathon	

Table 7-1  
**Plant Palette**

BOTANICAL NAME	COMMON NAME
<b>PARKS AND GREENBELTS</b>	
<b>TREE</b>	
<i>Acacia baileyana</i>	Bailey Acacia
<i>Arbutus 'Marina'</i>	n.c.n.
<i>Brachychiton acerifolius</i>	Flame Tree
<i>Callistemon viminalis</i>	Weeping Bottle Brush
<i>Calocedrus decurrens</i>	Incense Cedar
<i>Cercis occidentalis</i>	Western Redbud
<i>Chitalpa tashkentensis</i>	n.c.n.
<i>Eriobotrya deflexa</i>	Bronze Loquat
<i>Ficus rubiginosa</i>	Rustyleaf Fig
<i>Geijera parviflora</i>	Australian Willow
<i>Ginkgo biloba</i>	Maidenhair Tree
<i>Grevillea robusta</i>	Silk Oak
<i>Jacaranda mimosifolia</i>	Jacaranda
<i>Koelreuteria bipinnata</i>	Chinese Flame Tree
<i>Lagerstroemia indica</i>	Crape Myrtle
<i>Leptospermum laevigatum</i>	Australian Tea Tree
<i>Magnolia grandiflora</i> 'Majestic Beauty'	Southern Magnolia
<i>Olea Europaea</i>	Olive
<i>Photina x fraseri</i> 'Birmingham'	n.c.n.
<i>Pinus eldarica</i>	Afghan Pine
<i>Platanus racemosa</i>	California Sycamore
<i>Phoenix dactylifera</i>	Date Palm
<i>Pinus halepensis</i>	Aleppo Pine
<i>Pyrus kawakamii</i>	Evergreen Pear
<i>Quercus agrifolia</i>	Coast Live Oak
<i>Quercus chrysolepis</i>	Canyon Live Oak
<i>Quercus engelmannii</i>	Engelman Oak
<i>Rhaphiolepis indica</i> 'Majestic Beauty'	Indian Hawthorn
<i>Schinus molle</i>	California Pepper
<i>Tristania conferta</i>	Brisbane Box
<i>Ulmus parvifolia</i> 'True Green'	Chinese Elm
<b>GROUND COVER</b>	
<i>Festucas spp.</i>	Marathon

Table 7-1 (continued)  
**Plant Palette**

<b>BOTANICAL NAME</b>	<b>COMMON NAME</b>
<b>PASEOS</b>	
<b>STREET TREE</b>	
<i>Cercis occidentalis</i>	Western Redbud
<i>Eriobotrya deflexa</i>	Bronze Loquat
<i>Geijera parvifolia</i>	Australian Willow
<i>Leptospermum laevigatum</i>	Australian Tea Tree
<i>Liquidambar styraciflua</i>	American Sweet Gum
<i>Olea europaea</i>	Olive
<i>Photinia x fraseri</i> 'birmingham'	n.c.n.
<i>Pinus eldarica</i>	Afghan Pine
<i>Raphiolepis indica</i> 'Majestic Beauty'	Indian Hawthorn

Table 7-1 (continued)  
**Plant Palette**

### **7.7.7 Planting Time**

The Park View Specific Plan area experiences temperature extremes which can make it difficult for the installation of plant materials during the hot summer months between July and September and the cold winter months between December and March. Container plants which have not been acclimated to the region may experience heat or frost damage resulting in partial or total loss of foliage, even if these materials will be perfectly suited to the temperature extremes once they are established. If construction schedules permit, the ideal planting time is in the spring between April and June or fall from October to November.

### **7.7.8 Landscape Installation Requirements**

All areas required to be landscaped shall be planted with trees, shrubs, ground cover, vines, or turf selected from the plant palette contained in these guidelines.

Builders should assess any existing landscaping adjacent to their property and, whenever possible, complement that established character. Detailed landscape plans are to be prepared by a licensed landscape architect for each individual project.

### **7.7.9 Climate Constraints**

Plant material for Park View contained herein are compatible with the climatic setting of the area. Careful consideration of plant materials selected for use is encouraged as the utilization of some materials, depending upon their site location, exposure and relationship to other influential factors, may not be appropriate.

### **7.7.10 Agricultural Soils Test Requirements**

Soil characteristics within the Park View Specific Plan area may vary. The developer or builder of all

public and private parkways and medians within street right of ways and parks which require landscape development, shall procure an agricultural soils report in order to determine proper planting and maintenance requirements for proposed plant materials. Such a soils test shall be performed by a qualified agricultural laboratory and shall include a soil fertility and agricultural suitability analysis with pre-planting and post-planting recommendations.

### **7.7.11 Irrigation**

1. All areas requiring landscaping shall require the installation of a permanent automatic irrigation system to ensure proper plant growth, and irrigation. The irrigation system shall be designed to separate turf areas from shrub areas so as not to irrigate shrubs, ground cover, and lawn simultaneously.
2. Pop-up sprinklers adjacent to all walkways and areas of pedestrian or vehicular traffic shall be spring retractable types.
3. Pop-up sprinklers shall have matched precipitation rates.
4. All valves shall be wired independently.
5. The landscape sprinkler irrigation system shall be designed and operated to prevent or minimize run-off and discharge or irrigation water onto roadways, driveways, adjacent properties and any areas not under control of the user.
6. The irrigation system shall be monitored so that the precipitation rate does not exceed the water infiltration capabilities of the soil and meets the peak moisture demands of all plant materials used within landscape areas.
7. Irrigation schedules should be reviewed on a monthly basis to properly adjust water application to meet actual plant requirements.
8. Emphasis shall be placed on the use of low precipitation rate heads. Precipitation rates of less than .5 inches per hour on slopes based on triangular spacing are recommended.

9. Where applicable, flood or bubbler heads should be used rather than small diameter spray heads. Heads shall be installed in a triangular pattern whenever possible.
10. Anti-drain valves shall be used between heads of different elevations to minimize water runoff after valve closure.
11. Areas of separate maintenance responsibility shall be controlled by separate controllers and separate control valves.
12. Clocks for common open space areas shall be programmed for the most efficient time and frequency of watering.
13. Approved backflow prevention devices shall be installed to service any and all sprinkler irrigation systems.
14. Pressure reducers shall be installed with backflow devices in cases of extreme water pressure.
15. To minimize negative visual impacts, all automatic valves servicing common open space areas shall be installed in valve boxes, and the pop-up variety of head used whenever the application allows.
16. Irrigation backflow prevention devices and controllers shall be located and/or screened with appropriate plant material to minimize visibility.
17. Detailed irrigation plans shall be prepared and signed by a licensed landscape architect.
18. Irrigation plans shall be approved by the City prior to installation.
19. For all proposed City of Upland maintenance areas, landscape construction drawings shall be reviewed and approved by the City of Upland prior to recordation of the respective final tract map.

#### 7.7.12 Outdoor Lighting

All streets within Park View shall have uniform lighting standards with respect to style, materials, and colors in order to ensure consistent design. The lighting standards proposed will deviate from the City of Upland lighting standards. Each residential Planning Area may develop its own lighting standards, provided that the selected lighting fixture style is used consistently throughout the residential development and is approved by the Southern California Edison and the City of Upland. Lighting fixtures shall be integrated into the visual environment and the appropriate architectural theme. Lighting fixtures within the public right of way of Baseline Road will be standard City cobra head fixtures, and the lighting fixtures within the public right of way of Park View Promenade will be the acorn head lighting fixtures illustrated on Exhibit 7-8, "Outdoor Lighting Details." All lighting fixtures shall comply with the following regulations and provisions:

1. The level of on-site lighting and lighting fixtures shall comply with all applicable requirements and policies of the City of Upland. Energy conservation, safety and security measures should be emphasized when designating any lighting system.
2. All outdoor lighting, including spotlights, floodlights, electrical reflectors and other means of illumination for signs, structures, landscaping, parking, loading, unloading, and similar areas shall be focused, directed, and arranged to prevent glare and illumination on streets or adjoining property.
3. All exterior lights should be shielded and focused to minimize spill light into the night sky or adjacent properties per the City of Upland regulations for light pollution.
4. Lenses shall be high impact, recessed, or otherwise designed to reduce the problems associated with damage and replacement of fixtures. Fixtures shall be vandal resistant, yet should not look institutional.

12 Feet

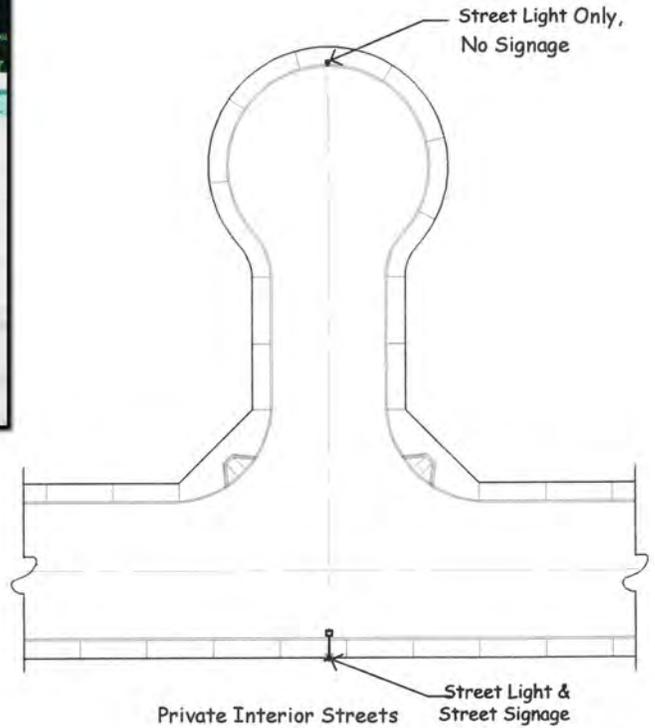


**Walkway Lights**

Public Parks  
Recreation Areas  
LIGHTING BY SUN VALLEY - 1-818-767-3031  
MODEL# 36SB-1070-12'-LCKMI-CA/PT

**Light Bollard**

Paseos  
Recreation Areas



16 Feet



**Street Lighting**

Private Interior Streets  
LIGHTING BY SUN VALLEY - 1-818-767-3031  
MODEL# 36SB-1070-16'-LCKMI-CA/PT

Color of Pole and Fixture  
to be Dark Bronze or Copper.

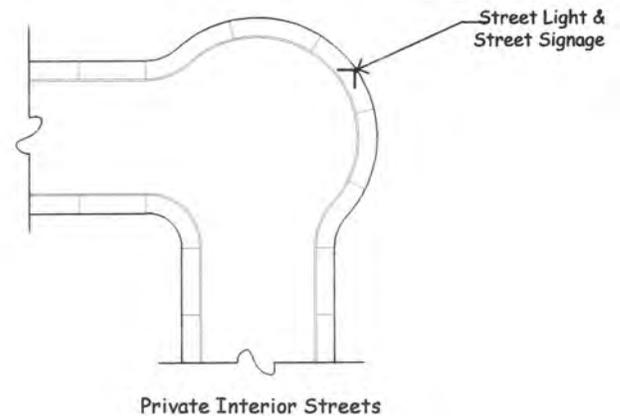


Exhibit 7-8  
**Outdoor Lighting Details**

5. Neon and similar types of lighting are prohibited in all areas of Park View.
6. All exterior lighting designs should provide a sense of hierarchy by varying fixtures and illumination levels. Proper lighting helps to define the organization of streets and paseos and also distinguishes vehicular and pedestrian circulation patterns. Pedestrian and vehicular entries, public plazas, community facilities, and highly used recreation areas shall be creatively lit to develop a sense of place and arrival.
7. All exterior lighting designs shall address security issues. Parking lots, pedestrian walkways, and building entrances shall be lighted for security reasons.
8. No freestanding residential light fixtures shall exceed 25 feet in height; parking lot light standards shall not exceed 30 feet. In no instance shall over wash occur beyond property lines. Playing field light fixtures may exceed these standards.
9. The lighting concept for the entry monumentalization features shall illuminate the sign graphics and to gently wash the walls and pilasters with light. Trees and other landscape features shall be illuminated by ambient light reflecting off of entrance walls.
10. All electrical meter pedestals and light switch/control equipment shall be located with minimum public visibility or shall be screened with appropriate plant materials.

Examples of street and walkway light fixtures planned for Park View are illustrated in Exhibit 7-8, “Outdoor Lighting Details.”

### 7.7.13 Walls and Fencing

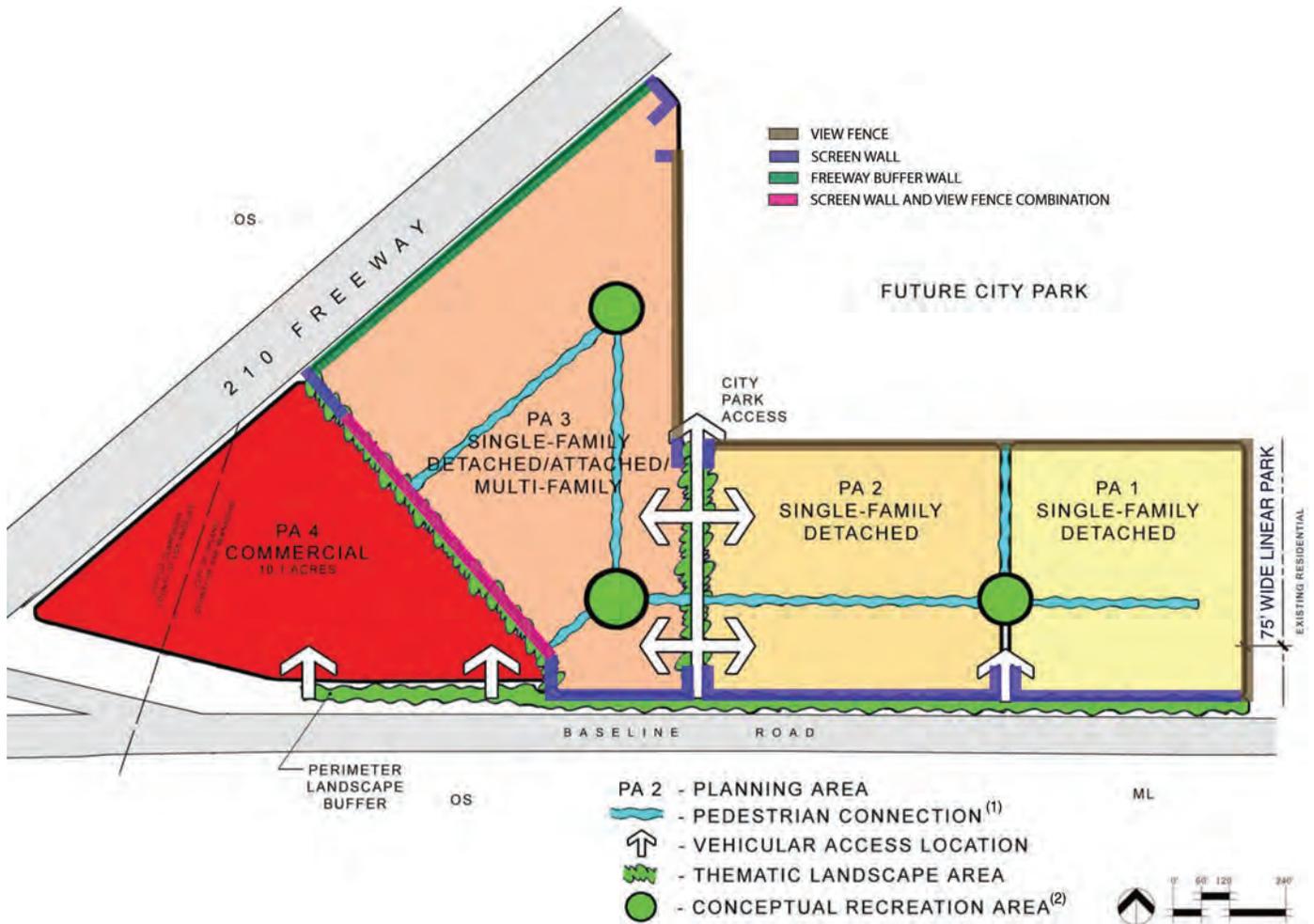
Freestanding walls, retaining walls, and fences can reinforce community identity and image as well as provide for security and soil retention. Walls and fences within the Park View Specific Plan will be developed in a manner consistent with these guidelines. The Master Plan of Walls and Fences, and the

Walls and Fence Details exhibits contained herein. Plans for all walls and fences shall be submitted concurrently with the submittal of landscape plans for approval. The height of all walls shall be measured from the highest point of the adjacent grade.

The material, style, and height of walls and fences shall provide an element of visual continuity throughout Park View. All construction materials and colors shall be consistent with the project architecture. Exhibit 7-9, “Master Wall and Fence Plan,” and Exhibits 7-10 through 7-12, “Wall and Fence Details,” illustrate the location and design intent for all walls and fences to be constructed within Park View.

The following wall and fence applications shall be provided throughout the Specific Plan area:

1. **Project Walls** – Project walls will be constructed of slump stone or masonry block. Pilasters will be included in theme wall construction at property lines, changes in vertical or horizontal direction and at measured intervals appropriate to the length of the wall. All project walls will be constructed by the developer.
2. **Privacy Fencing** – Privacy fences will be located in residential interior and side yards. This fencing shall include a pilaster to include a post cap. Privacy fencing at the front of homes will include a wood post and gate, stucco finish, masonry pilaster and a 6 foot high masonry wall with stucco. All fencing will be of a neutral color or consistent with the adjacent residence.
3. **View Fence** – One type of view fence will be utilized where view opportunities exist adjacent to the future park to allow for maximum view opportunities. This fence will be a maximum of 6 feet in height and will be constructed of tubular fencing material or other clear material. The fence will also include a pilaster with a pre-cast concrete cap.

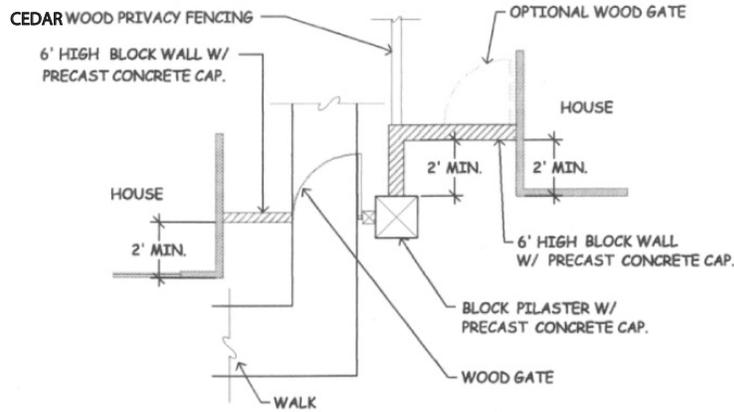


- PA 2 - PLANNING AREA
- PEDESTRIAN CONNECTION<sup>(1)</sup>
- ↑ - VEHICULAR ACCESS LOCATION
- THEMATIC LANDSCAPE AREA
- - CONCEPTUAL RECREATION AREA<sup>(2)</sup>

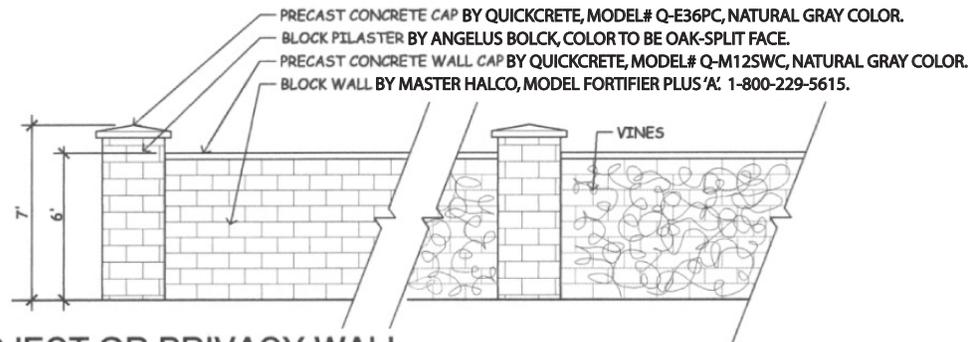
1. Location indicated is conceptual. Final location may vary based on final design of each Planning Area. Pedestrian connections will be a minimum 5 foot width and may be located within street right of way.
2. Locations indicated are conceptual. Final location may vary based on the final design of each Planning Area.



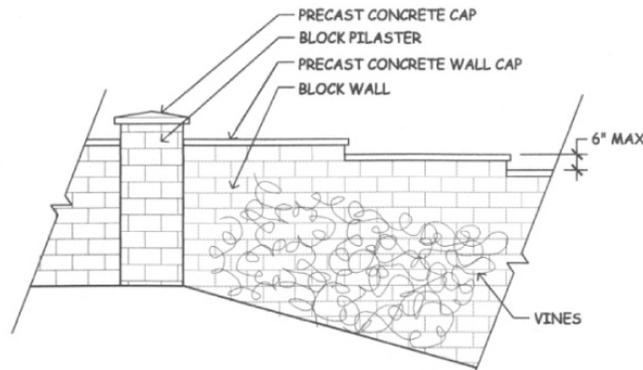
Exhibit 7-9  
Master Wall and Fence Plan



N.T.S

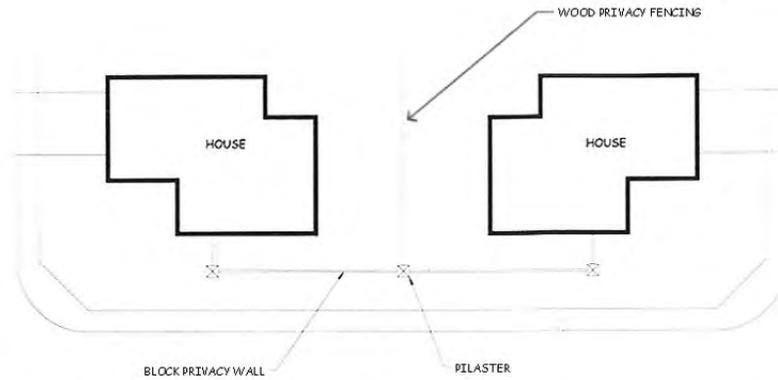


PROJECT WALL PILASTERS TO BE SPACED AT APPROXIMATELY 100' TO 150' ON CENTER      N.T.S  
 PRIVACY WALL PILASTERS TO BE AT PROPERTY LINE INTERSECTION OR APPROXIMATELY  
 50 FEET ON CENTER OF EXPOSED WALL



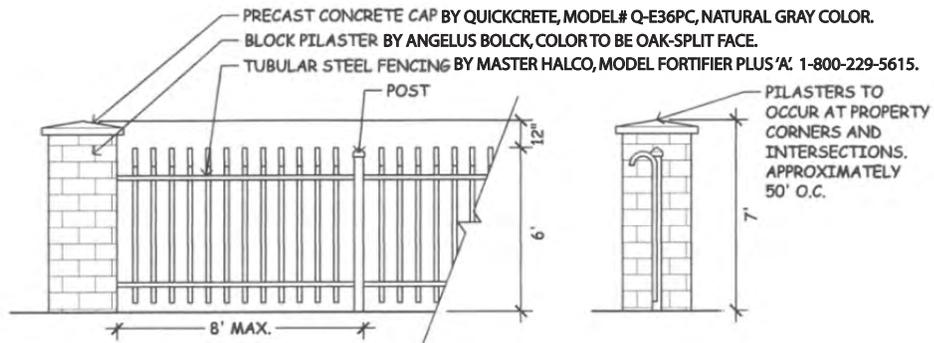
PROJECT WALL PILASTERS TO BE SPACED AT APPROXIMATELY 100' TO 150' ON CENTER      N.T.S  
 PRIVACY WALL PILASTERS TO BE AT PROPERTY LINE INTERSECTION OR APPROXIMATELY  
 50 FEET ON CENTER OF EXPOSED WALL

Exhibit 7-10  
**Wall and Fence Details**



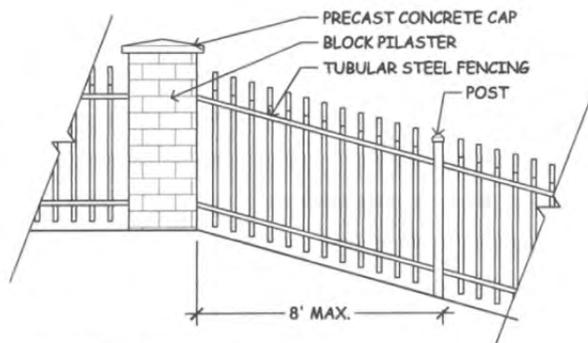
**CORNER LOT CONDITION**

ALL CORNER LOTS AND LOTS WITH EXPOSED SIDE AND/OR REAR YARDS SHALL BE REQUIRED BLOCK PRIVACY WALLS WITH PILASTERS AT PROPERTY LINE INTERSECTIONS OR APPROXIMATELY 50 FEET ON CENTER OF EXPOSED WALL. N.T.S



**VIEW FENCING**

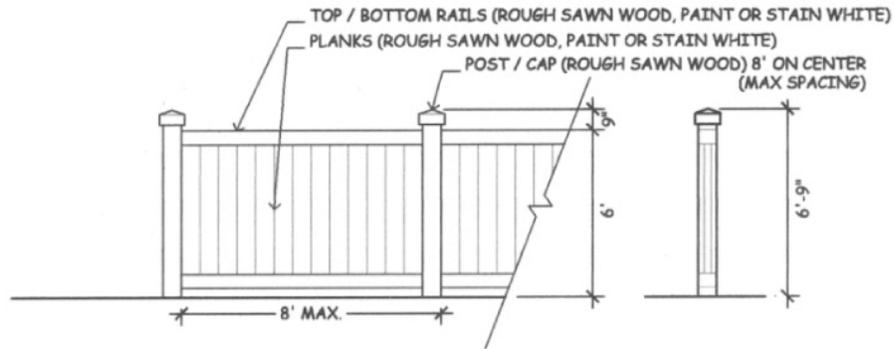
PLANNING AREAS 7A, 7B & 7C N.T.S



**VIEW FENCING**

SLOPE TRANSITION N.T.S

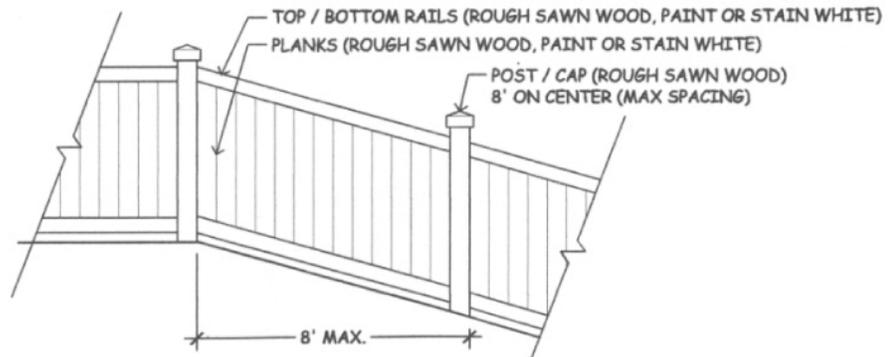
Exhibit 7-11  
Wall and Fence Details



### PRIVACY FENCE

INTERIOR SIDE & REAR YARD

N.T.S



### PRIVACY FENCE SLOPE TRANSITION

INTERIOR SIDE & REAR YARD

N.T.S

NOTE: ALL WOOD TO BE CLEAR GRADE CEDAR FENCING WITH 1 COAT TRANSPARENT SEALER.

Exhibit 7-12  
**Wall and Fence Details**

## Chapter 1

### SECTION 7. DESIGN GUIDELINES



4. **Sound Wall** – A sound wall, or combination sound wall and landscape berm, will be constructed along a portion of the northerly Specific Plan boundary adjacent to the 210 Freeway. The colors and materials used to construct the sound wall adjacent to Park View shall match existing sound attenuation walls within the City of Upland. Typical conditions for the design of the sound wall are illustrated on Exhibit 7-13 and 7-15, “Sound Wall Details.”
3. As part of the development of Park View a 75 foot wide City owned property located adjacent to the Specific Plan area on the east is planned to be improved as a liner park. Park improvements will include landscaping, benches, a pedestrian path and potentially a bike path.

#### 7.7.14 Off Site Project Amenities

This section describes the off-site and on-site amenities planned as part of the development of Park View. All common area site amenity features shall reinforce the overall community vision and shall demonstrate consistency in design between the commercial and residential areas within the Park View Specific Plan. A comprehensive site amenity package shall be submitted for approval by the City as part of any development approval.

1. **City Gateway Monument Sign** – A City Gateway monument will be constructed within the landscaped median of Baseline Road and designed to be visible to all east-bound vehicles. A conceptual design of the City Gateway monument is illustrated on Exhibit 7-16, “City Gateway Monument Sign.”
2. **Bus Shelter** – Any bus shelter required as part of the development of a bus stop along Baseline Road shall be designed to be compatible with the architectural character of the commercial center of the Specific Plan. Bus shelter design shall be of a craftsman design and reviewed by the City concurrently with the design of the commercial center. Final design of any bus shelter including the style, materials and color shall be subject to city approval. The final location and dimensions of any bus shelter pad including the required dimension from the curb shall be consistent with the requirements of OmniTrans.



7' RETAINING CONDITION AT THE FREEWAY

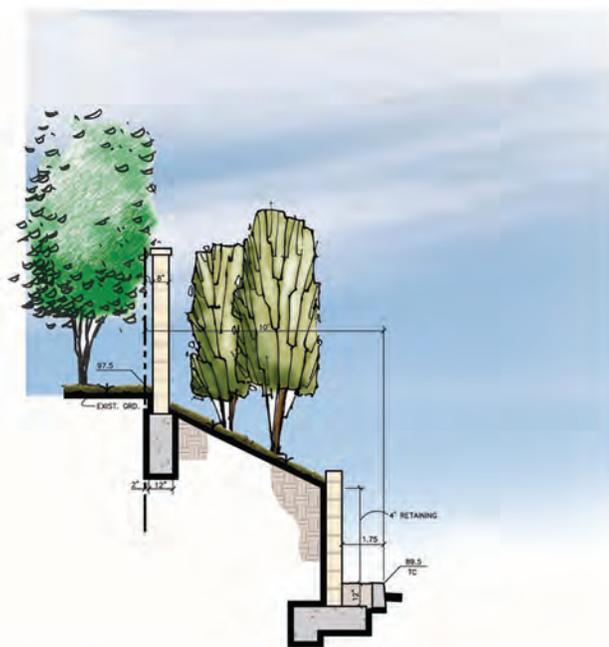


CONDITION WHERE FREEWAY IS 4' OR LESS  
ABOVE THE ADJACENT BUILDING

Exhibit 7-13  
Sound Wall Details



SECTION C: NORTHERLY BUILDING ADJACENT TO FREEWAY

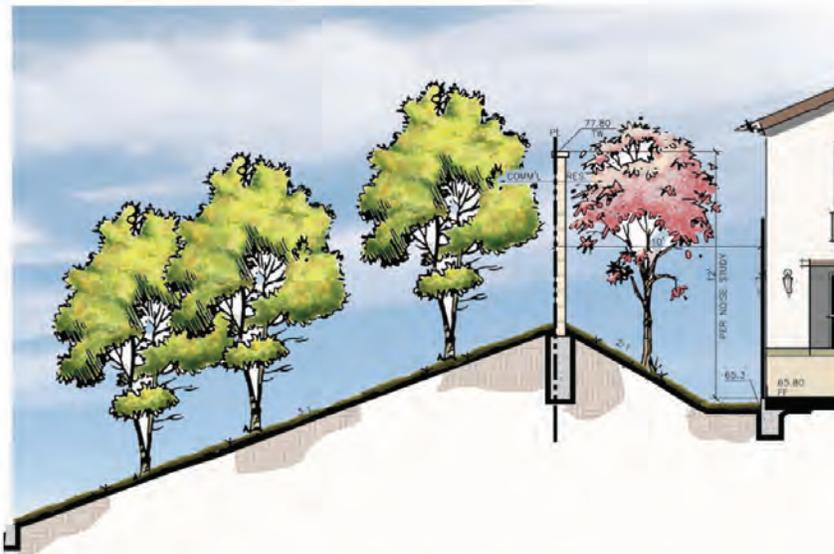


SECTION D: CONDITION WHERE DRIVE AISLE PARALLELS THE  
FREEWAY IN THE NORTHERN PORTION OF THE SITE

Exhibit 7-14  
Sound Wall Details



COMMERCIAL AND RESIDENTIAL EDGE



CONDITION AT THE SOUTH WESTERLY BUILDING  
WHERE THERE IS A 12' SOUNDWALL REQUIREMENT

Exhibit 7-15  
Wall and Fence Details

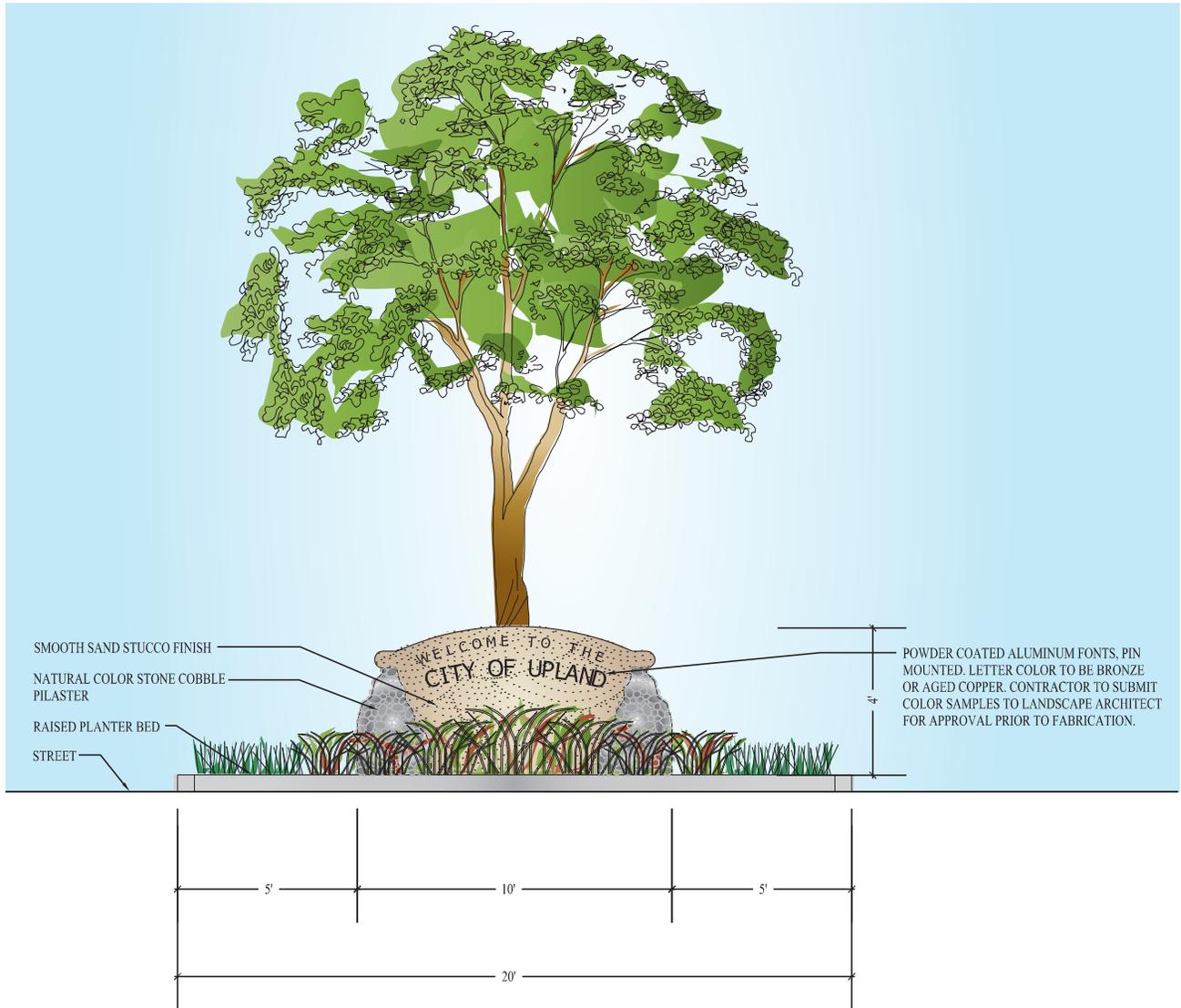


Exhibit 7-16  
City Gateway Monument Sign

**7.7.15 On Site Project Amenities**

1. **Recreational Amenities** – Minimum requirements for provision of private and common open space have been established for both single family detached homes, including detached condominiums, single family attached home, and multifamily residences. Minimum requirements for provision of open space are outlined in Section 6, “Development Regulations,” of this Specific Plan. Recreational amenities developed within common open space areas of Park View shall include active and passive features such as tot lots, pools, recreational buildings, tennis courts, concrete basketball courts, sand/turf volleyball courts, sport courts, bocce ball courts, paddle tennis courts, handball courts, paddle tennis courts, BBQ facilities, seating and tables, shade structures, water features/spas as illustrated on Exhibits 7-1 and 7-2. The final location, size and type of amenities within each planning area will be determined at the time of approval of tentative maps for residential development and subject to approval by the Design Review Board and Administrative Committee. The following minimum standards for provision of recreational amenities shall apply.

- a. **Number of Recreational Amenities Provided** – All residential developments shall be provided with the minimum number of major and minor recreations facilities, based on the number of units in the project, as follows:

<b>Number of Units</b>	<b>1-5</b>	<b>6-25</b>	<b>26-50</b>	<b>51-150</b>	<b>151 &amp; Over</b>
Number of Major Amenities	0/du	1/du	2/du	2/du	3/du
Number of Minor Amenities	1/du	1/du	1/du	2/du	2/du

- b. **Major Recreation Amenity Specifications** – The following shall be considered major recreation amenities. These amenities are conceptually illustrated on Exhibits 7-1 and 7-2.

- Tot lots
  - Swimming pool and spa
  - Recreation building
  - Tennis court
- c. Each major recreational amenity shall be developed to the following minimum specifications:

**Tot Lot** – Tot lots shall be a minimum of five hundred (500) square feet in area, be fully enclosed by low level fencing, at a height of forty-two (42) inches or a landscape hedge, subject to City approval, and shall have a shaded seating area, drinking fountain, and trash container. Play equipment such as climbers, slides, swing sets, play walls, play houses, or play sculptures shall be provided. The tot lot shall be placed in a convenient location accessible to all units, ideally without having to cross street or a through driveway aisle. Projects with more than fifty (50) units shall have at least two (2) tot lots.

**Recreation Building** – Major recreation buildings shall be a minimum of one thousand two hundred (1,200) square feet of usable floor area. An assembly area, restrooms, and an activity room shall be provided. The architecture of the recreation building shall be coordinated with the design of the residential project by incorporating similar architectural style, design features, exterior materials and colors.

**Swimming Pool and Spa** – Swimming pool amenities shall have a minimum area of eight hundred (800) square feet. Spas shall have a minimum diameter of 8 feet and a minimum area of eighty (80) square feet. A deck area, fencing, restrooms, and enclosed mechanical room for pool and spa equipment shall be provided. Use of a solar water heating system is encouraged as the primary water heating source.

**Tennis Court** – Tennis courts shall be designed for singles and doubles play and shall be provided with specialized surfacing, subject to City approval. No lighting for nighttime use will be allowed.

- 2. Other Amenities** – On site amenities shall be provided throughout the Specific Plan area in the form of thematic features and designs that reinforce the overall community theme for Park View. All amenities shall meet the design criteria outlined within the Specific Plan. The final design of these features and designs are identified within the Specific Plan. Other amenities more specifically related to the future neighborhood design and proposed residential product or commercial use may not be represented in their final design but are conceptually illustrated as a guide for final design of these amenities at the time of approval of either a site plan or tentative map application. The amenities described in this section are the minimum amenities to be provided and provide a framework for builders. A detailed site amenity package is required to be submitted as part of a tentative tract map application for approval by the Design Review Board. The intent of this section of the Specific Plan is to identify design parameters for those features where the final design has not yet been determined. The standards for on site amenities are outlined as follows:

**Entry Monumentation** – A project entry monument sign shall be incorporated into the primary access at the Park Promenade Street. The design, materials and colors shall be consistent with Exhibit 7-4, “Community Monumentation Concept Plan.”

**Enhanced Paving** – Enhanced paving shall be provided at all community entries, internal crosswalks, defined connections to common recreational amenities and at focal areas within each residential neighborhood. The conceptual location of enhanced paving associated with each allowable home type is indicated on the typical product exhibits within the Design Guidelines. Acceptable enhanced paving materials include interlocking pavers, colored concrete, scored natural concrete (minimum 2’ x 2’ score pattern), and exposed aggregate or acid washed concrete or other material compatible with the proposed architectural style and subject to City approval.

**Common Trash Enclosures** – All common trash bins shall located and sited per City of Upland standards and enclosed within a decorative masonry enclosure that reinforces the overall theme for Park View. The design, materials, and colors of all trash enclosures within commercial and residential planning areas shall be consistent with Exhibit 7-17, “Typical Trash Enclosure.”

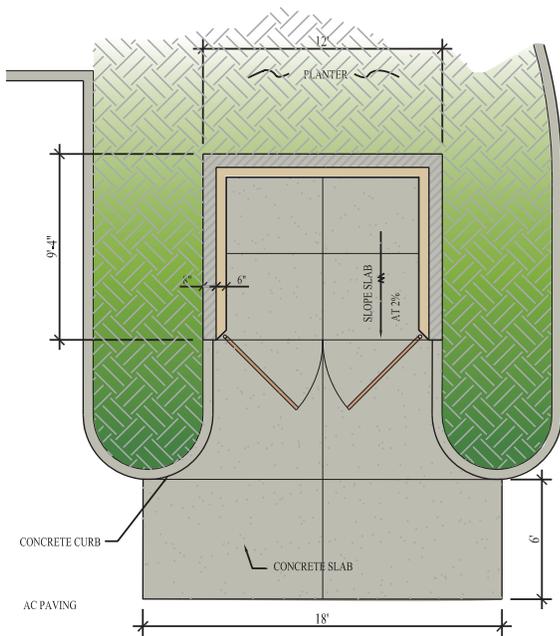
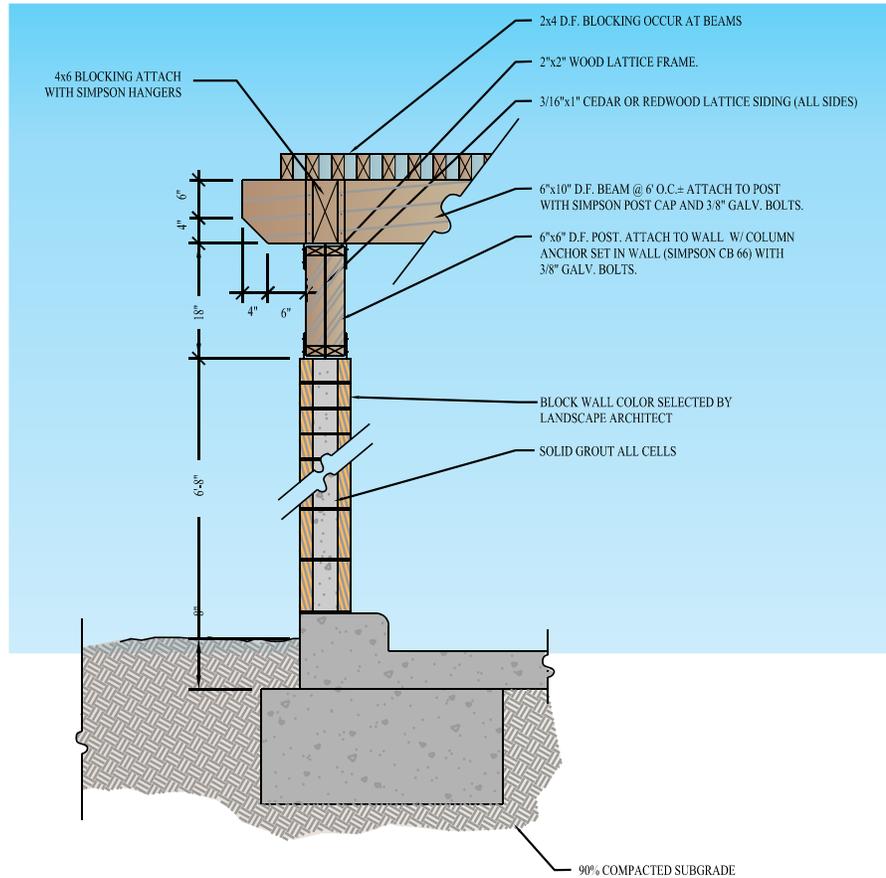
**Light Fixtures** – Street light fixtures, walkway lights, and light bollards within the commercial and residential areas of Park View shall be consistent in design and reinforce the overall community vision. The locations and spacing of street lights shall be consistent with City of Upland standards. The design of lighting elements including the materials and colors shall be consistent with Exhibit 7-8, “Outdoor Lighting Details.”

**Common Area Shade Structures and Trellises** – All public shade structures within the commercial area and within the common areas within residential neighborhoods of Park View shall be consistent in design and reinforce the overall community vision. The design of all common area shade structures including the materials and colors shall be consistent with Exhibit 7-18, “Typical Shade Structure.”

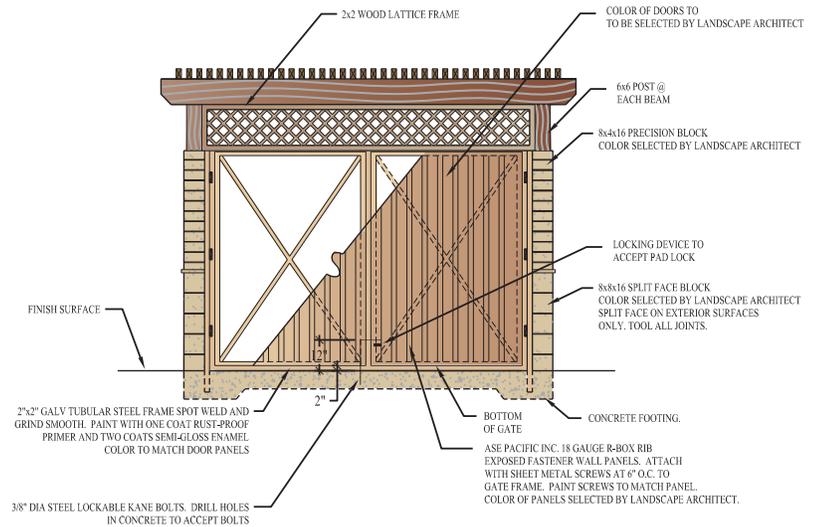
**Site Furnishings** – Site furnishings, including but not limited to, benches, picnic tables, trash receptacles and bicycle racks shall be made of durable and sustainable materials. The design of all site furnishings within the commercial and residential areas of Park View shall be consistent and should reinforce the overall community vision. Examples of acceptable site furnishings are illustrated on Exhibit 7-19, “Site Furnishings.”

**Mail Boxes** – Residential mailboxes shall be clustered within common delivery and pick up areas. Mail collection areas shall be of uniform design utilizing colors and materials compatible with the residential development they serve and shall meet the requirements of the U.S. Post Office Department. The typical design features for mailbox areas is illustrated on Exhibit 7-20, “Mailboxes.”

Chapter 1  
SECTION 7. DESIGN GUIDELINES

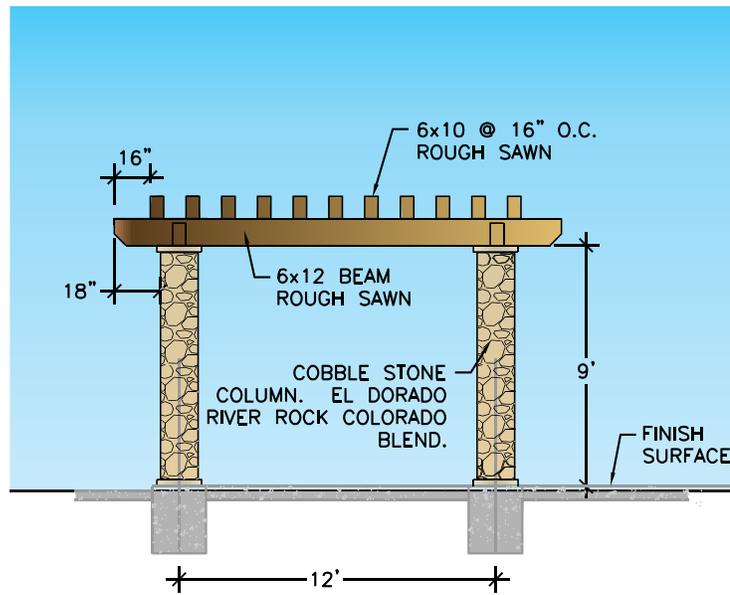


PLAN

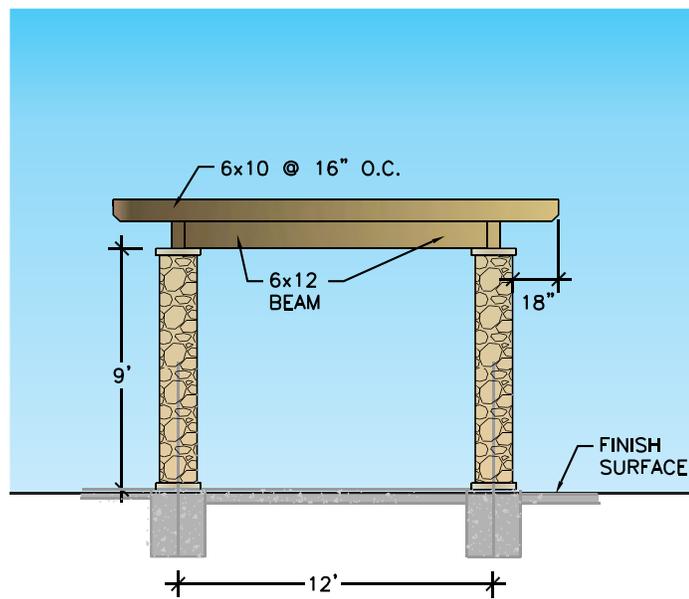


ELEVATION

Exhibit 7-17  
Typical Trash Enclosure



FRONT



SIDE

Exhibit 7-18  
Typical Shade Structure

TYPICAL BENCH

PRODUCT DIMENSIONS

H: 38 1/2 "  
D: 23"  
W: 72"



**BRIXEY CORPORATION**  
13030 INGLEWOOD AVE STE 200  
HAWTHORE CA 90250  
PHONE (310) 263-7025  
BRIXEY@BRIXEY.COM

PROVENCE STEEL RIBBON BENCH  
CUSTOM COLORS AVAILABLE (BRONZE)

TYPICAL TABLE

PRODUCT DIMENSIONS

D: 40" AND 30"  
H: 29"



**BRIXEY CORPORATION**  
13030 INGLEWOOD AVE STE 200  
HAWTHORE CA 90250  
PHONE (310) 263-7025  
BRIXEY@BRIXEY.COM

PLAZA TABLE , PERFORATED  
CUSTOM COLORS AVAILABLE (BRONZE)

TYPICAL TRASH RECEPTACLE

PRODUCT DIMENSIONS

D: 40" AND 30"  
H: 29"



**BRIXEY CORPORATION**  
13030 INGLEWOOD AVE STE 200  
HAWTHORE CA 90250  
PHONE (310) 263-7025  
BRIXEY@BRIXEY.COM

PROVENCE TRASH RECEPTACLE  
CUSTOM COLORS AVAILABLE (BRONZE)

Exhibit 7-19  
Site Furnishings

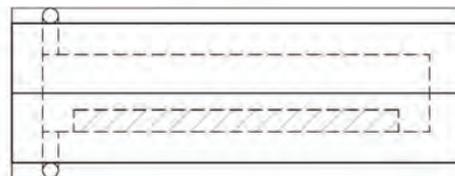
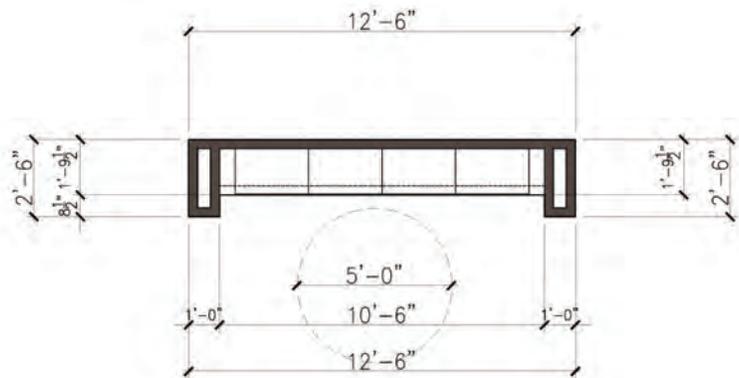
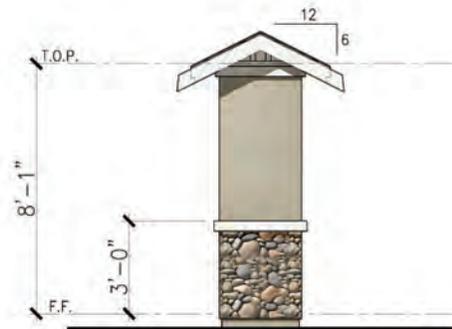
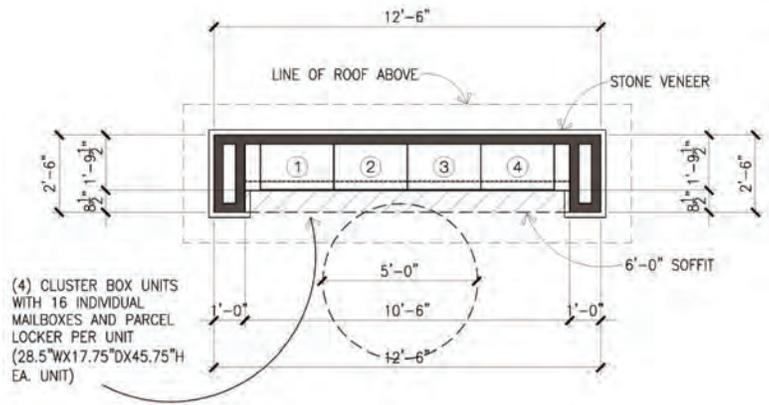
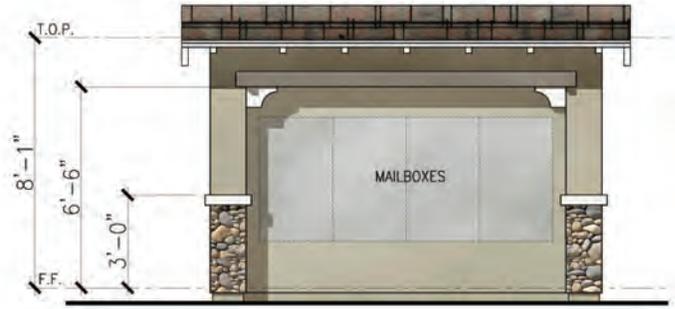
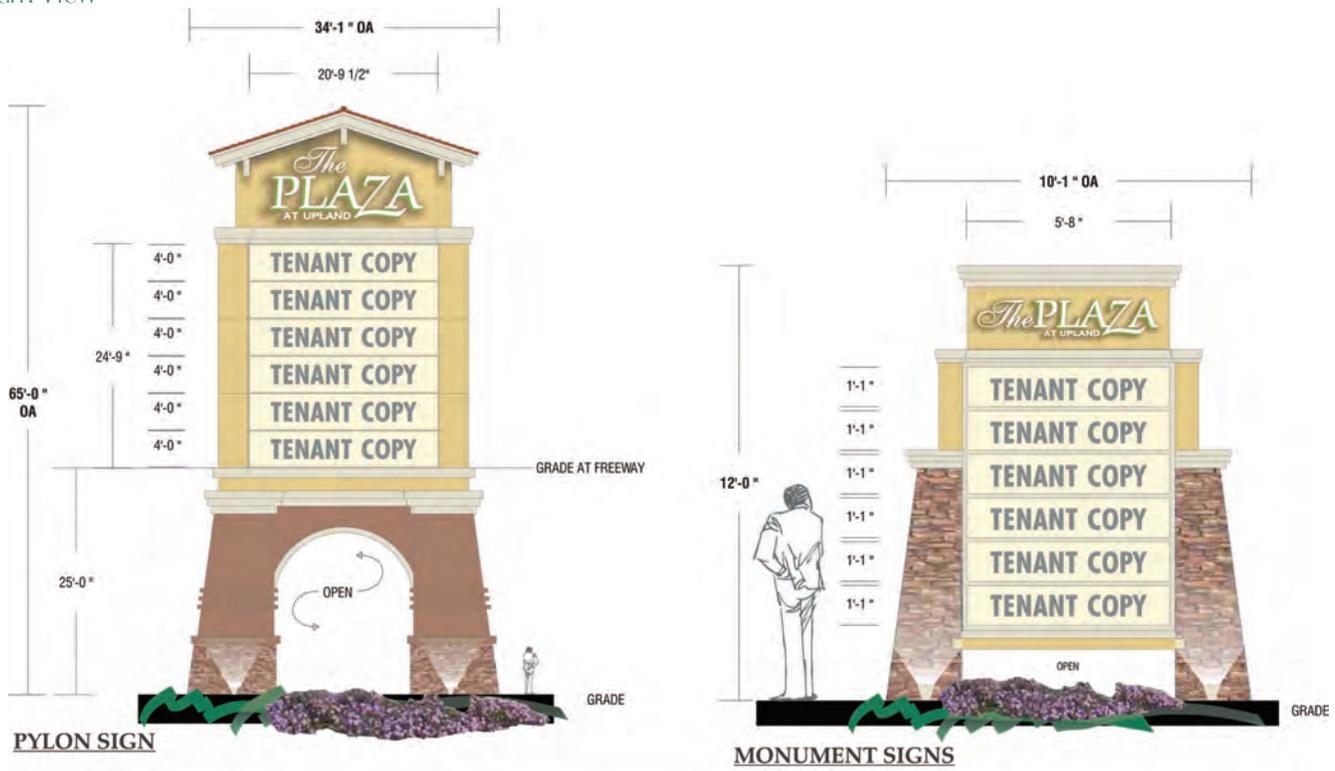


Exhibit 7-20  
Mailboxes

**7.8 Commercial Signage**

A sign program approved by the City of Upland is required for commercial development within Development Area A as described in Section 6.9, “Signage,” of the Park View Specific Plan.” The following guidelines are to be followed as part of the preparation of the sign program. Examples of signs discussed in these guidelines are illustrated in Exhibits 7-21 and 7-22, “Sign Guidelines.” All commercial signs are subject to review and approval by the City’s Design Review Board.

SIGN TYPE	DESCRIPTION
Pylon Sign	One (1) sign projecting approximately 40 feet in height above the adjacent 210 Freeway grade; located at the 210 Freeway ROW.
Monument Signs	One (1) sign located at each primary entrance to the shopping center on Baseline Road. Maximum height of each sign shall not exceed 12 feet.
Wall Signs	Signs may identify the business name and a minimum generic word description of the service (i.e. “Nursery”, “Lumber Yard”, “Pharmacy”); no product identity or specific service description may be displayed. The overall width of any sign shall not exceed 80% of tenant’s leased frontage, unless otherwise approved by Landlord and City of Upland.
Anchor Tenant (50,000 sf or more)	Maximum allowable sign area shall not exceed 1-1/2 square feet per linear foot of tenant store frontage; up to a maximum of 500 square feet. Tenants with building elevations facing multiple exposures (such as a parking lot, street, and/or freeway) may incorporate signage on each additional elevation. Tenants with Freeway / Rear frontage may install a sign and / or logo on this elevation; sign area shall not exceed 1 square foot per linear foot of store frontage; up to a maximum of 500 square feet. Logos can also be located on front elevations subject to approval of all approving parties. Maximum allowable letter height shall not exceed six (6) feet for a single line or a total of ten (10) feet for two lines of copy. Tenants may also have additional secondary signage that describes a service or product; shall not exceed three (3) feet in height; secondary signage will be calculated in the overall allowable sign area for that elevation.
Major Tenant (14,000 - 49,000 sf)	Maximum allowable sign area shall not exceed 1-1/2 square feet per linear foot of tenant store frontage; up to a maximum of 350 square feet. Tenants with building elevations facing multiple exposures (such as a parking lot, street, and/or freeway) may incorporate signage on each additional elevation. Tenants with Freeway / Rear frontage may install a sign and / or logo on this elevation; shall not exceed 1 square foot per linear foot of store frontage; up to a maximum of 350 square feet. Logos can also be located on front elevations subject to approval of all approving parties. Maximum allowable letter height shall not exceed five (5) for a single line or a total of seven (7) feet for two lines of copy. Tenants may also have additional secondary signage that describes a service or product; shall not exceed two (2) feet in height; secondary signage will be calculated in the overall allowable sign area for that elevation.
Secondary Tenant (5,000 - 13,999 sf)	Maximum allowable sign area shall not exceed 1-1/2 square feet per linear foot of tenant store frontage; up to a maximum of 150 square feet. Tenants with building elevations facing multiple exposures (such as a parking lot, street, and/or freeway) may incorporate one (1) additional sign per elevation. Tenants with Freeway / Rear frontage may install a sign and/or logo on this elevation; sign and / or logo shall not exceed 1 square foot per linear foot of store frontage; up to a maximum of 150 square feet and a minimum of 25 square feet. Maximum allowable letter height shall not exceed three (3) feet for a single line or a total of four (4) feet for two lines of copy.
Shop Tenant (Less than 5,000 sf)	Maximum allowable sign area shall not exceed 1-1/2 square feet per linear foot of tenant store frontage; up to a maximum of 100 square feet and a minimum of 25 square feet. Tenants with building elevations facing multiple exposures (such as a parking lot, street, and/or freeway) may incorporate one (1) additional sign per elevation. Tenants with Freeway / Rear frontage may install a sign and / or logo on this elevation; shall not exceed 1 square foot per linear foot of store frontage; up to a maximum of 150 square feet and a minimum of 40 square feet. Maximum allowable letter height shall not exceed three (3) feet for a single line or a total of four (4) feet for two lines of copy.



**SIMULATED NIGHT VIEW OF GROUND SIGNS**

Exhibit 7-21  
**Sign Guidelines**

<p>VARIES</p> <p>6'-0" MAX</p> <p><b>ANCHOR TENANT</b></p> <p>SINGLE LINE OF COPY</p>	<p>VARIES</p> <p>10'-0" MAX</p> <p><b>ANCHOR TENANT</b></p> <p>TWO LINES OF COPY</p>	<p>VARIES</p> <p>5'-0" MAX</p> <p><b>MAJOR TENANT</b></p> <p>SINGLE LINE OF COPY</p>	<p>VARIES</p> <p>7'-0" MAX</p> <p><b>MAJOR TENANT</b></p> <p>TWO LINES OF COPY</p>	<p>VARIES</p> <p>3'-0" MAX</p> <p><b>SECONDARY TENANT</b></p> <p>SINGLE LINE OF COPY</p>	<p>VARIES</p> <p>4'-0" MAX</p> <p><b>SECONDARY TENANT</b></p> <p>TWO LINES OF COPY</p>	<p>VARIES</p> <p>3'-0" MAX</p> <p><b>SHOP TENANT</b></p> <p>SINGLE LINE OF COPY</p>	<p>VARIES</p> <p>4'-0" MAX</p> <p><b>SHOP TENANT</b></p> <p>TWO LINES OF COPY</p>	<p><b>SIZE:</b> 1.5 SQUARE FOOT OF SIGN AREA PER LINEAR FOOT OF LEASED PREMISES. MAXIMUM OF 500 SQUARE FEET TOTAL PER ELEVATION. <b>MATERIALS:</b> VARIETY OF TYPES AVAILABLE, SINGLE TYPE OF CONSTRUCTION ALLOWED. <b>ILLUMINATION:</b> YES <b>COPY:</b> TENANT NAME AND / OR LOGO <b>LETTER HEIGHT:</b> 6'-0" MAXIMUM <b>LENGTH:</b> VARIES <b>TYPEFACE:</b> CUSTOM LOGO AND TYPE OK <b>COLORS:</b> CUSTOM COLORS OK <b>SECONDARY SIGNS:</b> YES, NOT TO EXCEED 3'-0" IN HEIGHT</p> <p><b>WALL SIGNS - ANCHOR TENANTS</b> <b>TENANTS WITH 50,000 SQUARE FEET OF LEASE FLOOR SPACE OR MORE</b></p> <p><b>SIZE:</b> 1.5 SQUARE FOOT OF SIGN AREA PER LINEAR FOOT OF LEASED PREMISES. MAXIMUM OF 350 SQUARE FEET TOTAL PER ELEVATION. <b>MATERIALS:</b> VARIETY OF TYPES AVAILABLE, SINGLE TYPE OF CONSTRUCTION ALLOWED. <b>ILLUMINATION:</b> YES <b>COPY:</b> TENANT NAME AND / OR LOGO <b>LETTER HEIGHT:</b> 5'-0" MAXIMUM <b>LENGTH:</b> VARIES <b>TYPEFACE:</b> CUSTOM LOGO AND TYPE OK <b>COLORS:</b> CUSTOM COLORS OK <b>SECONDARY SIGNS:</b> YES, NOT TO EXCEED 2'-0" IN HEIGHT</p> <p><b>WALL SIGNS - MAJOR TENANTS</b> <b>TENANTS WITH 14,000 TO 49,999 SQUARE FEET OF LEASE FLOOR SPACE</b></p> <p><b>SIZE:</b> 1.5 SQUARE FOOT OF SIGN AREA PER LINEAR FOOT OF LEASED PREMISES. MAXIMUM OF 150 SQUARE FEET TOTAL PER ELEVATION. <b>MATERIALS:</b> VARIETY OF TYPES AVAILABLE, SINGLE TYPE OF CONSTRUCTION ALLOWED. <b>ILLUMINATION:</b> YES <b>COPY:</b> TENANT NAME AND / OR LOGO <b>LETTER HEIGHT:</b> 3'-0" MAXIMUM <b>LENGTH:</b> VARIES <b>TYPEFACE:</b> CUSTOM LOGO AND TYPE OK <b>COLORS:</b> CUSTOM COLORS OK <b>SECONDARY SIGNS:</b> NO</p> <p><b>WALL SIGNS - SECONDARY TENANTS</b> <b>TENANTS WITH 5,000 TO 13,999 SQUARE FEET OF LEASE FLOOR SPACE</b></p> <p><b>SIZE:</b> 1.5 SQUARE FOOT OF SIGN AREA PER LINEAR FOOT OF LEASED PREMISES. MAXIMUM OF 100 SQUARE FEET. MINIMUM OF 25 SQUARE FEET TOTAL PER ELEVATION. <b>MATERIALS:</b> VARIETY OF TYPES AVAILABLE, SINGLE TYPE OF CONSTRUCTION ALLOWED. <b>ILLUMINATION:</b> YES <b>COPY:</b> TENANT NAME AND / OR LOGO <b>LETTER HEIGHT:</b> 3'-0" MAXIMUM <b>LENGTH:</b> VARIES <b>TYPEFACE:</b> CUSTOM LOGO AND TYPE OK <b>COLORS:</b> CUSTOM COLORS OK <b>SECONDARY SIGNS:</b> NO</p> <p><b>WALL SIGNS - SHOP TENANTS</b> <b>TENANTS WITH LESS THAN 5,000 SQUARE FEET OF LEASE FLOOR SPACE</b></p>
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Exhibit 7-22  
Sign Guidelines



## **SECTION 8.**

### **IMPLEMENTATION**

Chapter 1 of the Park View Specific Plan serves as the implementation tool for the City of Upland General Plan, as amended, and as the zoning for Development Area A of the Specific Plan area. Concurrently with the adoption of Chapter 1 of the Specific Plan, the City of Upland may also approve tentative tract maps establishing legal lots within Development Area A of the Specific Plan area.

#### **8.1 Methods and Interpretation**

Development within Development Area A of the Specific Plan area shall be implemented through the approval by the City of Upland of tentative and final tract maps. Development will be approved through the Development Review process as established in the City of Upland Zoning Code. The implementation process described below provides the mechanisms for review and approval of development projects within the Specific Plan area.

#### **8.2 Applicability**

All development proposals within Development Area A of the Specific Plan area shall be subject to the implementation procedures established herein. Whenever the provisions and development standards contained herein conflict with those contained in the City of Upland Zoning Code the provisions of the Specific Plan shall take precedence.

#### **8.3 Interpretation**

Unless otherwise provided, any ambiguity concerning the content or application of Chapter 1 of the Specific Plan shall be resolved by the City of Upland Community Development Director (Director) in a manner consistent with the goals, policies, purpose and intent established in this Specific Plan.

#### **8.4 Severability**

If any portion of these regulations contained within Chapter 1 of the Specific Plan is declared to be invalid or ineffective in whole or in part, such decision shall not affect the validity of the remaining portions thereof. The legislative body hereby declares that they would have enacted these regulations and each portion thereof irrespective of the fact that any one or more portions be declared invalid or ineffective.

#### **8.5 Implementation of Design Guidelines**

Adoption of Chapter 1 of the Specific Plan by the City of Upland includes adoption of the design guidelines contained herein, which shall be the sole design guidelines by which development projects within Development Area A of the Specific Plan area will be reviewed during Development Review. The design guidelines are intended to be flexible in nature while establishing basic evaluation criteria for review by the City of Upland of development projects.

Any major deviation from the design guidelines contained within Chapter 1 of the Specific Plan shall require approval by the City of Upland Planning Commission.

#### **8.6 Development Review Process**

##### **8.6.1 Subdivision Maps**

Approval of parcel maps and tentative tract maps for Development Area A may occur concurrently with the adoption of Chapter 1 of the Specific Plan. All parcel maps and tentative and final tract maps will be reviewed and approved pursuant to applicable provisions of the City of Upland Subdivision Ordinance and consistent with the applicable provisions of Land Use, Infrastructure, Design Guidelines, and Development Regulations contained within Chapter 1 of the Specific Plan. If applicable, the

City will require the submittal of a project specific Amenity Package to accompany the application for approval of a subdivision map. The Amenity Package shall be of a form and content determined by the Director.

### **8.6.2 Development Review**

All residential development projects and commercial projects within Development Area A shall be subject to the Development Review process as established in the City of Upland Zoning Code. Pursuant to these provisions, the Development Review process constitutes a design review of project architecture, site plans, and landscape plans. Adoption of Chapter 1 of the Specific Plan by the City of Upland includes adoption of the development regulations and design guidelines contained within Chapter 1 of the Specific Plan which provide direction for the design of development projects within Park View. Where Chapter 1 of the Specific Plan development regulations is silent, the applicable development regulations contained within the City of Upland Zoning Code shall apply. The design guidelines adopted as part of the approval of Chapter 1 of the Specific Plan shall constitute the sole design guidelines applicable to Development Area A pursuant to the provisions of Section 8.5 of the Specific Plan.

All development project applications for Development Area A shall include a landscape and irrigation plan describing plant materials and their growth habits, plant size and spacing, methods of irrigation and landscaping maintenance, site plans, architectural elevations, floor plans, grading plans and other requirements as specified by the City of Upland. The submittal of a project specific Amenity Package is required as part of an application for Development Review at the discretion of the Director. The project specific Amenity Package shall be of a form and content determined by the Director.

### **8.7 Transfer of Residential Dwelling Units**

The Park View Specific Plan permits development of a maximum of 400 residential dwelling units. Development of a maximum of 76 dwelling units is permitted within Planning Area 1. Any portion of the permitted dwelling units not developed in Planning Area 1 may be developed in Planning Areas 2 and 3, provided the total number of residential dwelling units developed in Planning Areas 1 and 2, combined, does not exceed 188, the total number of dwelling units developed within the Specific Plan area does not exceed 400, and the development of the transferred residential dwelling units complies with all applicable development standards. Any portion of the dwelling units not developed within Planning Areas 1 and 2 may be developed in Planning Area 3 provided the total number of residential dwelling units developed within the Specific Plan area does not exceed 400 and the development of the transferred dwelling units complies with all applicable development standards.

### **8.8 Maximum Commercial Area**

A maximum of 100,000 square feet of commercial retail uses may be developed within Planning Area 4. In no instance shall the total square footage of commercial uses developed within Planning Areas 4 and 5 combined exceed 100,000 square feet.

### **8.9 Parks, Open Space and Trails**

The Specific Plan indicates conceptual locations for the development of parks, open space, trails, and greenbelts on Exhibit 4-1, "Land Use Plan." The final location and configuration of parks, open space, trails and greenbelts will be determined at the time of approval by the City of development plans and tentative tract maps for each Planning Area.

## **8.10 Specific Plan Modifications and Amendments**

### **8.10.1 Minor Modifications**

The following constitute minor modifications to Chapter 1 of the Specific Plan, not requiring a Specific Plan Amendment, and are subject to review and approval by the Community Development Director of the City of Upland. The Community Development Director shall have the discretion to refer any such request for modification to the Planning Commission or the City Council.

1. Change in utility and/or public service provider.
2. Adjustment of a Planning Area boundary provided the total acreage of the affected Planning Area does not increase or decrease by more than fifteen percent 15% of the total stated in the approved Specific Plan and the total acreage for each land use type does not decrease or increase from that stated in the approved Specific Plan.
3. Minor changes to landscape materials, wall materials, wall alignment, entry design, and streetscape design which are consistent with the conceptual design set forth Section 7, “Design Guidelines,” of the Specific Plan.
4. Minor changes to the design guidelines, which are intended to be conceptual in nature only, and are intended to be flexible in implementation.
5. Other modifications of a similar nature to those listed above, which are deemed minor by the Director, which are in keeping with the purpose and intent of the approved Chapter 1 of the Park View Specific Plan and which are in conformance with the General Plan, as amended, for implementation of the Specific Plan.

### **8.10.2 Major Modifications**

The following constitute major modifications to Chapter 1 of the Specific Plan requiring approval by the Planning Commission.

1. Transfer of residential dwelling units from one Planning Area to another in accordance with the provisions of Section 8.7, “Transfer of Residential Dwelling Units.”

### **8.10.3 Specific Plan Amendments**

Amendments to Chapter 1 of the Specific Plan may be requested by the applicant or by the City of Upland 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 City is responsible for preparing the necessary CEQA documentation at the applicant’s expense.

## **8.11 Conditional Use Permits**

Uses specified as conditionally permitted uses within Section 6, “Development Regulations,” of Chapter 1 of the Park View Specific Plan shall be reviewed and approved by the City of Upland pursuant to the requirements of the City’s Zoning Code.

## **8.12 Compliance with Mitigation Monitoring Plan**

Certification by the City of Upland of an Environmental Impact Report (EIR) shall be required prior to approval of Chapter 1 of the Specific Plan. Development within Development Area A of the Specific Plan area shall comply with all approved mitigation measures as described in the Mitigation Monitoring Program included as part of the Specific Plan EIR.

### 8.13 Project Phasing

Phasing of Development Area A of the Specific Plan will meet the following objectives:

- Orderly build-out of the community based upon market and economic conditions.
- Provision of adequate infrastructure and public facilities as determined and deemed necessary by the City of Upland, concurrent with development of each phase.
- Protection of public health, safety and welfare.

#### 8.13.1 Residential Development

The phasing of residential development areas will be determined by the developer and consistent with City of Upland adopted master infrastructure plans. The development of residential uses will be implemented through the approval of tentative and final tract maps and development permits for each Planning Area as developed. Appropriate levels of infrastructure and community facilities shall be subject to the review and approval of the City of Upland Engineer and shall be installed and available to serve each subsequent phase of residential development as it occurs.

#### 8.13.2 Community Phasing

Backbone infrastructure to serve Planning Areas 1-4 of Park View shall be installed by the developer in accordance with the requirements of the City of Upland. Infill service mains will be constructed in phases as development proceeds and conditioned by the City Engineer to support individual phases of development, which may also require installation of offsite infrastructure improvements beyond a given phase boundary.

##### 8.13.2.1 Grading

Grading of an entire Planning Area shall be completed prior to the issuance of the first certificate of occupancy for any building within that Planning

Area. Any necessary grading performed outside of the Planning Area as part of the installation of roadways or infrastructure to serve that Planning Area shall be completed to the satisfaction of the City prior to issuance of the first certificate of occupancy for any building within that Planning Area.

##### 8.13.2.2 Planning Areas 1-4

The appropriate dedications shall be made and the following improvements shall be constructed, all solely within the jurisdiction of the City of Upland, prior to the issuance of the first certificate of occupancy for Planning Areas 1-4.

##### Baseline Road

- Grading and improvements to Baseline Road all solely within the jurisdiction of the City of Upland, adjacent to Development Area A, will be installed, as required by this Specific Plan. Improvements to be installed include median landscaping, curb, gutter, travel area, sidewalk, parkway, City Gateway Monument Sign, and the required traffic signal at the intersection of Baseline Road and Park View Promenade. All improvements to Baseline Road will be designed as one comprehensive plan for both Development Areas A and B, however such design and improvements outside of the jurisdiction of the City of Upland, including that of CalTrans and the City of Claremont, shall not be required to be approved or completed prior to issuance of the first certificate of occupancy for Planning Areas 1-4. All improvements to Baseline Road within the jurisdiction of the City of Upland shall be installed pursuant to the issuance by the City of Upland of all necessary and required permits.

### **Park View Promenade**

- Grading will be completed, full right of way will be dedicated, and full right of way improvements will be installed including landscaping, the Community/Park Monument Sign, with the exception of the lettering for the Park which shall be installed at the City's request prior to opening of the Park, and the required traffic signal at the intersection of Park View Promenade and Baseline Road.

#### **8.13.2.3 Planning Area 4**

The landscaped buffer area adjacent to Baseline Road including irrigation systems, any required bus pad and bus shelter, any City of Upland required deceleration lane on Baseline Road, and any City of Upland required commercial entry traffic signal at the commercial center entry shall be constructed prior to the issuance of the first certificate of occupancy for Planning Area 4.

#### **8.13.3 Community Facilities and Services**

The timing for installation of community facilities and payment of impact fees for public improvements and services for development within Development Area A of the Specific Plan area will be determined as part of the City of Upland approval of tentative tract maps in accordance with the provisions of the existing City development impact fee ordinances. Community facilities, such as bike trails, will be developed in conjunction with construction of the project street improvements.

#### **8.14 Appeals**

Appeals from any determination of the Director or the Planning Commission, may be made by the applicant or any other aggrieved party by filing an application on forms provided by the City of Upland and accompanied by the appropriate filing fee. Appeals shall be processed consistent with the provisions of the City's Zoning Code.

### **8.15 Project Financing**

The financing of construction, operation, and maintenance of public improvements and facilities (the "facilities"), and public services will include funding through a combination of financing mechanisms. Final determination as to the facilities to be constructed and as to maintenance responsibilities, whether publicly or privately maintained, will be made prior to recordation of final maps. In order for the project to be fiscally self sufficient, the following financing options can be considered for implementation:

#### **8.15.1 Facilities and Services**

- Private capital investment for the construction of facilities.
- 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.

#### **8.15.2 Operation and Maintenance**

- By individual private property owner.
- By private residential property owners or Home Owners Association.
- By Community Facilities District (CFD) established pursuant to the Mello-Roos Community Facilities District Act of 1982, or other special district.
- By commercial property owner.

City of Upland approval is a prerequisite for the implementation of any and all establishment of special district-financing mechanisms for Development Area A. The use of the Mello-Roos Community Facilities District Act of 1982 (the "Act") to finance public facilities and services will be at the City of Upland's

sole discretion. Moreover, the use of the Act must be consistent with the City of Upland's adopted goals and policies concerning the use of the Act.

### 8.16 Maintenance Responsibilities

The public and private improvements constructed within the Specific Plan area will be maintained through a combination of public and private entities as described below.

#### 8.16.1 Public Maintenance

1. Hardscape improvements within the public right of way of Baseline Road adjacent to Development Area A will be maintained by the City of Upland. Twelve months following final permit clearance of full improvements to Park View Promenade, the hardscape improvements within the public right of way of Park View Promenade including travel lanes, curb, gutter, sidewalks, and streetlights will be maintained by the City of Upland.
2. All on-site water facilities, sewer facilities, and storm drains constructed to City standards and within easements dedicated to the City shall be constructed by the developer and, upon acceptance, shall be maintained by the City of Upland.
3. Off-site infrastructure improvements such as water, sewer, and storm drain facilities will be maintained by the City of Upland.
4. Upon final permit clearance and completion of the off-site linear park constructed by the developer of Park View, the City of Upland shall be responsible for the maintenance of the linear park.

#### 8.16.2 Private Homeowner Association Maintenance

One or more Homeowner Associations will be established for the maintenance of private common area improvements of Park View. Improvements to be maintained by the Homeowner Association include:

- Designated private alleys and adjacent landscaping.
- Designated private streets and landscaping.
- Courts, parkways, and landscaping within the residential areas.
- Private on-site sewer lift station.
- Parkway of interior local streets including sidewalks, landscaping, and street lights as well as common areas distinct to individual residential types and neighborhoods.
- Internal slopes as identified on approved final tract maps.
- All common area internal open spaces, parks, bike trails, and greenbelts.
- Landscaped buffer adjacent to the northerly right of way of Baseline Road and adjacent to the residential Planning Areas of the Specific Plan area.
- The landscaped parkway within Baseline Road right of way adjacent to the residential Planning Areas of the Specific Plan area.
- The landscaped parkway within the right of way of Park View Promenade and the additional landscaping adjacent to the right of way of Park View Promenade.

#### 8.16.3 Commercial Center Maintenance

The property owner of the commercial center developed within Park View will be responsible for maintenance of all private drives, parking areas, landscaping, signs and other on-site improvements within the center and for the maintenance of the portion of the landscape buffer area adjacent to the northerly right of way of Baseline Road and landscaped parkway improvements within the right of way of Baseline Road adjacent to the commercial center.

**8.16.4 Landscaping Maintenance District**

Median landscaping within the rights of ways of Baseline Road and Park View Promenade, and temporarily undeveloped areas of Planning Areas 1-4 will be maintained by a Landscape and Lighting Maintenance District.



## SECTION 9. 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 relationship of Chapter 1 of the Park View Specific Plan to the City of Upland General Plan is discussed below.

### 9.1. Land Use

Approval of the Park View Specific Plan includes adoption of a General Plan Amendment changing the General Plan land use designation for Development Area A of the Specific Plan area from “Open Space” to “Park View Specific Plan.” The General Plan Amendment establishes goals and objectives for land use which will govern development within Development Area A of the Specific Plan area. Pursuant to the adoption of the General Plan Amendment for Development Area A, the General Plan land use goals and objectives contained within Chapter 1 of the Park View Specific Plan shall be those set forth in the Park View Specific Plan.

#### 9.1.1 Goal: Create a Livable Mixed Use Environment

*Objective: Combine residential land uses, recreational amenities and commercial services to create a livable mixed use community including features such as:*

- A design which allows for alternative modes of travel such as biking and walking.
- Diverse architectural design.
- Connectivity among residential neighborhoods, the commercial center, and planned City park.

- Diversity and choice of housing types and opportunities to address a variety of lifestyles and economic segments of the marketplace.
- A pedestrian oriented commercial center addressing the needs of pedestrians through the provision of plazas and other public gathering spaces and offering needed retail goods and services.
- Residential neighborhoods developed at a human scale with a pedestrian orientation providing connectivity among residential neighborhoods, parks, and commercial services.
- A simple and well-designed street system providing street separated sidewalks and recreational opportunities promoting an outdoor living experience.
- Residential neighborhoods designed around a network of parks and pedestrian trails, promoting outdoor activity and casual social interaction among neighbors.

#### *Project Consistency:*

A commercial center is planned on approximately 7.6 acres of the Park View Specific Plan area located at the intersection of the 210 Freeway Interchange and Baseline Road. The commercial center will provide up to 100,000 square feet of retail and service uses to the surrounding community and will provide retail services within easy walking distance to the residential neighborhoods of Park View. The Park View commercial center can accommodate development of an anchor store, such as a supermarket and drug store, specialty shops, and restaurants. Pedestrian and bicycle access to the commercial center is provided through a network of on street bicycle trails and street separated pedestrian paths within the residential area connecting to the commercial center through a greenbelt developed adjacent to the commercial center.

Park View provides for a variety of residential housing types oriented toward open space amenities and designed to promote walking and interaction among residents. Residential development within

the Specific Plan area will contain up to 400 residential dwelling units, providing a mix of single family detached and single family attached housing types in a variety of products and architectural styles.

Park View provides for development of approximately 3.5 acres of parks, open space, and trails connected by a network of street separated pedestrian paths and on street bicycle trails. The pedestrian and bicycle trail system allows residents to walk or bike to the planned City park located north of Park View. The various residential product types for Park View are described below.

### 9.1.2 Single Family Detached Residential

- **Conventional Single Family Homes** – Conventional single family detached homes are planned for Park View. Alternative garage configurations are encouraged and “architecture forward” floor plan designs, that extend living areas and porches forward of the face of the garage, are required.
- **Two Pack Single Family Homes** – This innovative single family design pairs adjacent detached homes together with garages alternately placed to the rear of the lot. This concept screens every other garage from the view of the street and provides a lower density streetscene character.
- **Three Pack Single Family Homes** – Three Pack Single Family Homes are similar in design to the Two Pack Single Family Homes, with alternately configured front and side oriented garage doors with deep recessed garages.
- **6 Pack Single Family Homes** – Detached homes in enclaves of six or less homes designed around a common private drive minimizes the view of garages from the street and consolidates driveway curb cuts along neighborhood streets to promote pedestrian connectivity.

- **Greencourt Single Family Homes** – Similar to the 6 Pack concept, the Greencourt Homes remove garages from the street, with access provided from private drives located to the rear of homes. Front doors are oriented onto linear greenbelt with pedestrian walkways separated from the street.
- **Cottage Single Family Homes** – This traditional single family home concept places garages at the rear of the lot accessed from a private drive or alley. Front doors and porches face neighborhood streets and open space areas. A pedestrian oriented streetscene is promoted with this residential type since garages are not visible from the street and driveway curb cuts are not present along the street.

### 9.1.3 Single Family Attached Residential

Park View provides for development of a range of attached housing types including paired homes, or duplexes, and multi-family stacked flats or townhomes. Although the permitted attached residential products vary greatly, common design objectives are found in all types which include minimizing the visual impact of the garage from neighborhood streets and creating a pedestrian friendly environment within the Specific Plan area.

- **Paired Homes** – Commonly referred to as duplexes, paired homes encourage the utilization of rear loaded garage configurations or “architecture forward” floor plan designs to minimize or eliminate garages visible from neighborhood streets.
- **Triplex Condominiums** – This building type includes townhomes, stacked flats, and carriage homes (units above garages) in configurations intended to eliminate garages oriented onto neighborhood streets. Garages are required to be oriented onto private drives or common access ways located to the rear of buildings.

- **Row Townhomes** – This traditional attached home concept places garages at the rear of the lot accessed from a private drive or alley. Front doors and porches face neighborhood streets and open space areas. No garages face the street and no driveway curb cuts interrupt the pedestrian connectivity along the street.
- **Greencourt Townhomes** – Similar to the Row Townhome concept, Greencourt Townhomes remove garages from the street with access provided from private drives located at the rear of the building. Front doors face a linear greenbelt with pedestrian walkways separated from the street.
- **Cluster Townhomes** – This townhome configuration orients garages onto a private motorcourt in order to minimize visible garages from the street and increase pedestrian connectivity along the neighborhood street.
- **Multi-Family Stacked Flats and Townhomes** – Similar to the Cluster Townhome concept, this product also includes stacked units. Garages are oriented onto a private motorcourt served by an alley.

Approximately 3.5 acres are provided within the Specific Plan area as parks, common open space, greenbelts, and trails of which approximately 1.86 acres comprise parks offering opportunities for passive recreation and informal gathering among neighbors. Within the residential areas, private open space as well as private active recreation centers, are provided. A landscaped greenbelt and landscaped pedestrian walkways connect the Park View residential neighborhoods with the commercial center and the planned City park located north of the Specific Plan area. As part of the development of Park View, a public linear park is planned on a 75 foot wide City owned property located adjacent to the Specific Plan area. This linear park will include landscaping, benches, and a pedestrian and/or bicycle path providing connectivity between Baseline Road and the future City park to be developed north of the Specific Plan area.

#### 9.1.4 Goal: Plan for a Circulation System Serving Motorists, Bicyclists and Pedestrians

*Objective: The circulation plan for the Park View Specific Plan should provide a comprehensive system of streets accommodating bicycle and pedestrian travel as well as providing for the safe and efficient movement of automobiles.*

*Project Consistency:*

- Street design within Park View includes pedestrian walkways separated from the street by landscaped parkways to create an intimate environment promoting social interaction. As part of the development of Park View, new parkway landscaping and sidewalk improvements will be constructed within the northerly Baseline Road right of way.
- Internal project streets are designed to slow vehicular traffic by locating parks and landscaped areas adjacent to streets to influence a driver's peripheral vision and encourage drivers to proceed more slowly.
- On-street bikeways are integrated into the street design of the community to encourage bicycle travel as an alternative to the automobile.
- A pedestrian and/or bicycle path is planned for development as part of the improvement of a 75 foot wide City owned property located adjacent to the Specific Plan area which will provide pedestrian and/or bicycle connectivity between Baseline Road and the future City park.

#### 9.1.5 Goal: Provide for Adequate Community Facilities

*Objective: Provide for the development of new facilities to serve the community as necessary.*

*Project Consistency:*

- New water, sewer, and storm drain facilities will be developed as part of the project to serve the Specific Plan area.

- New private parks and recreational facilities constructed within the community as part of project development will serve the recreational needs of residents.

#### 9.1.6 Goal : Provide for New Parks, Greenbelts and Trails

*Objective: Develop new parks, bike trails and pedestrian trail amenities to enhance outdoor recreational opportunities for residents of Park View.*

*Project Consistency:*

- Approximately 3.5 acres of parks, common open space, trails, and landscaped greenbelt areas are distributed throughout the community offering recreational opportunities within walking distance of all residential neighborhoods. Of the total acreage provided, approximately 1.86 acres comprise parks distributed within the community.
- Landscaped greenbelts and trails developed within the community and adjacent to Baseline Road provide access for bicyclists and pedestrians connecting residential neighborhoods, the commercial center and the planned City park located north of the Specific Plan area.
- As part of the development of Park View, a new public linear park is planned for construction on a 75 foot wide City owned property located adjacent to the easterly boundary of the Specific Plan area. This linear park will be improved with landscaping, benches, and a pedestrian and/or bicycle path providing connectivity between Baseline Road and the future City park planned for development north of the Specific Plan area.

#### 9.1.7 Goal : Promote Exceptional Architecture and Site Planning

*Objective: Provide for diverse and varied architecture combined with comprehensive site planning within the Park View Specific Plan to create a harmonious community both aesthetically and functionally, preserving residents privacy, and encouraging neighborhood interaction.*

*Project Consistency:*

- Streets are linked together in a pedestrian and bicycle friendly manner connecting homes, parks, and the commercial center for residents to either walk, bike, or drive to.
- A variety of housing types, including attached and detached single family homes in a variety of architectural styles are provided within Park View, all of which are located close to parks and the commercial center.
- Residential Planning Areas include a variety of housing types oriented toward the street adding interest and encouraging neighborhood interaction along the street.
- Residential neighborhoods are designed with houses addressing the street by:
  - Designing homes to a more human level with porches, stoops, and walkways creating opportunities for neighborly interaction.
  - Minimizing views of garage doors through setback requirements, location, innovative residential design, and landscaping.
  - Incorporating varied architectural styles and elements within each neighborhood.

## 9.2. Housing

This section describes the applicable goals of the City of Upland Housing Element as it relates to Development Area A of the Specific Plan.

### 9.2.1 Goal : To assist in the Development of Adequate Housing to meet the City's Fair Share of the Region's Housing Needs for all Economic Segments of the Population, including Low- and Moderate-income Households

#### *Project Consistency:*

Chapter 1 of the Park View Specific Plan, when adopted, will permit the development of up to 400 residential dwelling units in the City of Upland increasing the City's housing stock and contributing to the City's fair share of the region's housing needs. The project is consistent with this goal.

### 9.2.2 Goal : Reduce Residential Energy Use within the City

#### *Project Consistency:*

The project will comply with all the State Energy Insulation Standards (Title 24) and City of Upland codes in effect at the time of application for building permits. By meeting the State and City energy requirements the project will be consistent with this goal.

## 9.3. Circulation

This section describes the City of Upland Circulation Element as it relates to Development Area A of the Specific Plan.

### 9.3.1 Goal: To Develop Transportation Planning, Services and Facilities That are Coordinated With and Support the Land Use Plan

#### *Strategies:*

- Any new development of property shall be required to provide adequate right of way width for possible future needs and to provide for traffic patterns necessary to accommodate future growth needs.
- All new commercial and industrial development shall be required to incorporate within their design concepts, provisions for reciprocal vehicular access points with existing or potential adjoining developments.
- All streets in the City shall be constructed in accordance with the Circulation Plan and construction standards as established by the City Public Works Director.
- Approval of all new development shall be correlated with roadway improvements that would be necessary to either: maintain an acceptable level of service; or reduce the impact of the development below the established minimum level of service. Development should not be authorized until appropriate funding mechanisms are in place to fund associated roadway improvements.

#### *Project Consistency:*

The development of Development Area A will include new landscape and sidewalk improvements to the public right of way of Baseline Road adjacent to the Specific Plan area in accordance with required City of Upland General Plan right of way improvements. The circulation system for the project has been designed so vehicles can safely travel to and from their destination easily and without creating sig-

nificant movement conflicts. Vehicular access points will be permanently provided between commercial parcels through permanent agreements executed as part of the development of the project. All public and private roadway improvements required as part of the project will be funded by the development, therefore, the project is consistent with this goal.

**9.3.2 Goal: To Minimize the Impact of Existing and Future Roadways on Adjacent Land Uses, Particularly Residential, and Ensure Compatibility Between Land Uses and Roadway Facilities to the Greatest Extent Possible**

*Strategies:*

- Direct access of new residential developments onto major arterial streets shall be discouraged.
- Where feasible, circulation improvements shall be implemented that minimize impacts on adjacent residential neighborhoods.
- All roadways shall be encouraged to be designed in a manner that will enhance the interplay of vehicular and pedestrian safety.

*Project Consistency:*

The proposed project is designed to provide access to up to 400 residential dwellings from a major entry roadway and a secondary entry roadway intersecting with Baseline Road. Private roads to serve individual Planning Areas connecting to these two entry roadways will serve the project. Private roads will include sidewalks allowing for the safe movement of residents through the community walking to parks and the adjacent commercial center and through the community.

Commercial land use within the Specific Plan area will be served by two entries located at Baseline Road. Traffic entering the commercial area of Development Area A will be distributed through the commercial area via private drives. The private drive circulation system will allow for vehicular access to Development

Area B located in the City of Claremont. The project is consistent with this goal.

**9.3.3 Goal: To Accommodate Alternative Modes of Transportation to the Private Automobile in the City, Including Non-motorized Transportation (Bicycle and Pedestrian), Public Transportation and Recreational Trails**

*Strategy:*

- All new development shall be required to provide sidewalks, in accordance with the Master Plan of Streets and Highways.
- Pedestrian connections shall be encouraged between commercial uses and adjacent residential development through the City site planning review process.
- The special needs of the physically disadvantaged shall be recognized by ensuring that all sidewalks, streets and street crossings, public areas, and related facilities that are normally used by the general public will be accessible to the physically disabled.

*Project Consistency:*

The private roadways proposed for the project will include sidewalks allowing for the safe movement of residents through the community walking to the commercial center and to the proposed City park located north of the Specific Plan area. Sidewalks, street crossings, and street and drives within the project used by the general public will comply with the requirements of the State of California requirement for disabled access and the requirements of the Americans with Disabilities Act. The project is consistent with this goal.

**9.3.4 Goal: To Achieve a Balance Between Parking Supply and Demand so that an Adequate Supply of Parking is Provided to Meet the Demands Generated by the Land Use Element**

*Strategy:*

- All new development shall be required to provide adequate parking to meet their parking demands on-site or in consolidated parking facilities in close proximity to their site.

*Project Consistency:*

The proposed Park View Specific Plan requires that new residential development within Planning Areas 1-3 of the Specific Plan area provide two garage spaces per residential unit to meet the parking needs of residents. Guest parking to serve the community will be available on private streets in accordance with the requirements of the City of Upland Zoning Code. Commercial development within Planning Area 4 of Park View will provide parking at a ratio of 5 spaces per 1,000 square feet of gross floor area. The project is consistent with this goal.

**9.3.5 Goal: To Promote the Aesthetic Qualities of the Street System**

*Strategies:*

- Wherever feasible, street construction and improvement projects shall be designed with a concern for street aesthetics, including street trees, landscaping and paving materials.
- All new development shall be encouraged to provide landscaped parkways, appropriate pedestrian amenities and other streetscape improvements that improve the aesthetics of the roadway to both vehicular and pedestrian traffic.
- Adequate street lighting that is energy efficient and appropriate to the area shall be encouraged.

*Project Consistency:*

Chapter 1 of the Park View Specific Plan includes landscape design guidelines to promote the development of landscaped pedestrian walkways, enhanced project entries, and a lushly landscaped buffer area adjacent to the northerly right of way of Baseline Road as part of the project. Thematic street lighting will be provided and installed in accordance with City of Upland requirements, and low level pedestrian lighting will be provided within parks and paseos. The development of these amenities will provide consistency of the project with this goal.

**9.4 Noise**

This section describes the City of Upland Noise Element as it relates to Development Area A of the Specific Plan.

*Policy:*

Proposed development projects should not generate noise which violates the City of Upland noise ordinance (if enacted) or results in a noise level above “satisfactory,” as determined by the noise compatibility standards, on nearby property. Project applicants should reduce or buffer the noise generated therein so as not to create an unsatisfactory noise environment for others.

*Project Consistency:*

Development within Development Area A of the Park View Specific Plan area will implement City of Upland noise ordinances and policies to minimize unwanted noise from the project to nearby properties. The project is consistent with this goal. In addition, a noise attenuation wall or combination wall and berm will be constructed adjacent to the 210 Freeway prior to completion of construction of any homes within 500 feet of the freeway. Development within Development Area A of the Specific Plan area is designed to implement adopted residential interior and non-residential interior noise standards.



**APPENDIX A.**  
**SPECIFIC PLAN APPROVALS**

RESOLUTION NO. 5867

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF UPLAND CERTIFYING FINAL ENVIRONMENTAL IMPACT REPORT NO. EIR-1460 PREPARED FOR THE BASELINE ROAD MASTER PLAN PROJECT (GENERAL PLAN AMENDMENT NO. GPA-07-01, SPECIFIC PLAN NO. SPR-14, AND ZONE CHANGE NO. ZC-07-01); MAKING ENVIRONMENTAL FINDINGS PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, AND ADOPTING A STATEMENT OF OVERRIDING CONSIDERATIONS, AND A MITIGATION AND MONITORING PROGRAM

WHEREAS, The Baseline Road Master Plan Project ("Project") proposes and encompasses the following actions: (1) certification of the Baseline Road Master Plan and Final Environmental Impact Report No. EIR-1460 ("Final EIR"), and adoption of a Statement of Overriding Considerations and Mitigation and Monitoring Program; (2) approval and adoption of the Baseline Road Master Plan, including General Plan Amendment No. GPA-07-01, Specific Plan No. SPR-14, and Zone Change No. ZC-07-01); and (3) any related discretionary approvals; and

WHEREAS, pursuant to the California Environmental Quality Act ("CEQA") (Public Res. Code, §§ 21000 *et seq.*), the State CEQA Guidelines (14 CCR §§ 15000 *et seq.*) and the City's Local CEQA Guidelines, the City of Upland ("City") is the lead agency for the Project, as the public agency with the principle responsibility for approving the Project; and

WHEREAS, the Project site contains a total of ninety-nine (99) acres, and is located in the City on the north side of Baseline Road between Benson Avenue on the east and SR-210 on the west, with approximately 96.6 acres of the Master Plan area located in the City of Upland, San Bernardino County and approximately 2.4 acres located in the City of Claremont, Los Angeles County, and is generally described as follows:

AN IRREGULARLY SHAPED AREA ON APPROXIMATELY 99 ACRES, GENERALLY LOCATED ALONG THE NORTH SIDE OF BASELINE ROAD, SOUTHEAST OF THE 210 FREEWAY, APPROXIMATELY 1400 FEET WEST OF BENSON AVENUE, IN THE CITY OF UPLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA THAT CERTAIN PARCEL OF LAND AS DESCRIBED IN CERTIFICATE OF COMPLIANCE CC-04-01, RECORDED ON MARCH 30, 2005 AS INSTRUMENT NO. 2005-218618 MORE FULLY DESCRIBED AS FOLLOWS:

THAT PORTION OF THE EAST ONE-HALF OF THE SOUTHWEST ONE-QUARTER OF SECTION 35, TOWNSHIP 1 NORTH, RANGE 8 WEST, SAN BERNARDINO BASE AND MERIDIAN, IN THE CITY OF UPLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT OF SAID LAND ON FILE IN THE DISTRICT LAND OFFICE, DESCRIBED AS FOLLOWS:

BOUNDED ON THE NORTH BY THE SOUTH LINE OF THE LAND CONVEYED TO THE STATE OF CALIFORNIA (PARCEL 14368-1) RECORDED DECEMBER 30, 1999 AS DOCUMENT NO. 19990535100 OF OFFICIAL RECORDS, IN THE

OFFICE OF COUNTY RECORDER OF SAN BERNARDINO COUNTY, BOUNDED ON THE EAST BY THE EAST LINE OF SAID SOUTHWEST ONE-QUARTER OF SECTION 35, BOUNDED ON THE SOUTH BY THE NORTH LINE OF THE LAND COVEYED TO THE STATE OF CALIFORNIA BY DEED RECORDED MARCH 11, 1997, AS INSTRUMENT NO. 97-083819 OF OFFICIAL RECORDS IN THE OFFICE OF THE COUNTY RECORDER SAN BERNARDINO COUNTY AND ALSO (PARCEL 75566-2) OF DEED RECORDED DECEMBER 30, 1999 DOCUMENT NO. 99-2405862, IN THE OFFICE OF THE COUNTY RECORDER OF LOS ANGELES COUNTY, AND BOUNDED ON THE WEST BY THE LOS ANGELES AND SAN BERNARDINO COUNTY LINE. (APN-1005-491-05); AND

LOT 27 OF TRACT NO. 1836, MAP OF EUCLID WATER COMPANY TRACT, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, PER MAP RECORDED IN BOOK 26, PAGE 60 OF MAPS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPTING THEREFROM ALL OIL, GAS AND MINERALS, AS RESERVED IN THE DEED FROM EUCLID WATER COMPANY OF UPLAND, RECORDED FEBRUARY 10, 1932 IN BOOK 788, PAGE 163, OFFICIAL RECORDS.

TOGETHER WITH THAT PORTION VACATED BY DOCUMENT RECORDED FEBRUARY 14, 1984, INSTRUMENT NO. 84-034845, OFFICIAL RECORDS.

EXCEPTING THOSE PORTIONS AS CONVEYED TO THE STATE OF CALIFORNIA BY DEED RECORDED MAY 14, 1997, INSTRUMENT NO. 97-171165, OFFICIAL RECORDS; AND

LOT 28 OF THE EUCLID WATER COMPANY'S TRACT, TRACT NO. 1836, IN THE CITY OF UPLAND, COUNTY OF SAN BERNARDINO STATE OF CALIFORNIA, AS PER PLAT RECORDED IN BOOK 26 OF MAPS, PAGE(S) 60, RECORDS OF SAID COUNTY; and

WHEREAS, the purpose of the Project is to develop a cohesive and attractive mixed use development including as part of the Park View Specific Plan portion of the Master Plan approximately 100,000 square feet of commercial building area within a 10-acre portion of the Project site and up to 400 single-family dwelling units within a 32-acre portion of the Project site, and a City Sports Park area to encompass approximately 57 acres of the Master Plan Project site, located immediately north of the Park View Specific Plan portion; and

WHEREAS, the City originally issued a Notice of Preparation ("NOP") for the Baseline Road Master Plan Draft Environmental Impact Report (SCH 2006011124), for which the public review period ended February 28, 2006 for which the City received comments from eight (8) different agencies; and

WHEREAS, after completing the Draft EIR (SCH 2006011124), the City released the Draft EIR for public review for a 45-day public comment period, beginning December 5, 2007 and running through February 25, 2008, by filing a Notice of Availability with the Clerk of the San Bernardino Board of Supervisors; and

WHEREAS, pursuant to Public Resources Code Section 21092, the City also provided a Notice of Availability to all organizations and individuals who had previously requested such notice, and published the Notice of Availability on or about December 5, 2007, in the Inland Valley Daily Bulletin and on December 5, 2007, in the Inland Valley Daily Bulletin, newspapers of general circulation in the Project area. Pursuant to City of Upland Local CEQA Guidelines, the Notice of Completion was mailed to all residents and property owners within 1,000 feet of the Project. Copies of the Draft EIR were provided to 59 public agencies, organizations and individuals. In addition, the City placed copies of the Draft EIR at the City of Upland Planning Department Public Counter and the City of Upland City Hall; and

WHEREAS, during the 45-day comment period on the Draft EIR, the City consulted with and requested comments from all responsible and trustee agencies, other regulatory agencies and others pursuant to State CEQA Guidelines Section 15086; and

WHEREAS, during the official public review period for the Draft EIR, the City received eight (8) written comments, all of which the City responded to in the Final EIR; and

WHEREAS, the City prepared the Final EIR and, pursuant to Public Resources Code Section 21092.5, the City provided copies of the Final EIR to all commenting agencies; and

WHEREAS, the City prepared the Final EIR and, pursuant to Public Resources Code Section 21092.5, the City provided a Notice of Public Hearing and/or Intent to Certify an Environmental Impact Report to all organizations and individuals who had previously requested such notice, and published the Notice of Public Hearing on January 2, 2008, in the Inland Valley Daily Bulletin, a newspaper of general circulation in the Project area; and

WHEREAS, all potential significant adverse environmental impacts were sufficiently analyzed in the Draft EIR; and

WHEREAS, the City of Upland Planning Commission, exercising its independent judgment at its public meeting on January 23, 2008, considered the Project, and its EIR, and recommended certification of the EIR with a Statement of Overriding Considerations and Mitigation and Monitoring Program, and approval of the Project; and

WHEREAS, as contained herein, the City has endeavored in good faith to set forth the basis for its decision on the Project; and

WHEREAS, all the requirements of CEQA, the State CEQA Guidelines, and the City's Local Guidelines have been satisfied by the City in the EIR, which is sufficiently detailed so that all of the potentially significant environmental effects of the Project have been adequately evaluated; and

WHEREAS, the EIR prepared in connection with the Project sufficiently analyzes both the feasible mitigation measures necessary to avoid or substantially lessen the Project's potential environmental impacts and a range of feasible alternatives capable of eliminating or reducing these effects in accordance with CEQA, the State CEQA Guidelines and the City's Local Guidelines; and

WHEREAS, all of the findings and conclusions made by the City Council pursuant to this Resolution are based upon all oral and written evidence presented to it as a whole and are not based solely on the information provided in this Resolution; and

WHEREAS, environmental impacts identified in the Final EIR which the City finds are less than significant and do not require mitigation are described in Section II hereof; and

WHEREAS, environmental impacts identified in the Final EIR as potentially significant but which the City finds can be mitigated to a level of less than significant, through the imposition of feasible mitigation measures identified in the Final EIR and set forth herein and in the Mitigation Monitoring and Reporting Program attached hereto as Exhibit A, are described in Section III hereof; and

WHEREAS, environmental impacts identified in the Final EIR as potentially significant and which the City finds cannot be fully mitigated to a level of less than significant, despite the imposition of all feasible mitigation measures identified in the Final EIR and set forth herein, are described in Section IV hereof; and

WHEREAS, alternatives to the Project that might eliminate or reduce significant environmental impacts are described in Section VII hereof; and

WHEREAS, because some environmental impacts identified in the Final EIR as potentially significant cannot be fully mitigated to a level of less than significant, despite the imposition of all feasible mitigation measures identified in the Final EIR and set forth herein, the City Council has balanced the economic, legal, social, technological, and other benefits of the Project against its significant and unavoidable impacts, and has determined that the benefits of the Project outweigh the unavoidable adverse impacts, and therefore render those impacts "acceptable," and the City Council has documented its determination regarding significant and unavoidable impacts in the Statement of Overriding Considerations in Section VIII hereof; and

WHEREAS, the City Council of the City of Upland, held a duly noticed public hearing on March 11, 2008, at which time it has considered the Project and its EIR; and prior to taking action, the City Council has heard, been presented with, reviewed and considered all of the information and data in the administrative record, including the Final EIR, the Statement of Overriding Considerations, and the Mitigation and Monitoring Program, and all oral and written evidence presented to it during all meetings and hearings; and

WHEREAS, the City Council has determined that the Final EIR reflects the independent judgment of the City Council and is deemed adequate for purposes of making decisions on the merits of the Project; and

WHEREAS, no comments made in the public hearings conducted by the City or any additional information submitted to the City have produced substantial new information requiring recirculation or additional environmental review under State CEQA Guidelines Section 15088.5; and

WHEREAS, all other legal prerequisites to the adoption of this Resolution have occurred.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF UPLAND RESOLVES AS FOLLOWS:

#### SECTION 1. GENERAL FINDINGS

Public Resources Code Section 21002 states that "public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects[.]" Section 21002 further states that the procedures required by CEQA "are intended to assist public agencies in systematically identifying both the significant effects of proposed projects and the feasible alternatives or feasible mitigation measures which will avoid or substantially lessen such significant effects."

Agencies demonstrate compliance with Section 21002's mandate by adopting findings before approving projects for which EIRs are required. (See Pub. Resources Code, § 21081, subd. (a); State CEQA Guidelines, § 15091, subd. (a).) The approving agency must make written findings for each significant environmental effect identified in an EIR for a proposed project and must reach at least one of three permissible conclusions. The first possible finding is that "[c]hanges or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR." (State CEQA Guidelines, § 15091, subd. (a)(1).) The second permissible finding is that "[s]uch changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding" and that "[s]uch changes have been adopted by such other agency or can and should be adopted by

such other agency." (State CEQA Guidelines, § 15091, subd. (a)(2).) The third potential conclusion is that "[s]pecific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR." (State CEQA Guidelines, § 15091, subd. (a)(3).)

Agencies must not adopt a project with significant environmental impacts if feasible alternatives or mitigation measures would substantially lessen the significant impacts. Public Resources Code Section 21061.1 defines "feasible" to mean "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social and technological factors." State CEQA Guidelines Section 15364 adds "legal" considerations as another indicia of feasibility. (See also *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553, 565.) Project objectives also inform the determination of "feasibility." (*City of Del Mar v. City of San Diego* (1982) 133 Cal.App.3d 401, 417.) Further, "'feasibility' under CEQA encompasses 'desirability' to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, and technological factors." (*Id.*; see also *Sequoyah Hills Homeowners Assn. v. City of Oakland* (1993) 23 Cal.App.4th 704, 715.) An agency need not, however, adopt *infeasible* mitigation measures or alternatives. (State CEQA Guidelines, § 15091, subds. (a), (b).) Further, environmental impacts that are less than significant do not require the imposition of mitigation measures. (*Leonoff v. Monterey County Board of Supervisors* (1990) 222 Cal.App.3d 1337, 1347.)

Notably, Section 21002 requires an agency to "substantially lessen or avoid" significant adverse environmental impacts. Thus, mitigation measures that "substantially lessen" significant environmental impacts to a level of insignificance, even if not completely avoided, satisfy Section 21002's mandate. (*Laurel Hills Homeowners Assn. v. City Council* (1978) 83 Cal.App.3d 515, 521 ("CEQA does not mandate the choice of the environmentally best feasible project if through the imposition of feasible mitigation measures alone the appropriate public agency has reduced environmental damage from a project to an acceptable level"); *Las Virgenes Homeowners Federation, Inc. v. County of Los Angeles* (1986) 177 Cal.App.3d 300, 309 ("[t]here is no requirement that adverse impacts of a project be avoided completely or reduced to a level of insignificance . . . if such would render the project unfeasible").)

CEQA requires that the lead agency adopt mitigation measures or alternatives, where feasible, to substantially lessen or avoid significant environmental impacts that would otherwise occur. Project modification or alternatives are not required, however, where such changes are infeasible or where the responsibility for modifying the project lies with some other agency. (State CEQA Guidelines, § 15091, subds. (a), (b).) The California Supreme Court has stated, "[t]he wisdom of approving ... any development project, a delicate task which requires a balancing of interests, is necessarily left to the sound discretion of the local officials and their constituents who are responsible for such decisions. The law as we interpret and apply it simply requires that those decisions be informed, and therefore balanced." (*Citizens of Goleta Valley v. Board of Supervisors, supra*, 52 Cal.3d at p. 576.)

The City Council has determined that based on all of the evidence presented, including, but not limited to, the Final EIR, written and oral testimony given at meetings and hearings on the Project, and submission of testimony from the public, organizations and regulatory agencies, the following environmental impacts associated with the Project are: (1) less than significant and do not require mitigation; or (2) potentially significant and each of these impacts will be avoided or reduced to a level of insignificance through the identified mitigation measures; or (3) significant and cannot be fully mitigated to a level of less than significant but will be substantially lessened to the extent feasible by the identified mitigation measures.

## SECTION 2. FINDINGS REGARDING ENVIRONMENTAL IMPACTS NOT REQUIRING MITIGATION

Section 15091 of the State CEQA Guidelines does not require specific findings to address environmental effects that an EIR identifies as "less than significant" where no mitigation is required. These findings will nevertheless fully account for all such effects identified in the Draft EIR in this Section II. Thus, the City Council hereby finds that the following potential environmental impacts of the Project are less than significant and do not require the imposition of mitigation measures:

### A. Aesthetics & Visual Quality:

**Impact:** Would the Project have a substantial adverse effect on a scenic vista? (Draft EIR, at p. 4.1-7)

**Finding:** The Baseline Road Master Plan Project would not have a substantial adverse effect on a scenic vista. (Draft EIR, at p. 4.1-10). The City Sports Park would not substantially degrade the existing visual character or quality of the Project site and its surroundings. (Draft EIR, at p. 4.1-8)

**Mitigation Measures:** No Project-specific mitigation measures are required for this particular impact. (Draft EIR, at p. 4.1-8)

**Explanation:** The Project site is visible for travelers on SR-210 near the Baseline Road interchange where the freeway parallels the northwest edge of the Park View Specific Plan portion for approximately ½-mile. Typical speeds for travelers on the freeway would have a view of the Project for less than 30 seconds. The Park View Specific Plan portion extends for approximately 3,500 feet along Baseline Road. Travelers on Baseline Road would view the Park View Specific Plan portion for a short period (less than two minutes at 40 mph). Therefore, given the relatively short amount of time travelers would be exposed to the development, the visual intrusion of the Project into the scenic view would be minimal and less than significant. The City Sports Park portion is below grade and does not obstruct any views. Therefore, it would have no impact on any scenic vistas. (Draft EIR, at p. 4.1-8)

**Impact:** Would the Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? (Draft EIR, at p. 4.1-8)

**Finding:** Development of the Baseline Road Master Plan including the Park View Specific Plan portion and the City Sports Park portion would not have an impact on scenic resources along a scenic route. (Draft EIR, at p. 4.1-8)

**Mitigation Measures:** No Project-specific mitigation measures are required for this particular impact. (Draft EIR, at p. 4.1-8)

**Explanation:** The City of Upland does not contain any State or County Highways that are designated as scenic. The City has designated routes that are of scenic or historic interest, including Euclid Avenue, Mountain Avenue, Benson Avenue, and Foothill Boulevard. The nearest of these scenic routes is Benson Avenue, located approximately one-half mile east of the Project site. Residences and the Agua de Lejos Water Treatment Plant lay between the Project site and Benson Avenue. Therefore, the development of the Park View Specific Plan portion and the City Sports Park portion would not have an impact on scenic resources along a scenic route.

The City of Claremont does not contain any official State or County designated Scenic Highways. However, the City's General Plan has focused particular attention on the

landscape of the City's north/south streets because of their dramatic view of the mountains. There are no north/south Claremont streets within the proposed Project boundary. Due to the function as regional connectors traversing the City from east to west, Foothill Boulevard, Baseline Road, and Arrow Highway have been identified as scenic routes through a visual enhancement program coordinated with the efforts of neighboring communities. The stretch of Baseline Road associated with the Project and within the city limits of Claremont is approximately 400 feet in length. Travelers along this portion of the road would only be affected briefly as they pass by the westernmost 1/10-mile of the Project site. The development of the Project would not impact scenic resources along any official or unofficial scenic routes. (Draft EIR, at p. 4.1-8)

**Impact:** Would the Project substantially degrade the existing visual character or quality of the Project site and its surroundings? (Draft EIR, at p. 4.1-9)

**Finding:** The Baseline Road Master Plan Project would not substantially degrade the existing visual character or quality of the Project site and its surroundings. (Draft EIR, at p. 4.1-9)

**Mitigation Measures:** No Project-specific mitigation measures are required for this particular impact.

**Explanation:** The Project site can currently be characterized as undeveloped land that is highly disturbed by the construction of SR-210, previous sand and gravel operations, and a composting/demolition and recycling operation. Although the proposed Project would change the visual character of the area, development of the Project site would not substantially degrade the visual character or quality of the site and its surrounding area. Proposed buildings in the commercial center will be designed to be compatible with the residential architecture in the area. A landscaping plan will be submitted to the City of Upland for approval prior to any development activity. The majority of the landscaping would likely be done along the southern Project boundary to provide shade for future residences and to reduce impacts on views for travelers along Baseline Road. Landscaping and vegetative screening, in addition to strategically placed retaining walls, would minimize any visual impacts to a less than significant level. (Draft EIR, at p. 4.1-12).

SR-210 parallels the northwestern edge of the proposed City Sports Park for approximately 1/3-mile. Views from the Lemon Heights single-family residences could include indistinct views of the proposed residences within the Park View Specific Plan portion of the Project site. The Mountain Shadow single-family residences and a water treatment plant lie to the east and south. Existing and proposed homes along the edge of the City Sports Park portion would view the City Sports Park. Similarly, proposed residential development adjacent to the south and west (proposed Park View Specific Plan) would have a view of the City Sports Park. Currently, the City Sports Park portion is an inactive, reclaimed mine pit, and is presently used for groundwater recharge and flood control. The development of a City Sports Park would not substantially degrade the existing visual character or quality of the Project site or its surroundings. The proposed Project would include a 'Welcome to Upland' sign reinforcing a harmonious visual characteristic. The proposed signage would be subject to Planning Commission's review and approval. (Draft EIR, at p. 4.1-9)

**Impact:** Would the proposed Project have a cumulative impact to aesthetics? (Draft EIR, at p. 5-2.)

**Finding:** The Baseline Road Master Plan Project would have no substantial adverse impacts on aesthetics, including cumulative impacts. (Draft EIR, at p. 5-8)

**Mitigation Measures:** No Project-specific mitigation measures are required for this particular impact.

Explanation: The proposed Master Plan would be developed in an area that is currently developed as an abandoned aggregate mine, and a recycling/demolition facility; the site is designated as Open Space within the City of Upland. The proposed Project in conjunction with the industrial, commercial and residential Projects would continue to transform the City's skyline and urban character. However, any new development plan would be reviewed by the City for compatible design elements. The City of Upland has established design standards for various land uses in order to ensure orderly and consistent development that as a whole represents a pleasant place to live and work. The development of the proposed Project would create new residential and commercial uses that would meet the growing demand for both residential and retail services. The surrounding areas to the east and north are residential in character. Therefore, cumulative impacts to aesthetics are anticipated to be less than significant. (Draft EIR, at p. 5-8)

**B. Air Quality:**

Impact: Would the Project create objectionable odors affecting a substantial number of people? (Draft EIR, at p. 4.2-17.)

Finding: The Baseline Road Master Plan Project would have no impacts related to objectionable odors. (Draft EIR, at p. 4.2-17)

Mitigation Measures: No Project-specific mitigation measures are required. (Draft EIR, at p. 4.2-17)

Explanation: Implementation of the Baseline Road Master Plan would include development of medium density of residential land uses, commercial uses and a City Sports Park. These land uses are generally not associated with creating objectionable odors. Development of the proposed Project shall comply with the policies of the City of Upland and City of Claremont's Municipal Codes and the General Plans. No impacts related to objectionable odors are anticipated.

Impact: Would the Project expose sensitive receptors to substantial pollutant concentrations? (Draft EIR, at p. 4.2-26.)

Finding: The Project would not expose sensitive receptors to substantial pollutant concentrations. (Draft EIR, at p. 4.2-28)

Mitigation Measures: No Project-specific mitigation measures are required for this particular impact. (Draft EIR, at p. 4.2-28)

Explanation: Opening year as well as in 2025 with the Project constructed, CO concentrations are projected to be below existing levels. This occurs even though traffic volumes are projected to increase in the future. The reductions occur because vehicular pollutant emissions are projected to decrease in the future, as newer cars, complying with increasingly stringent emissions regulations, become a greater portion of the overall vehicle fleet in operation as projected by the EMFAC2007 computer model published by CARB. The projected decreases in vehicular emissions significantly offset the projected increases in traffic volumes. Therefore, no impact is anticipated. (Draft EIR, at p. 4.2-28)

Impact: Would the Project conflict with or obstruct implementation of the Southern California Air Quality Management District's (SCAQMD Air Quality Management Plan? (Draft EIR, at p. 4.2-28.)

Finding: The Baseline Road Master Plan Project is consistent with the SCAQMD's AQMP and therefore the Project would not obstruct implementation of the Southern California Air Quality Districts Air Quality Management Plan. (Draft EIR, at p. 4.2-30)

Mitigation Measures: No Project-specific mitigation measures are required for this particular impact. (Draft EIR, at p. 4.2-30)

Explanation: A proposed Project is considered to be consistent with the AQMP if it furthers one or more policies and does not obstruct other policies. The AQMD Handbook identifies two key indicators of consistency including: Criterion 1 - Increase in the Frequency or Severity of Violations; and Criterion 2 - Exceed Assumptions in the AQMP?

The proposed Project is not projected to significantly contribute to the exceedance of any air pollutant concentration standards, thus the Project is found to be consistent with the AQMP for the first criterion. Since the SCAG forecasts are not detailed, the test for consistency of this Project is not specific. The traffic modeling methodologies upon which much of the air quality assessment are based on are from the County of San Bernardino Congestion Management Plan (CMP), Highway Capacity Manual (HCM), and ITE Trip Generation, 2<sup>nd</sup> Edition (June 2004). The AQMP assumptions are based upon projections from local general plans. Projects that are consistent with the local general plan are consistent with the AQMP assumptions. It appears that the growth forecasts for the proposed Project, at the Project's opening year and buildout year, are consistent with the SCAG growth forecasts. The forecasts made for the Project EIR appear to be based on the same demographics as the AQMP, and therefore, the second criterion is met for consistency with the AQMP. (Draft EIR, at p. 4.2-29, 4.2-30)

**C. Biological Resources:**

Impact: Would the Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulation, or by the California Department of Fish and Game or US Fish and Wildlife Service? (Draft EIR, at p. 4.3-12)

Finding: The Baseline Road Master Plan Project would have no substantial adverse impacts on any sensitive or endangered species. (Draft EIR, at p. 4.3-12)

Mitigation Measures: No Project-specific mitigation measures are required for this particular impact.

Explanation: The Master Plan area would not cross any mapped perennial or ephemeral stream channel. Project development would eliminate about 10 acres of mature alluvial fan sage scrub in the southeast corner of the Park View Specific Plan portion of the Project and some smaller patches of coastal sage scrub in the triangular parcel near the western boundary. Although coastal sage scrub and alluvial fan sage scrub are considered special status plant communities, this local loss would not be significant in terms of CEQA because the site is small, isolated from surrounding open space, and no longer subject to natural ecological processes (particularly flooding). Impacts to any special status plant communities on the site, would not meet CEQA criteria for significance. (Draft EIR at p. 4.3-12)

Impact: Would the Project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? (Draft EIR, at p. 4.3-12)

Finding: The Baseline Road Master Plan would have no substantial adverse impacts on federally protected wetlands. (Draft EIR, at p. 4.3-13)

Mitigation Measures: No Project-specific mitigation measures are required for this particular impact.

**Explanation:** According to the January 26, 2007 survey, there are no drainage features on the Project Site. (Draft EIR, at p. 4.3-13)

**Impact:** Would the Project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? (Draft EIR, at p. 4.3-13)

**Finding:** The Baseline Road Master Plan Project would not interfere with the movement of any wildlife species or migratory wildlife corridors. (Draft EIR, at p. 4.3-13)

**Mitigation Measures:** No Project-specific mitigation measures are required for this particular impact.

**Explanation:** The Biological Technical Reports concluded that the Master Plan area would not substantially interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impedes the use of native wildlife nursery sites. (Draft EIR at p. 4.3-13)

**Impact:** Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? (Draft EIR, at p. 4.3-13)

**Finding:** The Baseline Road Master Plan Project would not conflict with any local policies or ordinances protecting biological resources. (Draft EIR, at p. 4.3-13)

**Mitigation Measures:** No Project-specific mitigation measures are required for this particular impact.

**Explanation:** Based on the Biological Technical Report, no conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance would occur. (Draft EIR at p. 4.3-13)

**Impact:** Would the Project conflict with the provisions of an adopted Habitat Conservation Plan (HCP), Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan. (Draft EIR, at p. 4.3-13)

**Finding:** The Baseline Road Master Plan Project would not conflict with any HCP or Natural Community Conservation Plan. (Draft EIR, at p. 4.3-13)

**Mitigation Measures:** No Project-specific mitigation measures are required for this particular impact.

**Explanation:** Although the Initial Study concluded this may be a potentially significant impact it was determined after further investigation by White & Leatherman BioServices that no such conflict is present. (Draft EIR at p. 4.3-13)

**Impact:** Would the proposed Project cause any cumulative impacts to biological resources? (Draft EIR, at p. 5-8)

**Finding:** The Baseline Road Master Plan Project would have no substantial adverse cumulative impacts to biological resources. (Draft EIR, at p. 5-8, 5-9)

**Mitigation Measures:** No Project-specific mitigation measures are required for this particular impact.

**Explanation:** Prior to commencement of any other development projects in the area, developers are required to conduct surveys for listed or candidate species potential that

would be potentially impacted. If determined necessary, agreements will be required or mitigation lands will be necessary to offset significant impacts to sensitive species and/or loss of habitat. Therefore, cumulative impacts to biological resources are anticipated to be less than significant (Draft EIR, at p. 5-9)

**D. CULTURAL RESOURCES:**

**Impact:** Would the Project cause a substantial adverse change in the significance of a historical or an archaeological resource? (Draft EIR, at p. 4.4-4)

**Finding:** The Baseline Road Master Plan Project would not cause a substantial adverse change in the significance of a historical or an archaeological resource. (Draft EIR, at p. 4.4-4)

**Mitigation Measures:** No Project-specific mitigation measures are required for this particular impact. (Draft EIR, at p. 4.4-4)

**Explanation:** The results of the records search failed to indicate the presence of any previously recorded prehistoric or historic resources within the Park View Specific Plan portion or the City Sports Park portion of the Project site. The findings of the field study were equally as negative. Therefore, since a thorough investigation has failed to reveal the presence of any historical or archeological resources within the study area, no impacts have been identified. (Draft EIR, at p. 4.4-4)

**E. Geology and Soils:**

**Impact:** Would the proposed Project expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving: seismic-ground failure, including liquefaction? (Draft EIR, at p. 4.5-11)

**Finding:** The Baseline Road Master Plan Project would not expose people or structures to adverse effects involving seismic-ground failure, including liquefaction. (Draft EIR, at p. 4.5-11)

**Mitigation Measures:** No Project-specific mitigation measures are required for this particular impact.

**Explanation:** The closest fault is the San Jose Fault located approximately 0.3 miles from the Project site and would not result in seismic ground failure. (Draft EIR, at p. 4.5-5). Liquefaction occurs when the water table is within 50 feet of the surface. In the vicinity of the Project, historic water table levels have been measured at between 200 and 600 feet deep due to groundwater fluctuations and aquifer configurations. Although the City Sports Park portion of the Project site may be used for groundwater recharge, the lack of normally high groundwater levels to saturate soils within 50 feet of the surface eliminates the potential for impacts related to liquefaction. Therefore, there would be no impacts from any seismic related ground failure including liquefaction. (Draft EIR, at p. 4.5-12)

**Impact:** Would the Project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, resulting in landslides, lateral spreading, subsidence, liquefaction or collapse? (Draft EIR, at p. 4.5-12)

**Finding:** The Baseline Roadway Master Plan Project would have no substantial adverse impacts from being located on an unstable unit or soil. (Draft EIR, at p. 4.5-12)

**Mitigation Measures:** No Project-specific mitigation measures are required for this particular impact.

**Explanation:** No signs of any crustal deformations are known in the Project area. The soils currently support composting/demolition and recycling operations and no signs of wall or slope failure have been witnessed. The soils in the area have been mapped by the USDA Soil Conservation Service and are of uniform consistency, which adds to their strength against ground failures. Groundwater is located several hundred feet below the ground surface reducing the chance for liquefaction and the alluvium is between 300 and 1,000 feet thick assuring a stable unit. No impact is expected from unstable soils. Due to the existing and planned use of the City Sports Park portion for water recharge basins and the presence of the San Antonio Spreading Grounds the opportunity for subsidence to occur is remote and should not pose a significant impact. (Draft EIR, at p. 4.5-12)

**Impact:** Would the proposed Project be located on expansive soil, as defined in the Uniform Building Code (1994), creating substantial risks to life or property?

**Finding:** The Baseline Road Master Plan Project would not be located on an expansive soil. (Draft EIR, at p. 4.5-13)

**Mitigation Measures:** No Project-specific mitigation measures are required for this particular impact.

**Explanation:** The soil contains very little components of clay, which can be an expansive soil. The soil has a low shrink-swell potential and is non-plastic. The soils on the Project site are not expansive. Therefore, there would be no impact from expansive soils. (Draft EIR, at p. 4.5-13)

**Impact:** Would the Project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

**Finding:** The Project would have less than significant impact because the Baseline Road Master Plan Project will be located in an area where Local sewer collection and wastewater treatment providers would serve the site. (Draft EIR, at p. 4.5-13)

**Mitigation Measures:** No Project-specific mitigation measures are required for this particular impact.

**Explanation:** Local sewer collection and wastewater treatment providers would serve the site; there is no need for septic systems. (Draft EIR, at p. 4.5-13)

**Impact:** Would the Project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Draft EIR, at p. 4.5-13)

**Finding:** The Baseline Road Master Plan Project would not expose people or structures to adverse effects from rupture of a known earthquake fault. (Draft EIR, at p. 4.5-13)

**Mitigation Measures:** No Project-specific mitigation measures are required for this particular impact.

**Explanation:** Several local faults exist within a close distance to the Project area, along with two major faults that affect much of the southern California region. The Cucamonga Fault is located within an Earthquake Fault Zone area but is offset north of the planned Project site. No other Alquist-Priolo Earthquake Fault Zones exist in the Project vicinity. The potential for ground rupture is considered less than significant. (Draft EIR, at p. 4.5-13)

**Impact:** Would the proposed Project cause any impacts resulting from grading and construction of development Projects in the area, including cut and fill operations, that would potentially alter the natural topography of the region, and result in cumulative impacts to geology and soils? (Draft EIR, at p. 5-9)

**Finding:** The Baseline Road Master Plan Project would not potentially alter the natural topography of the region have no substantial adverse cumulative impacts to geology and soils. (Draft EIR, at p. 5-9)

**Mitigation Measures:** No Project-specific mitigation measures are required for this particular impact.

**Explanation:** The proposed Project would not increase the level of exposure of people to geologic or seismic hazards. Cumulatively, the projects proposed in the area will result in additional development in an area of seismic vulnerability. Permanent structures cannot be constructed in Alquist-Priolo Zones; geologic investigations will be required prior to the permitting of any development project. In addition, the Uniform Building Code addresses requirements for construction to withstand earthquakes and associated groundshaking, settlement, etc. Therefore, cumulative impacts are anticipated to be less than significant (Draft EIR, at p. 5-9)

F. Hazards:

**Impact:** Would the proposed Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or water within one-quarter mile of an existing or proposed school? (Draft EIR, at p. 4.6-6)

**Finding:** The Baseline Road Master Plan Project would have a less than significant impact regarding hazardous emissions or acutely hazardous materials, substances, or water within one-quarter mile of an existing or proposed school because it is not located within one-quarter mile of a school site. (Draft EIR, at pp. 4.6-6)

**Mitigation Measures:** No Project-specific mitigation measures are required for this particular impact.

**Explanation:** The Master Plan is not located within one-quarter mile of a school site. Pepper Tree Elementary located 1045 W 18<sup>th</sup> Street is approximately one mile east of the Park View Specific Plan area. (Draft EIR, at pp. 4.6-6)

**Impact:** Would the Project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment (Draft EIR, at p. 4.6-6)

**Finding:** The Baseline Road Master Plan Project would not create a significant hazard to the public or the environment as a result of being located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 because it is not located on such a site. (Draft EIR, at p. 4.6-6)

**Mitigation Measures:** No Project-specific mitigation measures are required for this particular impact.

**Explanation:** This Project site does not occur on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. (Draft EIR, at p. 4.6-6)

**Impact:** Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? (Draft EIR, at p. 4.6-6)

Finding: The Baseline Road Master Plan Project would have no substantial adverse impacts on an adopted emergency response plans. (Draft EIR, at p. 4.6-7)

Mitigation Measures: No Project-specific mitigation measures are required for this particular impact.

Explanation: The Master Plan will be accessed from Baseline Road. Access points (emergency access) will be designed in accordance with standard requirements of the City of Upland Fire Department. Therefore, impacts to an emergency response plan or an emergency evacuation plan are anticipated to be less than significant with the approval of the Fire Department. (Draft EIR, at p. 4.6-6)

Impact: Would the Project cause any cumulative impacts due to hazards? (Draft EIR, at p. 5-9)

Finding: The Baseline Road Master Plan would have no substantial adverse cumulative impacts due to hazards. (Draft EIR, at p. 5-9, 5-10)

Mitigation Measures: No Project-specific mitigation measures are required for this particular impact.

Explanation: The proposed Master Plan includes uses that would store, use and dispose of hazardous materials typical of motor vehicle related uses such as gas stations. With the implementation of Mitigation Measures H-1 thru H-4, project level impacts are anticipated to be less than significant. Cumulative projects include a number of new warehouse facilities, RV sales lots and some other commercial uses that could potentially include service stations. The transport, use, storage and disposal of hazardous materials would increase incrementally as development continues in the area. However, the proposed Project and related projects (other than residential) are regulated by local, state and federal agencies for hazardous materials, and must show proof of compliance with all applicable regulations. Therefore, impacts resulting from the storage, use, or transportation of hazardous materials are not anticipated to be cumulatively significant. (Draft EIR, at p. 5-9, 5-10)

G. Hydrology and Water Quality:

Impact: Would the Project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? (Draft EIR, at p. 4.715)

Finding: The Baseline Road Master Plan Project would have no substantial adverse impacts on housing due from being located within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map. . (Draft EIR, at p. 4.7-15)

Mitigation Measures: No Project-specific mitigation measures are required for this particular impact.

Explanation: The proposed Park View Specific Plan would result in the development of 400 housing units. According to the Phase I Site Assessment, prepared for the Master Plan property, the site does not occur within a 100-year or 500-year flood plain. Marylou Mermilloid of the County Public Works Department, Water Resources Division, also confirmed that the Master Plan Project site is not within a Federal Emergency Management Agency (FEMA) designated flood zone or other flood delineation maps (personal communication, November 13, 2003). (Draft EIR, at p. 4.7-15)

**Impact:** Would the Project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? (Draft EIR, at p. 4.7-15)

**Finding:** The Baseline Road Master Plan Project would have no substantial adverse impacts on hazards due to flooding. (Draft EIR, at p. 4.7-15)

**Mitigation Measures:** No Project-specific mitigation measures are required for this particular impact.

**Explanation:** The Project site is located in a wash that has historically flooded during heavy storm events prior to the construction of the San Antonio Dam at the upper end of the wash above 24<sup>th</sup> Street. The development of the Project site would result in placement of structures in the wash. However, SR-210 is constructed between the Project site and the dam, and the area north of SR-210 contains retention basins designed to minimize potential impacts to the freeway resulting from dam failure. Therefore, inundation from a dam failure is remote to the point of being speculative. (Draft EIR, at p. 4.7-15)

**Impact:** Would the Project place structures which would impede or redirect flood flows within a 100-year flood hazard area? (Draft EIR, at p. 4.7-15)

**Finding:** The Baseline Road Master Plan Project would have no substantial adverse impacts regarding the placement of structures in an area which would impede or redirect flood flows. (Draft EIR, at p. 4.7-15, 4.7-16)

**Mitigation Measures:** No Project-specific mitigation measures are required for this particular impact.

**Explanation:** The Project site is located in a wash that has been historically flooded during heavy storm events prior to the construction of the San Antonio Dam at the upper end of the wash above 24<sup>th</sup> Street. The development of the Project site would result in placement of structures in the wash. However, SR-210 is constructed between the Project site and the dam, and the area north of SR-210 contains retention basins designed to minimize potential impacts to SR-210 resulting from flooding. Flood flows are contained by the dam and/or retention basins. Therefore, the chances of structures being placed in a location that would impede or redirect flood flows is remote to the point of being speculative.

**Impact:** Would the Project cause the Project site to be inundated by seiche, tsunami, or mudflow? (Draft EIR, at p. 4.7-16)

**Finding:** The Baseline Road Master Plan Project would have no substantial adverse impacts resulting from seiche, tsunami, or mudflow. (Draft EIR, at p. 4.7-16)

**Mitigation Measures:** No Project-specific mitigation measures are required for this particular impact.

**Explanation:** Since the Project Site is not located near the coast or any confined bodies of water, the potential for risk of inundation from tsunami or seiche are less than significant. (Draft EIR, at p. 4.7-16)

**Impact:** Would the Project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? (Draft EIR, at p. 4.7-16)

**Finding:** The Park View Specific Plan would not substantially deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. (Draft EIR, at p. 4.7-16)

**Mitigation Measures:** No Project-specific mitigation measures are required for this particular impact.

**Explanation:** The proposed commercial and residential development would have an estimated 227 acre-feet increase in demand for groundwater from the Four Basins Area, which represents 13.8 percent of the CY 2003 total production right (1,639.1 acre-feet) for San Antonio Water Company. This water demand is considered a less than significant impact because the Six Basin Area has continued to operate with carryover pumping rights and without supplemental water supplies. Accordingly, the development and operations of the Project would not substantially deplete the groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level.

The City of Upland can provide water service to areas within the Baseline Road Master Plan that are outside the City of Upland Sphere of Influence, subject to securing governmental approvals and any associated agreements for providing water service within these areas.

The Park View Specific Plan portion of the Project site includes two active domestic water wells currently operated by the San Antonio Water Company. The wells would remain in operation and be accessible for testing, sampling, maintenance and repair. No additional impacts would occur with the proposed Project design. (Draft EIR, at p. 4.7-16)

**Impact:** Would the Project cause any cumulative impacts to hydrology and water quality? (Draft EIR, at p. 5-7)

**Finding:** The Baseline Road Master Plan Project would have no substantial adverse cumulative impacts to hydrology and water quality. (Draft EIR, at p. 5-10)

**Mitigation Measures:** No Project-specific mitigation measures are required for this particular impact.

**Explanation:** As development occurs, local water resources, surface and underground, would be incrementally impacted as soils are covered over, runoff is increased, and more urban pollutants are introduced into the local and regional storm drain systems. In addition, urban pollutants associated with parking lots, roads, and landscaping, combine with stormwater that ultimately ends up in the Santa Ana River. Stormwater and discharge requirements are primarily administered by the Santa Ana Regional Water Quality Control Board (RWQCB) and Army Corp of engineers (ACOE) that require individual projects to employ Best Management Practices (BMPs) to control urban runoff from each site during construction. The RWQCB is also responsible for reviewing each project's Water Quality Management Plan (WQMP) for long-term operation and issuing the Waste Discharge Requirements for each project. Project related impacts are anticipated to be less than significant with the implementation of Mitigation Measures HWQ-1 thru HWQ-7. Employing BMPs that reduce the potential for storm water discharges to affect water quality have been proven successful when implemented at construction projects. Therefore impacts to hydrology and water quality are not anticipated to be cumulatively significant as mitigation measures are implemented on a project-by-project basis. (Draft EIR, at p. 5-10)

H. Land Use:

Impact: Would the Project physically divide an established community? (Draft EIR, at pp. 4.8-11)

Finding: The Baseline Road Master Plan Project would not physically divide an established community (Draft EIR, at p. 4.8-11)

Mitigation Measures: No Project-specific mitigation measures are required for this particular impact.

Explanation: The Project would not occur within the boundaries of any residential communities and therefore, will not divide established communities. (Draft EIR, at pp. 4.8-11)

Impact: Would the Project conflict with any applicable habitat conservation plan or natural community conservation plan? (Draft EIR, at pp. 4.8-11)

Finding: The Baseline Road Master Plan Project would not conflict with any applicable habitat conservation plan or natural community conservation plan. (Draft EIR, at p. 4.8-11)

Mitigation Measures: No Project-specific mitigation measures are required for this particular impact.

Explanation: The Project site is not identified in any habitat conservation plan or community conservation plan. (Draft EIR, at p. 4.8-11)

Impact: Would the Project be incompatible with existing land use in the vicinity? (Draft EIR, at pp. 4.8-11)

Finding: The Baseline Road Master Plan Project would not be incompatible with any existing land use in the vicinity (Draft EIR, at p. 4.8-11)

Mitigation Measures: No Project-specific mitigation measures are required for this particular impact.

Explanation: Park View Specific Plan Portion - The proposed Master Plan includes approximately 32 acres of residential development with densities of 10 to 20 units to the acre, for up to 400 housing units. The proposed residences would be built adjacent to a 75-foot undeveloped strip of land owned by the City of Upland. Existing residential development (Mountain Shadow) lies to the east of the strip. The proposed commercial uses in the Park View Specific Plan portion of the Master Plan will be sited to the west further away from the existing residential development and closer to SR-210. The proposed Project would include a raised median along Baseline Road that would buffer the proposed residential uses from the existing Holliday Rock Quarry to the south. Therefore, the proposed Master Plan would not result in incompatible land uses.

City Sports Park Portion - The Initial Study concluded that development of the approximate 57-acre City Sports Park portion of the Baseline Road Master Plan area into a City Sports Park might be inconsistent with the existing General Plan land use designation of Open Space. However, park facilities are allowable under the existing designation and would only require a Conditional Use Permit. The Project site has historically been used for flood control and groundwater recharge as well as sand and gravel extraction. The City Sports Park portion would continue to be used for flood control/groundwater recharge activities. The approval of a Conditional Use Permit will require environmental review, which may be supplemental to this EIR. In addition, the Sports Park would serve the surrounding residential development and is not generally considered incompatible with residential development. (Draft EIR, at p. 4.8-11, 4.8-12)

**Impact:** Would implementation of the proposed Project result in the conversion of an area designated as Open Space (City of Upland) to Park View Specific Plan? (Draft EIR, at p. 4.8-12)

**Finding:** The Baseline Road Master Plan Project would have no substantial adverse impacts resulting from the loss of open space land. (Draft EIR, at p. 4.8-12, 4.8-13, 4.8-14)

**Mitigation Measures:** No Project-specific mitigation measures are required for this particular impact.

**Explanation:** The Park View Specific Plan portion of the proposed Project would create new land uses on undeveloped land currently designated as Open Space. However, the pits were not open to the public or otherwise usable as open space for any active recreational opportunities. Conversely, the Project will create useable open space. The proposed Master Plan also includes development of a 57-acre City Sports Park that would provide a variety of recreational opportunities for the City. In addition, provision of 3.5 acres of parks, open space, and greenbelt within the Park View Specific Plan along with the 57 acre sports park would compensate for the loss of unusable open space. Therefore, the loss of open space is not considered significant.

**Impact:** Would the Project cause any cumulative impacts to land use? (Draft EIR, at p. 5-10)

**Finding:** The Baseline Road Master Plan Project would have no substantial adverse cumulative impacts to land use. (Draft EIR, at p. 5-10)

**Mitigation Measures:** No Project-specific mitigation measures are required for this particular impact.

**Explanation:** The Project site is located adjacent to single-family residences. The proposed Park View Specific Plan includes medium-density housing that would be developed adjacent to the existing residences to the east. The commercial and retail uses would be sited further away to the west from the existing residential development. Therefore, the proposed Master Plan would be compatible with adjacent existing uses with the implementation of Mitigation Measure LU-1. Cumulative projects include a variety of residential, commercial, industrial uses that could result in an incompatible development depending on the surrounding land uses. However, a City's General Plan and Zoning Ordinance ensures that land uses are compatible or that they can provide buffers between uses in order to reduce potential land use conflicts. Additionally, City required development standards would be incorporated into future proposed developments to resolve any other potential land use conflicts. Therefore, this impact to land use/planning would not be cumulatively significant (Draft EIR, at p. 5-10)

I. Noise:

**Impact:** Would the Project cause any cumulative impacts to noise? (Draft EIR, at p. 5-11)

**Finding:** The Baseline Road Master Plan Project would have no substantial adverse cumulative impacts to noise. (Draft EIR, at p. 5-11)

**Mitigation Measures:** No Project-specific mitigation measures are required for this particular impact.

**Explanation:** Long-term noise is associated with new commercial and residential uses and associated new vehicle trips. Area roadways are projected to experience significant noise impacts due to area-wide growth in general. Therefore, increases in ambient noise in the

area would be cumulatively significant. However, the minimization of noise impacts can occur with appropriate project design; both to alleviate noise generation from the Project and to alleviate noise impacts to sensitive receptors. Noise barriers should be constructed for all schools, residential areas, and parks that could be impacted by traffic noise. With the compliance of appropriate City and/or County noise standards cumulative impacts are anticipated to be less than significant. (Draft EIR, at p. 5-11)

J. Traffic and Circulation:

Impact: Would the Project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? (Draft EIR, at p. 4.11-18)

Finding: The Baseline Road Master Plan Project would not increase hazards due to a design feature. (Draft EIR, at p. 4.11-18)

Mitigation Measures: No Project-specific mitigation measures are required for this particular impact.

Explanation: The proposed Project is not anticipated to create hazards due to design features (e.g., sharp curves, etc.) as the developer would be required to comply with conditions of approval from the City of Upland and Claremont Public Service Departments (e.g., Fire, Police, Public Works/Engineering etc.). The land use plan combines a pedestrian oriented commercial center with residential neighborhoods designed around parks and greenbelts. Residential areas are connected through pedestrian trails and greenbelts to the commercial center and to a proposed City Sports Park. Streets within Park View Specific Plan are designed to encourage walking and outdoor activity with sidewalks separated from the street by landscaped parkways. (Draft EIR, at p. 4.11-18)

Impact: Would the Project result in inadequate parking capacity? (Draft EIR, at p. 4.11-19)

Finding: The Baseline Road Master Plan Project would not result in inadequate parking capacity (Draft EIR, at p. 4.11-19)

Mitigation Measures: No Project-specific mitigation measures are required for this particular impact.

Explanation: The proposed Baseline Road Master Plan includes development of adequate parking spaces/lots as new commercial businesses are occupied. Parking for the single-family detached and attached homes is proposed at minimum of 2 parking spaces per residence. Residences that would be clustered or stacked would also have guest parking of 0.25 spaces per dwelling unit. A total of approximately 1,066 (including garage and guest parking) parking spaces would be provided for the residential development. A total of 500 parking spaces would be provided in the commercial development (5 spaces per 1,000 square feet of Gross Building Area). No impacts would occur.

For the proposed City Sports Park, parking capacity has not been determined. The City Sports Park would have to be designed so that that visitor parking could be accommodated on-site and not overflow onto the commercial site. There is no street parking allowed on Benson Avenue.

Impact: Would the Project conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)? (Draft EIR, at p. 4.11-19)

Finding: The Baseline Road Master Plan Project would have no substantial adverse impacts to alternative transportation. (Draft EIR, at p. 4.11-19)

Mitigation Measures: No Project-specific mitigation measures are required for this particular impact.

Explanation: The circulation of the Master Plan would allow pedestrian access throughout the site from Baseline Road. There is an existing bike lane on Baseline Road and bicycles would continue to be accommodated on Baseline Road and parking lots but would not intermingle with pedestrians internally. Bus turn-outs and shelters will be installed by the Project proponent in a number of locations designated by OmniTrans unless the Transit Authority determines that there is no need for such facilities. If a bus shelter is required by OmniTrans, the design of the shelter shall be compatible with the architectural character established at the Project entries to the Park View Specific Plan. No rail, waterborne or air traffic would be affected by the proposed Project. (Draft EIR, at p. 4.11-19, 4.11-20)

Impact: Would the Project cause any cumulative impacts to traffic? (Draft EIR, at p. 5-11)

Finding: The Baseline Road Master Plan Project would not have adverse cumulative impacts to traffic. (Draft EIR, at p. 5-11)

Mitigation Measures: No Project-specific mitigation measures are required for this particular impact.

Explanation: The Traffic Impact Analysis prepared for the Project included an analysis of future conditions in 2009 and 2025 that took into account ambient growth in the area. Mitigation measures, including fair-share payment of fees for roadway and freeway improvements, would ensure that future levels of service (LOS) in the area would remain at LOS D or better. Therefore, cumulative impacts associated with transportation and circulation are anticipated to be less than significant with the implementation of Mitigation Measures TC-1 thru TC-2 (Draft EIR, at p. 5-11)

K. Public Services:

Impact: Would the Project result in a need for new or physically altered government facilities for fire protection services?. (Draft EIR, at p. 4.12-2)

Finding: The Baseline Road Master Plan Project would not result in a need for new or physically altered government facilities for fire protection services. (Draft EIR, at p. 4.12-3)

Mitigation Measures: No Project-specific mitigation measures are required for this particular impact.

Explanation: The Project would result in an increase of approximately 1,329 people (1,169 from the proposed 400 housing units and 160 employees from the 80,000 square feet of commercial development on the Upland portion of the Specific Plan). This represents an approximately 1.80 percent increase in the City's current population of 73,697. The Project-generated increase of 1,329 people (residents plus employees on-site) would require less than one (0.77) additional firefighter in order for the City to maintain its current firefighters/citizen ratio of 1:1,714 and not result in the need for the creation of any new facilities. Development Impact Fees (DIF) to be collected at the time of Project approval would offset impacts to fire services. The DIF is collected to support construction, installation, or purchase of "public facilities." Less than significant impacts are anticipated. (Draft EIR, at p. 4.12-3)

Impact: Would the Project result in a need for new or physically altered government facilities for police protection services? (Draft EIR, at p. 4.12-4)

**Finding:** The Baseline Road Master Plan Project would have no substantial adverse impacts on police protection services. (Draft EIR, at p. 4.12-5)

**Mitigation Measures:** No Project-specific mitigation measures are required for this particular impact.

**Explanation:** A potential increase in population (residents plus employees on-site) from 73,697 to 75,026 would change the existing deputy to citizen ratio of 1.33:1,000 to approximately 1.30:1,000. The projected population increase associated with development of the Park View Specific Plan portion within the City of Upland would result in a less than two percent (1.8) increase in police service. The City will continue to seek funding from State and federal sources to augment law enforcement services. This assists in assuring the provision of the highest level of security and police protection to preserve and to protect the health, safety, welfare and property of community residents and businesses. This would be a less than significant impact and not result in the need for the creation of any new facilities. (Draft EIR, at p. 4.12-5)

**Impact:** Would the Project result in a need for additional library services? (Draft EIR, at p. 4.12-8)

**Finding:** The Baseline Road Master Plan Project would have no substantial adverse impacts on library services. (Draft EIR, at p. 4.12-8)

**Mitigation Measures:** No Project-specific mitigation measures are required for this particular impact.

**Explanation:** If all of the residents created by implementation of the Baseline Road Master Plan are new, then the City's current population would increase from 73,697 to 74,867. Based on the increase in population, the City's adopted library space standard would change from 342 square feet to approximately 336 square feet of library space per 1,000 population. Since the City would still maintain the adopted library standard of 200 to 400 square feet of library space per 1,000 population, implementation of the proposed Project would have a less than significant impact on existing library services within the City. (Draft EIR, at p. 4.12-8)

**Impact:** Would the Project result in a need for additional medical facilities? (Draft EIR, at p. 4.12-8)

**Finding:** The Baseline Road Master Plan Project would have no substantial adverse impacts on medical facilities. (Draft EIR, at p. 4.12-9)

**Mitigation Measures:** No Project-specific mitigation measures are required for this particular impact.

**Explanation:** Implementation of the Baseline Road Master Plan would result in new employees and residents in Upland. The number of additional medical facilities that would be required is not based on a threshold population. All independent facilities are planning for regional growth to accommodate population growth. It can be expected that the San Antonio Community Hospital, Doctor's Hospital Medical Center of Montclair, the Pomona Valley Hospital Medical Center and American Medical Response would expand as needs are identified. Impacts to medical facilities are considered less than significant. (Draft EIR, at p. 4.12-9)

**Impact:** Would the Project result in a need for additional park acreage? (Draft EIR, at p. 4.12-12)

Finding: The Baseline Road Master Plan Project would have no substantial adverse impacts on parks. (Draft EIR, at p. 4.12-12)

Mitigation Measures: No Project-specific mitigation measures are required for this particular impact.

Explanation: The Baseline Road Master Plan includes approximately 57 acres to be developed into a City Sports Park. Implementation of the Baseline Road Master Plan would create additional parks and recreational areas, and would assist the City in meeting its park acreage standard. No impacts would result. (Draft EIR, at p. 4.12-12)

Impact: Would the proposed Project cause any cumulative impacts to public services? (Draft EIR, at p. 5-11)

Finding: The Baseline Road Master Plan Project would have no substantial adverse cumulative impacts to public services. (Draft EIR, at p. 5-11)

Mitigation Measures: No Project-specific mitigation measures are required for this particular impact.

Explanation: The creation of new residential, commercial and recreational uses from the development of the proposed Master Plan and other cumulative projects could increase the need for additional public services. The impacts on public services will be mitigated through each municipality's development impact fees. The development impact fees are designed to meet the financial requirements of such service expansions and are based on approved development plans for service areas within the agencies' jurisdiction. New development would be subject to permitting and development fees. Therefore, cumulative impacts to public services are not anticipated to be significant.

L. Public Utilities and Infrastructure:

Impact: Would the Project result in the development of more intense land uses than what currently exists on-site, and therefore place additional demand on the existing sewer and wastewater treatment facilities? (Draft EIR, at p. 4.13-6)

Finding: The Baseline Road Master Plan Project would have no substantial adverse impacts on existing sewer and wastewater treatment facilities. (Draft EIR, at p. 4.13-7)

Mitigation Measures: No Project-specific mitigation measures are required for this particular impact.

Explanation: As part of the Park View Specific Plan development plan, the 8-inch Baseline Road sewer main that currently terminates near the Project site's eastern boundary, would be extended approximately 1,600 feet to the west in order to serve the Park View Specific Plan area. A new 10-inch sewer main will be constructed throughout the Specific Plan area and extended to the southern boundary of the future City Sports Park located north of the Park View Specific Plan. Due to the location and proposed grades for the commercial area of the Park View Specific Plan, an on-site, private sewer lift station will be constructed to serve this area. The Applicant would also be responsible for improving deficient sewer main segments on Benson Avenue from Foothill Boulevard south to Arrow Highway (approximately 2,700 linear feet) from an 8-inch to a 10-inch sewer main. A small portion of the Project lies outside of the City limits. An inter-agency sewer service agreement will be needed, with approvals from Claremont and Los Angeles County Service District (LACSD), before the Claremont-areas can be served by sewers. Sewer service is the responsibility of the City of Claremont, and not the City of Upland, and changes can be adopted, or should be adopted by the City of Claremont.

**Impact:** Would the Project cause any cumulative impacts to public utilities and infrastructure? (Draft EIR, at p. 5-12)

**Finding:** The Baseline Road Master Plan Project would have no substantial adverse cumulative impacts to public utilities and infrastructure. (Draft EIR, at p. 5-12)

**Mitigation Measures:** No Project-specific mitigation measures are required for this particular impact.

**Explanation:** Cumulative projects in the area, including the Project, would add incrementally to the use of these systems. Long-range planning on the part of the various agencies responsible for maintaining and upgrading these systems take into account assumptions made by individual cities and counties about community growth and what will be required to maintain adequate utilities and infrastructure. Expansion of utility systems and infrastructure will be met by the payment of impact fees as new projects are approved and permitted on a project- by-project basis and therefore cumulative impacts to public utilities are anticipated to be less than significant. (Draft EIR, at p. 5-12)

**M. Population, Employment and Housing:**

**Impact:** Would the Project displace existing housing or people, necessitating the construction of replacement housing elsewhere? (Draft EIR, at p. 4.14-6)

**Finding:** The Baseline Road Master Plan Project would not displace existing housing or people. (Draft EIR, at p. 4.14-6)

**Mitigation Measures:** No Project-specific mitigation measures are required for this particular impact.

**Explanation:** A portion of the Project site is currently being used as a demolition, composting and recycling facility (Intravaia Rock and Sand, Inc.). The remainder is vacant or an inactive mine quarry. No houses would be displaced as a result of the proposed Project. (Draft EIR, at p. 4.12-6)

**Impact:** Would the Project induce substantial population and employment growth in the area? (Draft EIR, at p. 4.14-6)

**Finding:** The Baseline Road Master Plan Project would not induce substantial population and employment growth for the area. (Draft EIR, at p. 4.14-7, 4.14-8)

**Mitigation Measures:** No Project-specific mitigation measures are required for this particular impact.

**Explanation:** The development of the proposed Project would not be anticipated to create a significant migration of new residents into the City. Any population increase that may result from the implementation of the proposed Project would be consistent with the population increases previously projected by SCAG for the City and the County of San Bernardino; therefore, no significant growth inducing impacts would occur.

As for growth inducing impacts for housing, SCAG projections indicate that by 2020, the number of housing units in the City would grow to 32,486 units. This growth represents an increase of 6,531 units (or 25.6%) from the 25,955 units in 2005 as estimated by SCAG. The 400 housing units that would be developed with the proposed Project represent an incremental increase of approximately 6 percent over the projected future (2020) housing stock. The addition of 400 housing units is incremental and at the same annual rate as that

has previously been anticipated by SCAG; therefore, no significant housing-related impact would occur.

The commercial development envisioned as part of the proposed Project is anticipated to accommodate smaller retail, service, and convenience uses that would serve residents of the Project area and the surrounding areas. Utilizing an employment factor of one employee for every 500 square feet of retail space, the retail component of the proposed Project would result in the creation of up to 160 new jobs in the City. These 160 jobs represent an incremental increase of approximately 0.4 and 0.30 percent over the total employment projected in the City in 2010 and 2020, respectively. The proposed commercial uses are not anticipated to create a regional employment draw into the City of Upland. Because of the scale and type of the commercial uses proposed, it is likely that any new position created would be filled by the existing City residents (Draft EIR, at p. 4.14-7, 4.41-8)

Impact: Would the Project cause any cumulative impacts to population, employment and housing? (Draft EIR, at p. 5-12)

Finding: The Baseline Road Master Plan Project would have no substantial adverse cumulative impacts to population, employment and housing. (Draft EIR, at p. 5-12)

Mitigation Measures: No Project-specific mitigation measures are required for this particular impact.

Explanation: The estimated population growth from the Baseline Road Master Plan is consistent with SCAG's projections. Buildout of the projects in the area would result in the addition of 6,713 residential units with an estimated population of nearly 18,530 residents in the area. The demands for services and utilities and other resources, resulting from this growth will be significant. The planning processes carried out by the cities and the County are expected to address SCAG's long range planning objectives and the demands associated with the growth that will result from buildout of the area. No significant cumulative impacts are anticipated. (Draft EIR, at p. 5-12)

### SECTION 3. FINDINGS REGARDING IMPACTS MITIGATED TO A LEVEL OF LESS THAN SIGNIFICANT

The City Council hereby finds that mitigation measures have been identified in the EIR that will avoid or substantially lessen the following potentially significant environmental impacts to a less than significant level. This Section also sets out in greater detail specific impacts that were determined to be less than significant even without the implementation of mitigation measures. The potentially significant impacts and the mitigation measures which will reduce them to a less than significant level are set out in the EIR and summarized below.

#### A. Aesthetics:

Impact: The proposed Project could create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. (Draft EIR, at p. 4.1-12)

Finding: Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the significant environmental effect identified in the Final EIR.

Mitigation Measures:

*AVQ-1: Prior to issuance of Building Permits, the Applicant shall submit a final lighting plan to the City of Upland that complies with all applicable requirements and policies of the City of Upland and which shows the exact locations of light poles and the proposed*

*orientation of the fixtures demonstrating that the light and glare is directed away from the homes to the north and east.*

*All streets within Park View will have uniform lighting standards with respect to style, materials, and colors in order to ensure consistent design. Each residential Planning Area may develop its own lighting standards, provided that the selected lighting fixture style is used consistently throughout the residential development and is approved by the Southern California Edison and the City of Upland. Lighting fixtures will be integrated into the visual environment and the appropriate architectural theme.*

*All lighting fixtures shall comply with the regulations and provisions such as,*

- The level of on-site lighting and lighting fixtures will comply with all applicable requirements and policies of the City of Upland. Energy conservation, safety and security measures should be emphasized when designating any lighting system.*
- All outdoor lighting, including spotlights, floodlights, electrical reflectors and other means of illumination for signs, structures, landscaping, parking, loading, unloading, and similar areas will be focused, directed, and arranged to prevent glare and illumination on streets or adjoining property.*
- All exterior lights will be shielded and focused to minimize spill light into the night sky or adjacent properties per the City of Upland regulations for light pollution.*
- Neon and similar types of lighting are prohibited in all areas of Park View Specific Plan.*
- No freestanding residential light fixtures will exceed twenty-five feet in height; parking lot light standards will not exceed thirty feet. In no instance will over wash occur beyond property lines. Playing field light fixtures may exceed these standards.*
- The lighting concept for the entry monumentation features will illuminate the sign graphics and to gently wash the walls and pilasters with light. Trees and other landscape features will be illuminated by ambient light reflecting off of entrance walls.*
- All electrical meter pedestals and light switch/control equipment shall be located with minimum public visibility or shall be screened with appropriate plant materials. (Draft EIR, at pp. 4.1-13, 4.1-14)*

*AVQ-2 - Prior to issuance of Permits for the City Sports Park, the City of Upland shall prepare a final lighting plan showing the exact locations of light poles and the proposed orientation of the fixtures and directing light and glare away from the homes along the northern, eastern, and southern boundaries of the City Sports Park portion.*

**Explanation:** The proposed Project would include light fixtures scattered throughout the commercial parking areas and near buildings. Since the businesses would be open past sundown, the nighttime lights would create an impact to the proposed residences. The existing residences would be buffered from the proposed commercial development by the City Sports Park and the proposed residential development within the Park View Specific Plan. All outdoor lighting, including spotlights, floodlights, electrical reflectors and other means of illumination for signs, structures, landscaping, parking, loading, unloading, and similar areas will be focused, directed, and arranged to prevent glare and illumination on streets or adjoining property. All exterior lights will be shielded and focused to minimize spill light into the night sky or adjacent properties per the City of Upland regulations for light pollution. Neon and similar types of lighting are prohibited in all areas of the Park View Specific Plan.

Daytime glare would be generated by the introduction of residential structures, commercial buildings, parking areas, vehicles, and windows at the currently vacant site. However, the Project site is relatively remote, with the existing Mountain Shadows residential development to the east the only potentially affected area. However, these homes would not be significantly impacted, as proposed residential development would separate existing houses from proposed commercial development, and consequently any associated glare. Therefore, glare from the Specific Plan's commercial development would not create a significant impact to future residents. (Draft EIR, at pp. 4.1-7, 4.1-8)

The Lemon Heights homes located to the north, Mountain Shadows homes located to the south and east, and Park View Specific Plan residential development proposed to be located west and south of the proposed City Sports Park would potentially be exposed to lighting from the playing fields. However, these lights will be below grade, and would be situated to shine towards the ground, not towards the homes. The light from the fields would not affect SR-210, which runs parallel to the northwestern edge of the City Sports Park portion, due to light shielding.

A lighting plan that will meet the safety standards for the City Sports Park and minimize the effects of nighttime lighting on surrounding properties and viewsheds to the extent feasible would be prepared prior to development activities.

**B. Air Quality:**

Impact: Development of the Master Plan could increase greenhouse gas (GHG) emissions. (Draft EIR, at p. 4.2-32)

Finding: Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the significant environmental effect identified in the Final EIR.

**Mitigation Measures:**

*AQ-5 - The Applicant shall comply with the energy standards and GHG reduction measures as required by the City, State, or Federal Government at the time of issuance of building permits and will include but not be limited to:*

- *The utilization of florescent light bulbs where feasible;*
- *Prohibiting delivery trucks from idling for more than two minutes;*
- *The use of Energy Star efficiency rated appliances in all residential and commercial buildings;*
- *The utilization of tank-less water heaters where feasible in all residential and commercial buildings; and*
- *The use of solar energy where feasible. (Draft EIR, at p. 4.2-40)*

Explanation: There are currently no published thresholds of significance for measuring the impact of GHG emission generated by a project. Neither CARB nor the SCAQMD has issued recommendations, methodologies or significance thresholds for evaluating projects under CEQA law. CEQA Guidelines §15064.7 indicates only that, "each public agency is encouraged to develop and publish thresholds of significance that the agency uses in the determination of the significance of environmental effects."

"Global climate change" refers to a phenomenon where the earth's temperature rises and results in numerous climate related impacts. An individual project such as that being proposed cannot generate enough GHG emissions to influence global climate change. The Project can contribute incrementally to the cumulative increase of all other sources of GHG, which when taken together are believed by some to contribute to global climate change impacts.

The primary source of GHG emissions generated by the proposed Project will be from motor vehicles emissions. Other emissions from the Project site will be generated from the combustion of natural gas for space and water heating. Emissions will also be generated off-site by the use of natural gas and oil for the generation of electricity consumed by the Project. The URBEMIS2007 Air Quality Model was used to estimate GHG emissions as it incorporates EMFAC2007 emission factors. URBEMIS2007 also includes default natural gas usage rates for residential, industrial, and commercial land uses. Emission factors for natural gas are from the U.S. EPA (EPA 1998). Default values were used for natural gas consumption. GHG emissions associated with proposed Project are listed in Table 1 (Table 4.2-15 in the Draft EIR). The emission levels listed reflect the estimated winter season levels, which are normally higher due to atmospheric conditions (marine layer) and increased use of heating systems. (Draft EIR, at p. 4.2-33)

Table 1  
Total Project Emissions  
(Pounds Per Day)

Source	GHG Emissions
Project Emissions in Pounds Per Day	84,658.62
Project Emissions in Metric Tons Per Day (MT)	38.4

Source: URBEMIS2007

Table 2 (Table 4.2-16 in the Draft EIR) compares the emissions due to the Project in million metric tons of carbon dioxide equivalent (MMT CO<sub>2</sub>EQ) to emissions of California, the United States, and the world. This comparison shows that the Project represents a very small percentage of the total GHG emissions. The Project would result in a less than 0.000001% increase in the estimated GHG generated in the State of California. To reduce California's GHG emissions, the California EPA Climate Action Team developed a report that outlined strategies for meeting the Governor's targets. Consistency of the proposed Project with the strategies are the most appropriate action to be used at this time as the report "proposed a path to achieve the Governor's target that will build on voluntary actions of California businesses, local governments and community actions, and state incentive and regulatory programs" (Climate Action Team, p.97). AB 32 requires that a list of emission reduction strategies be published to achieve the goals set out in AB 32. However, until these are published, Executive Order S-3-05 issued by the Governor of California shall be considered. (Draft EIR, at p. 4.2-33)

Table 2  
Comparison of Daily Project Emissions With Daily Global Emissions

	MMT CO <sub>2</sub> EQ*
Project Emissions	0.0000384
State of California	471
United States	7,068
World	27,941

\*Climate change documentation uses the units of "million metric tons of carbon dioxide equivalents (MMT CO<sub>2</sub>EQ)" to describe the magnitude of greenhouse gas (GHG) emissions or reductions. A metric ton of greenhouse gas is approximately 2,205 lbs

Because thresholds of significance relating to impacts from GHG have not been established, a determination of level of significance is difficult to ascertain. It is unlikely that GHG emissions directly related to implementation of the Baseline Road Master Plan would

contribute significantly to Global Climate Change. The mitigation measures will, however reduce those emissions believed to contribute to Global Climate Change. (Draft EIR, at p. 4.2-40)

C. Biological Resources:

Impact: The proposed Project could have a substantial adverse effect, either directly or through habitat modifications on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service. (Draft EIR, at p. 4.3-13)

Finding: Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the significant environmental effect identified in the Final EIR.

Mitigation Measures:

*BIO-1 - The Applicant shall conduct protocol level surveys for coastal California Gnatcatchers in all areas supporting suitable coastal sage scrub habitat that may be affected by the Project. This will include a minimum 300-foot buffer. Presence/absence of this species shall be determined no more than one year prior to construction activities. If present, the Applicant shall avoid construction in or adjacent to occupied habitat during the breeding season (March 15-July 31). If direct impacts to coastal California gnatcatcher occupied habitat cannot be avoided, Project activities shall not occur in occupied habitat until impacts to this species have been addressed through Section 10(a)(1)(B) process under the Federal Endangered Species Act of 1973, as amended. The Applicant shall complete compliance with the Federal Endangered Species Act prior to Project construction. Mitigation measures developed through this process may include restriction of construction activities within coastal sage scrub habitat during the gnatcatcher breeding season (March 15-July 31), restoration/creation/enhancement of on-site coastal sage scrub habitat, and/or the purchasing of land or mitigation bank credits at an appropriate ratio to offset impacts to gnatcatchers and their habitat. (Draft EIR, at p.4.3-14)*

*BIO-3 - A qualified biologist shall conduct pre-construction surveys for burrowing owls no more than 30 days prior to commencement of Project activities. If burrowing owls are observed within the Project area or areas adjacent to it during the breeding season (February 1 to August 31), a 250-foot buffer zone shall be established around the occupied burrow(s) and construction delayed in that buffer zone until all young have fledged and are able to feed on their own, as determined by monitoring surveys conducted by a qualified biologist. Breeding burrowing owls and their young should not be relocated. (Draft EIR, at p. 4.3-15)*

Explanation: The Biological Technical Report completed in September 2003 recommended a formal presence/absence survey, following guidelines recommended by USFWS for the California gnatcatcher. In October 2003 a formal presence/absence survey was initiated. No California gnatcatchers were observed or heard during the surveys. Six occurrences for California gnatcatcher were reported on the California Natural Diversity Data Base search for the Ontario and surrounding quadrangles. The nearest records are from the vicinity of Indian Hill Rancho Santa Ana Botanic Garden; one from an egg collection in 1918 and one from an observation in 1994. None are currently known from the area. The nearest known existing population is at Bonelli Regional Park over 6 miles away to the southwest. All the remaining records are from more than 10 miles away, and represent single sightings.

The 2004 presence/absence survey only covered the Park View Specific Plan portion of the Master Plan area. However, it is possible that California gnatcatchers could have re-inhabited the entire Master Plan area since the 2004 survey. The California gnatcatcher could be impacted by clearing and grading activities associated with development of both

the Park View Specific Plan portion and the City Sports Park portion of the Project thereby creating a potentially significant impact. (Draft EIR, at p. 4.3-14)

No burrowing owls were observed on the site during the survey. However, they may occur in areas not covered by this field survey (particularly the sand and gravel quarry). Mitigation shall be implemented to comply with the California Department of Fish and Game guidelines for species of special concern (Burrowing owl). (Draft EIR, at p. 4.3-15)

Finding: Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the significant environmental effect identified in the Final EIR.

Mitigation Measures:

*BIO-2 - To avoid incidental killing of birds protected under the Migratory Bird Treaty Act and the California Fish and Game Code, scheduling initial grading and brush removal of any previously undisturbed habitat shall occur outside the breeding season. No vegetation removal should occur between early spring (15 March) and mid summer (15 July).*

Explanation: Many migratory birds, including some special status birds, might use the site briefly during spring or fall; these include southwestern willow flycatcher, least Bell's vireo, yellow warbler, and yellow-breasted chat. Several sensitive raptors might forage over the site, particularly during winter, but do not nest on the site. These include white-tailed kite, northern harrier, golden eagle, ferruginous hawk, sharp-shinned hawk, Cooper's hawk, merlin, and prairie falcon. The following mitigation measures are recommended to comply with the Migratory Bird Treaty Act. (Draft EIR, at p. 4.3-15)

D. Cultural Resources:

Impact: The proposed Project could disturb human remains, including those interred outside of formal cemeteries. (Draft EIR, at p. 4.4-4)

Finding: Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the significant environmental effect identified in the Final EIR.

Mitigation Measures:

*C-1 If human remains are encountered during grading and other construction excavation, work in the immediate vicinity shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5.*

*C-2 In the event that Native American cultural resources are discovered during Project development/construction, all work in the immediate vicinity of the find shall cease and a qualified archaeologist meeting Secretary of Interior Standards shall be hired to assess the find. Work on the overall Project may continue during this assessment period.*

*C-3 If significant Native American cultural resources are discovered, for which a Treatment Plan must be prepared, the Applicant or his archaeologist shall contact the Morongo Band of Mission Indians. If requested by the Tribe, the Applicant or the Project archaeologist shall, in good faith, consult on the discovery and its disposition (e.g. avoidance, preservation, return of artifacts to tribe, etc.). (Draft EIR, at p. 4.4-4, 4.4-5)*

Explanation: The Project site has been highly disturbed by the construction of State Route 210 (SR-210), previous sand and gravel operations, and a composting/demolition and recycling operation. No human remains have been recovered to this date. However, pursuant to SB 18 that requires local governments to consult with tribes prior to making adoption and amendment of both general plans (defined in Government Code §65300 et

seq.) and specific plans (defined in Government Code §65450 et seq.), the Native American Heritage Commission (NAHC) and the list of tribes provided by NAHC were notified of the proposed Project. Only the Morongo Band of Mission Indians responded. (Draft EIR, at p. 4.4-4)

Impact: The proposed Project could directly or indirectly destroy a unique paleontological resource or site or unique geological feature. (Draft EIR, at p. 4.4-5)

Finding: Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the significant environmental effect identified in the Final EIR.

Mitigation Measures:

*C-4 - Fossils found by contractors, or subcontractors during the development of the Master Plan, shall be reported immediately to the Planning Department of the governing jurisdiction (City of Upland). These officials shall provide direction to contact a paleontological monitor from the San Bernardino County Museum. A member of the museum staff or a museum-authorized paleontologist will be dispatched to monitor the fossil location. All excavation shall cease in the area of the find until the monitor is on-site. If significant fossils (those having potential to increase scientific knowledge; including all identifiable vertebrate remains) are encountered on the property, the following procedures shall be followed:*

- a) The paleontologist retained for the Project shall immediately evaluate the fossils that have been discovered to determine if they are significant and, if so, to develop a plan to collect and study them for the purpose of mitigation.*
- b) If fossils are found, the paleontologic monitor shall be empowered to temporarily halt or redirect excavation equipment to allow evaluation and removal of the fossils as needed. To minimize construction delays, the monitor should be equipped to speedily collect specimens if they are encountered.*
- c) The monitor, with assistance if necessary, shall collect individual fossils and/or samples of fossil bearing sediments. If specimens of small animal species are encountered, the most time- and cost-efficient method of recovery is to remove a selected volume of fossil bearing earth from the grading area and screen wash it off-site.*
- d) Fossils recovered during earthmoving, or as a result of screen washing of sediment, shall be cleaned and prepared sufficiently to allow identification. This allows the fossils to be described in a report of findings and reduces the volume of matrix around specimens prior to storage, thus reducing storage costs.*
- e) A report of findings shall be prepared and submitted to the San Bernardino County Museum, as the agency responsible for overseeing developments and mitigation of environmental impacts upon completion of mitigation. This report would minimally include a statement of the types of paleontologic resources found, the methods and procedures used to recover them, an inventory of the specimens recovered, and a statement of their scientific significance.*
- f) The paleontological specimens recovered as a result of mitigation shall be transferred to a qualified scientific institution where they would be afforded long-term preservation for future scientific study. (Draft EIR, at p. 4.4-5, 4.4-6)*

Explanation: The Project site has been highly disturbed by the construction of SR-210, previous sand and gravel operations, and a composting/demolition and recycling operation. No paleontological resources, sites, or unique geological features have been recovered to this date. However, there is always a possibility that excavation during development may

result in the disturbance of previously unidentified paleontological resources, sites, or unique geological features. (Draft EIR, at p. 4.4-5)

E. Geology and Soils:

Impact: The proposed Project could expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Strong seismic ground shaking. (Draft EIR, at p. 4.5-13)

Finding: Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the significant environmental effect identified in the Final EIR.

Mitigation Measures:

*G-1 - All new structures shall be built according to the California Building Code and respective City standards. Building officials shall check and inspect all plans for seismic safety requirements before approval of any construction. (Draft EIR, at p.4.5-14)*

Explanation: A major earthquake on the San Andreas fault can be expected to last between one and two minutes and register an 8 Mw. The effect of strong ground shaking can be catastrophic unless all proper mitigation efforts are made. Un-reinforced masonry buildings would probably collapse, but well-made steel or wooden frame buildings have the best survival rates. The soils in the Project area have a very high bearing strength and very little shrink or swell potential. In addition, the soils are homogenous in the Project area and contain varying sizes of particles adding additional strength to the soil. The above mitigation measure would ensure impacts resulting from strong ground shaking are reduced to a less than significant level. (Draft EIR, at p. 4.5-13, 4.5-14)

Impact: The proposed Project could result in substantial soil erosion or the loss of topsoil. (Draft EIR, at p. 4.5-14)

Finding: Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the significant environmental effect identified in the Final EIR.

Mitigation Measures:

*G-2- Grading activities shall be minimized and performed immediately prior to any new construction activities.*

*G-3 - Disturbed soils shall be watered at least twice daily to ensure the control of fugitive dust escaping off-site.*

*G-4 - A National Pollutant Discharge Elimination System permit shall be obtained before construction is started. To obtain the permit, a SWPPP must be submitted showing how storm waters will be controlled through BMP's to avoid off-site sedimentation.*

*G-5 - Soils left bare or inactive for longer than thirty days shall be planted with ground cover or covered by approved means to assure no loss of topsoil. (Draft EIR, at pp. 4.5-15)*

Explanation: Development on the site in which grading and filling activities take place can leave soils especially vulnerable to wind and water erosion during construction. The lack of soil moisture and the minimal amount of clay material for binding could subject loose soils to high winds or substantial rainfall. Grading of the approximate 42-acre Park View Specific Plan portion would entail approximately 300,000 to 400,000 cubic yards of soil movement, which is estimated to take six months to complete. The City Sports Park portion of the site is located in an inactive mining quarry and is currently below ground surface. The lowered

elevation of this area would protect it from strong winds and would catch storm water runoff. For use as a City Sports Park, portions of the site would be seeded with grass or planted with trees further increasing the area's ability to control the loss of topsoil or potential erosion. The future plans could include small storage facilities, restrooms, or play areas, that would require leveling or grading activities resulting in some soil disturbance.

Soils left bare during construction activities can erode due to high wind speeds or the presence of swiftly moving water. To avoid these detrimental effects mitigation measures would be implemented to control off-site migration of soils. In addition, as part of the National Pollution Discharge Elimination System (NPDES), a storm water management plan would be required of the contractor delineating the methods used to control the erosion process on-site and the types of containment structures that would be used to control eroding soils such as sand bags or hay bales. The above mitigation measures will reduce this impact to a less than significant level. (Draft EIR, at p. 4.5-14, 4.5-15)

F. Hazards:

Impact: The Project could create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. The Project could create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. (Draft EIR, at p. 4.6-7)

Finding: Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the significant environmental effect identified in the Final EIR.

Mitigation Measures:

*H-1 - Prior to issuance of occupancy permits for businesses that would use, store, or transport hazardous materials, the Applicant shall submit detailed building plans showing where storage areas would be located and where use would occur, to City and County agencies responsible for oversight and permitting such businesses. In conjunction with building plans the Applicant shall propose a Business Emergency Response Plan to be approved prior to occupancy.*

*H-2 - All proposed tenant improvements or change of business/occupancy applications shall require the submittal of detailed site plans indicating the location of hazardous material storage areas. The Applicant shall concurrently submit a Business Emergency Response Plan to be approved prior to occupancy. (Draft EIR, at pp. 4.6-9)*

Explanation: Proposed uses that would use, store or transport hazardous materials include fuel stations that typically require the use of oil, gasoline, antifreeze, solvents, and other liquids required for maintenance and fueling. In addition, these facilities generally require aboveground and/or underground storage tanks for storage of these materials. Storage and use of petroleum products on-site are regulated by various governmental agencies within the State of California which require appropriate permits and monitoring and reporting to a number of agencies. Plans and fees for applicable permits must be submitted, approved and issued by the respective agencies prior to the City issuing a Certificate of Occupancy. In addition, all new automobile service facilities, fueling stations, and related equipment must be constructed in accordance with appropriate standards. Compliance with applicable rules and regulations relating to routine transport, use, or disposal of hazardous materials would prevent the reasonably routine transport, use, or disposal of hazardous materials. These regulatory requirements in conjunction with the above mitigation measures reduce the impacts to below significance. (Draft EIR, at p. 4.6-7, 4.6-8)

Impact: The Project, located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, could result in a safety hazard for people residing or working in the project area. The Project, located within the vicinity of a private airstrip, could result in a safety hazard for people residing or working in the project area. (Draft EIR, at p. 4.6-9)

Finding: Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the significant environmental effect identified in the Final EIR.

Mitigation Measures:

*H-3 - No portion of any structure shall exceed 1,644 feet above sea level to avoid conflict with Federal Aviation Regulation Part 77 (Objects Affecting Navigable Airspace) Standards associated with the Cable Airport.*

*H-4 - Properties shall be accompanied with the following disclosure:*

*This property is presently located in the vicinity of an airport (Cable Airport), within what is known as an aircraft influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (i.e. noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances are associated with the property before you complete your purchase and determine whether they are acceptable to you. (Draft EIR, at p. 4.8-26)*

Explanation: The Project site is located approximately one-mile north of Cable Airport. The southern portion of the Park View Specific Plan is located within Cable Airport's Safety Zone, Safety Area 2. Proposed site development would be designed in accordance with City of Upland standards, and land use standards contained in Section 5.3 of the Cable Airport Comprehensive Airport Land Use Plan. The Park View Specific Plan portion of the Master Plan would be subject to Site Plan Review and approval by the Cable Airport Authority. Implementation of applicable development standards (within Safety Area 2) would ensure no significant impacts are anticipated. However, the applicant will be required to implement the above disclosure as referenced in Section 11010 of the Business and Professions Code and Sections 1102.6, 1103.4, and 1353 of the Civil Code. Compliance with the above referenced regulatory measures and the above mitigation measures reduce this impact to less than significant. (Draft EIR, at p. 4.6-9, 4.6-10)

Impact: The proposed Baseline Road Master Plan lies within an area of high fire zone. This is a potentially significant impact. Project (Draft EIR, at p. 4.6-11)

Finding: Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the significant environmental effect identified in the Final EIR.

Mitigation Measures:

*H-5 - The Property Owners Association for the residential development and the Property Owner/Management Company for the commercial development shall maintain a 100-foot clearance around their respective properties.*

*H-6 - All roofing and construction for commercial and residential buildings shall comply with the Wildland-Urban Interface Building Codes.*

*H-7 - All residential and commercial buildings shall include a natural hazard disclosure as part of a real estate transfer. (Draft EIR, at p. 4.6-11)*

Explanation: According to the Draft Very High Fire Hazard Severity Zone Maps, September 9, 2007, for Local Responsibility Areas (LRA) by California Department of Forestry and Fire Protection (CDF), the Project site lies within the Fire Hazard Severity Zones (FHSZ). The Project site lies in an area that is largely developed and urbanized. There are existing residences to the north and east. FHSZ maps are based on the physical conditions that create a likelihood that an area will burn over a 30 to 50-year period without considering modifications such as fuel reduction efforts. The model used to determine a FHSZ evaluates properties using characteristics that affect the probability of the area burning and potential fire behavior in the area. Many factors are considered such as fire history, existing and potential fuel, flame length, blowing embers, terrain, weather and the likelihood of buildings igniting. Compliance with the above mitigation measure would reduce this impact to below significance. (Draft EIR, at p. 4.6-11)

G. Hydrology and Water Quality:

Impact: The Project could substantially alter the existing drainage pattern of the Project site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site and/or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site. The Project could create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff. (Draft EIR, at p. 4.7-17)

Finding: Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the significant environmental effect identified in the Final EIR.

Mitigation Measures:

*HWQ-1 - Prior to issuance of grading permits, the Applicant shall submit a detailed storm water drainage plan that includes design drawings for the drainage facilities that would capture, hold and/or convey storm water through the site and that the proposed infrastructure will accommodate resulting flows in a 100-year storm event. The plans shall be subject to approval of the City of Upland Public Works Department. (Draft EIR, at p. 4.7-18)*

Explanation: Development of the Park View Specific Plan portion would add approximately 42 acres of impermeable surface that would require a storm water drainage and collection system. According to the Park View Specific Plan, the proposed on-site peak surface flows have been determined to be approximately 173 cfs for a 100-year storm event, which represents an increase of 105 percent over the existing on-site peak surface flows of 84.20 cfs. All on-site surface water will be collected in an on-site storm drain system which will discharge into a proposed 54-inch storm drain pipe to be constructed beneath Park View Promenade (the main entryway into the Park View Specific Plan), and subsequently will cross Baseline Road and flow easterly along the southerly Baseline Road right-of-way towards Benson Avenue discharging into the quarry pit owned and operated by Holliday Rock and Sand. The point of discharge has been estimated to be the mid-point between Benson Avenue and the main entry at Park View Promenade. The discharge into the quarry pit requires a storm drain culvert to descend from the top of the northerly slope of the Holliday quarry pit into a dissipater at the bottom of the pit to avoid scouring or erosion. The amount of water discharging from the Park View Specific Plan area into the quarry pit has been estimated to be 1.5 acre-feet. The Holliday Rock and Sand quarry pit has a total holding capacity of approximately 200 acre-feet. The quarry pit will be able to accommodate all existing surface discharge generated both on-site and off-site. Implementation of the above mitigation measure will reduce this impact to less than significant. (Draft EIR, at p. 4.7-17, 4.7-18)

Impact: The Project could violate water quality standards or waste water discharge requirements, and could otherwise substantially degrade water quality. (Draft EIR, at p. 4.7-18)

Finding: Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the significant environmental effect identified in the Final EIR.

Mitigation Measures:

*HWQ-2: Prior to issuance of any grading permits, the Applicant shall prepare a Water Quality Management Plan and submit proof of the filing of a Notice of Intent (NOI) for coverage under the State General Permit to comply with RWQCB requirements for storm water discharge. The Applicant shall comply with NPDES requirements of the SWPPP and WQMP and employ BMPs identified in the documents during all phases of construction. BMPs shall be shown on all construction drawings and grading plans for the Park View Specific Plan portion of the Master Plan. (Draft EIR, at p. 4.11-41)*

*HWQ-3 - Prior to issuance of grading permits, the Applicant shall prepare a Water Quality Management Plan and file a Notice of Intent (NOI) to comply with RWQCB requirements for storm water discharge, including a full description of the discharge and a demonstration of compliance with EPA-specified effluent limits.*

*HWQ-4 - Landscaping plans shall include provisions for controlling and minimizing the use of fertilizers/pesticides/herbicides. Plans for these areas shall be submitted to the City for review and approval prior to the issuance of grading permits.*

*HWQ-5 - Landscaped areas shall include use of bio-swales and natural filters to the extent feasible. (Draft EIR, at p. 4.7-23, 4.7-24)*

Explanation: The proposed Project is subject to the National Pollutant Discharge Elimination System (NPDES) permit. The State of California is authorized to administer various aspects of the NPDES. Construction activities covered under the State's General Construction permit include removal of vegetation, grading, excavating, or any other activity that causes the disturbance of one acre or more. The General Construction permit requires recipients to reduce or eliminate non-storm water discharges into storm water systems, and to develop and implement a Storm Water Pollution Prevention Plan (SWPPP). The purpose of a SWPPP is to: 1) identify pollutant sources that may affect the quality of discharges of storm water associated with construction activities; and 2) identify, construct and implement storm water pollution control measures to reduce pollutants in storm water discharges from the construction site both during and after construction. Permits will be required to mitigate potentially significant impacts to water quality. Employing BMPs that would reduce the potential for storm water discharges that affect water quality have been proven successful when implemented at construction projects. The RWQCB oversees enforcement of BMPs.

The quality of storm water in an area is generally determined by the amount of time since the last rainfall, the intensity and duration of the precipitation, and existing land use in the area. In particular the land use determines the type and quantity of pollutants. Development of the Park View Specific Plan portion would convert open, undeveloped land into a series of buildings and parking lots, thereby creating new sources of urban runoff. Typical urban pollutants that may be associated with the Project consist of: oil and gas from trucks, autos and landscaping equipment, and fertilizer/pesticide/herbicide use. Generally, the first rain after an extended dry spell carries the greatest pollutant load. The EPA has identified streets as the greatest sources of urban water pollution.

Runoff from the commercial and residential buildings, paved parking lots, internal roads and other impermeable surfaces would be directed into an on-site drainage system. Prior to

construction, the Project proponent would prepare and submit a WQMP to demonstrate how urban pollutants would be addressed on-site. (Draft EIR, at p. 4.7-23)

Implementation of the above mitigation measures will reduce these impacts to less than significant. (Draft EIR, at p. 4.7-19 - 4.7-22)

Impact: The Project could deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level, reducing the amount of land available for groundwater recharge activities by the Pomona Valley Protective Association (PVPA) and for flood control activities by the County Flood Control District. (Draft EIR, at p. 4.7-24)

Finding: Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the significant environmental effect identified in the Final EIR.

Mitigation Measures:

*HWQ-6: Upon design of the City Sports Park, and prior to grading, the specific impacts to flood control and groundwater recharge operations shall be determined. The City shall work with the San Bernardino County Flood Control Department and the PVPA in design of the park to limit significant impacts to existing operations and to transport water across Baseline Road for spreading and groundwater recharge if feasible. (Draft EIR, at p. 4.7-25*

Explanation: The PVPA has rights for use of the City Sports Park portion property for groundwater recharge. Although Pit No. 3 has not historically been used by PVPA, it provides for additional capacity should major storm events occur or should imported water be made available for spreading in the future. The County of San Bernardino Flood Control District has encumbrances on the land to provide for flood protection.

The Project would be subject to a determination of impacts to available water rights via any changes to the existing recharge operations, groundwater production rates, safe yield<sup>1</sup> of the basin, and water quality. The responsibilities of the Six Basins Watermaster for groundwater management and determination of an annual safe yield make the Project subject to a determination by parties to the Judgment. The Watermaster must determine that the Project will have no detrimental impact on groundwater recharge operations or groundwater production. Development of a City Sports Park within the boundaries of Pit No. 3 would impact groundwater recharge if impermeable surfaces were increased. While the City Sports Park has not yet been designed (and will undergo additional CEQA review when designed) the City of Upland intends to design the City Sports Park facilities so that recharge and flood control operations could continue during major rain events and/or during times when imported water may be made available for spreading. Minimizing building, parking lot or other impermeable structure space, or constructing it out of permeable surfaces, would allow the two water activities to continue unimpeded. (Draft EIR, at p. 4.7-24)

Impact: Development of the City Sports Park could result in additional use of fertilizers, pesticides and herbicides that could impact the underlying groundwater quality. (Draft EIR, at p. 4.7-25)

Finding: Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the significant environmental effect identified in the Final EIR.

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<sup>1</sup> Safe yield is the amount of groundwater that can be produced without overdrafting the aquifer (pumping more water than is replenished annually by rainfall or other means of natural recharge).

Mitigation Measures:

*HWQ-7: During the design of the City Sports Park, the amount of fertilizers, pesticides, and herbicides that would be used would be determined and addressed within a Landscaping Operations Plan. This plan shall be addressed by the Six Basins Watermaster and the Regional Water Quality Control Board, Santa Ana Region to ensure the amount of chemicals would not significantly impact groundwater quality. The City shall develop a Landscaping Operations Plan in accordance with the Santa Ana Regional Water Quality Control Board requirements to minimize potential impacts to groundwater quality. (Draft EIR, at p. 4.7-25)*

Explanation: The City of Upland proposes to develop approximately 57 acres as a City Sports Park. The City has not yet designed the City Sports Park, and for that reason, the EIR of the Sports Park portion is a Program EIR. Assuming 44 acres are landscaped with turf, to allow for continued recharge and flood control operations, the use of fertilizers, pesticides, and herbicides would increase on-site. The mitigation measure above would reduce this impact to less than significant. (Draft EIR, at p. 4.7-25)

H. Noise:

Impact: The Project could result potentially significant noise levels generated by construction equipment, including trucks, graders, bulldozers, concrete mixers and portable generators. (Draft EIR, at p. 4.10-13)

Finding: Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the significant environmental effect identified in the Final EIR.

Mitigation Measures:

*NOI-1: Noise generating construction activities near residential uses shall be restricted to the hours between 7:00 AM and 6:00 PM on weekdays and prohibited on Saturdays, Sundays and holidays.*

*NOI-2: The rock crusher required for the Project shall be located on the site so that it is more than 750 feet from the nearest residence. (Draft EIR, at p. 4.10-16)*

Explanation: Construction of the Project would result in noise levels at these residential areas in excess of the limits presented in the City of Upland Noise Ordinance. However, the Noise Ordinance excludes control of noise generated by construction activities between the hours of 7:00 a.m. and 6:00 p.m. Monday through Friday. Construction of the City Sports Park portion of the Project will not occur outside of these hours and, and therefore, will not result in a significant noise impact. The Project applicant currently proposes to perform construction activities within the Specific Plan Portion on Saturdays. Without mitigation, construction on Saturday would result in a significant noise impact.

A rock crusher may be required during site preparation to process excavated rocks to smaller sizes. Rock crushers generate substantial noise levels and often operate for long periods of time. The exemption of construction noise from the City's Noise Ordinance is intended to apply to typical construction activities. It is arguable that rock crushing is not a typical construction activity. Based on measurements performed by Mestre Greve Associates, a portable rock crusher generates a noise level of approximately 85 dBA at a distance of 75 feet. Constant noise levels in excess of 65 dBA interfere with face-to-face speech communication. If the rock crusher were to be located near residences it could substantially interfere with speech communication for substantial periods of time and result in a significant noise impact. The noise level from the rock crusher is less than 65 dBA at

distances greater than 750 feet. The above mitigation measures would reduce the impact to less than significant. (Draft EIR, at p. 4.10-13 – 4.10-15)

**Impact:** The surrounding land uses could be subject to noise levels in excess of the City Noise Standards during operation of the Park View Specific Plan developments both due to increased traffic and on-site activities. (Draft EIR, at p. 4.10-16)

**Finding:** Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the significant environmental effect identified in the Final EIR.

**Mitigation Measures:**

**NOI-3:** *Deliveries to the major retail store area loading docks and operation of heavy trucks along the northeast boundary of the Project between the retail stores and the residential areas shall be restricted to the hours between 7:00 a.m. and 11:00 p.m. Signs approved by the City of Upland shall be placed at the loading docks describing this restriction. If the nighttime restriction is not amenable to the tenants of the retail/grocery store and/or adjacent retail stores, then they have the option of having a noise assessment prepared showing that they can comply with the City of Upland Noise Ordinance. The noise assessment shall identify the number of truck deliveries, the types of trucks to be used, the hours of delivery and any measures necessary to insure that compliance with the ordinance will be obtained. The noise assessment shall be submitted to the City, and the City shall review and approve the assessment and proposed mitigation measures prior to the issuance of occupancy permits.*

**NOI-4:** *A sound wall shall be located at the property line between the residences and retail center as shown in Figure 4.10-5. The sound wall shall be 12 feet high near the westernmost residences and then decreases to 8 feet for the remaining residences (will vary depending upon the noise study requirements). (The sound wall also provides needed protection to the residences from traffic on SR-210) To be effective, noise barriers are required to have a surface density of at least 3.5 pounds per square foot, and have no openings or cracks. They may be a solid wall, an earthen berm, or a combination of the two. They may be constructed of wood studs with stucco exterior, ¼ inch plate glass, 5/8 inch plexiglass, any masonry material, or a combination of these materials. Caltrans Encroachment Permit (Temporary Encroachment Permit) shall be submitted to the City of Upland.*

**NOI-5:** *Prior to issuance of building permits for the Project, a final noise assessment shall be prepared to determine the final noise mitigation required to reduce HVAC equipment associated with the major retail store and other adjacent retail stores, such that noise does not exceed Noise Ordinance levels during day and nighttime operations. The study shall be prepared by a qualified acoustical engineer and submitted to the City of Upland prior to issuance of building permits for the retail buildings. The study shall use detailed noise data for the specific mechanical equipment to be used and identify the necessary noise control requirements. Noise control can include, but is not limited to, sound walls, parapet walls, relocation of equipment, use of quieter equipment, and sound control enclosures. The recommendation of the acoustic engineer shall be implemented.*

**NOI-6:** *Prior to construction of any residential units whose outdoor ground floor areas are subject to noise in excess of 65 CNEL, a sound wall shall be constructed along SR-210 to reduce first floor outdoor areas to less than 65 CNEL. A preliminary calculation indicates that a sound wall of roughly 12 feet tall would need to be along the property line adjacent to SR-210. The wall would need to wrap at the south end of this residential area and extend past the first building. (This wrap would also protect the residences from the loading dock noise at the proposed major retail store site.) High performance windows and possibly attic baffle vents shall be utilized to achieve the 30 dB outside to inside noise reduction needed*

*to achieve the 45 CNEL indoor noise standard. A final noise study shall be prepared to determine the exact soundwall and building insulation requirements to achieve the aforementioned standards.*

*NOI-7: Prior to the issuance of grading permits, a noise study shall be prepared for the residential portions of the Project along Baseline Street and SR-210 by a qualified acoustical engineer. The noise study will examine the noise generated by these roadways and describe the measures required to ensure that the City's standards of 65 CNEL for outdoor areas and 45 CNEL indoor areas will be achieved for existing and future conditions. The recommendation of the acoustic engineer shall be implemented. (Draft EIR, at p. 4.10-23, 4.10-24)*

Explanation: The proposed Project would result in increased traffic on the roadways in the vicinity of the Project. This increased traffic would increase noise levels along these roadways. Subsequently, operation of the retail center could generate noise that may impact proposed nearby residents. Noise issues associated with a retail store include loading dock activities, delivery truck noise, and mechanical equipment. Subsequently, most of the City Sports Park site is projected to be exposed to noise levels in excess of 65 CNEL.

The loading dock for the major retail store building will be located on the northwest side of the building. This is an optimal location for this loading dock because the corner of the building acts as a large noise barrier that will shield the proposed residences from the loading dock noise. The drug store will have a loading dock along the rear of the building that would be directly facing the proposed residential area. The number of operations and the time of day that unloading would occur is not known. However, noise levels could be loud enough that they would be disturbing to the residences. HVAC equipment is sometimes located on the ground and sometimes located on the roof of the buildings. The type, size and number of mechanical equipment are not known at this time. If the equipment is located on the roof, often parapet walls are used to control the noise from the equipment. Similarly, sound walls can be located around HVAC equipment that is located on the ground. Without mitigation measures, impacts would be considered significant.

Residences are proposed along the SR-210 Freeway and along Baseline Road. Noise levels for residential areas along the SR-210 will be about 75 CNEL at the nearest building areas. The City does not identify an outdoor noise standard in the Noise Element, but 65 CNEL is typically used by the City for first floor private patio and rear yard areas. A 45 CNEL indoor noise standard is required by the City and the State of California. Therefore, there will be an on-site noise impact along the SR-210 without mitigation. Noise levels for the proposed residences along Baseline Road will be just under 70 CNEL. These units will also need mitigation to meet the indoor standard of 45 CNEL and an outdoor noise level of 65 CNEL. Again, a significant impact will occur without mitigation. With the implementation of the above mitigation measures, the impact would be reduced to less than significant. (Draft EIR, at p. 4.10-16 – 4.10-23)

Impact: Residents within the vicinity of the proposed Project could be subject to noise levels in excess of the City Noise Standards during operation of the Sports Park or resulting from traffic from SR 210. (Draft EIR, at p. 4.10-25)

Finding: Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the significant environmental effect identified in the Final EIR.

Mitigation Measures:

*NOI-8: Prior to issuance of grading permits, a noise study shall be prepared for the City Sports Park portion of the Project by a qualified acoustical engineer. The noise study will examine the noise generated by SR-210 and describe the measures required to ensure that*

*regular use areas of the City Sports Park are not exposed to noise levels in excess of 70 CNEL and passive use areas of the City Sports Park are not exposed to levels in excess of 65 CNEL. These measures will be implemented. (Draft EIR, at p. 4.10-26)*

Explanation: The City has not yet designed the City Sports Park. Potential City Sports Park amenities include six soccer fields (two of which convert into softball fields), two tennis courts, a basketball court, a volleyball court, a "Tot lot", a small community amphitheater, and a concession stand. Noise levels generated by activities at the City Sports Park are difficult to predict. The major source of noise at a City Sports Park would be the park users. Noise generated by people can be quite varied depending on the activity and the specific persons. Generally, passive recreation areas, treed fields, benches and picnic areas have the lowest potential of generating noise. Organized, marked sports fields have the greatest potential for generating noise. Any amplified noise, such as a Public Address system for sports activities or music performance has the potential to result in a noise impact. Based on measurements of noise generated by crowds at sporting events performed by Mestre Greve Associates, average crowd noise levels are 5 to 15 dB lower than the peak levels.

There could be three soccer fields located along the southern portion of the City Sports Park. Assuming 100 spectators on each side of the three soccer fields nearest the residences (600 spectators total) all generating a peak sustained noise level of 80 dBA at 3 feet, the peak noise level at the residences is projected to be 58 dBA. This noise level could be generated for up to 30 minutes in an hour and not be a violation of the City ordinance. Even at the most extreme level of activity, 600 persons at the three soccer fields nearest the existing homes, noise generated by activities at the City Sports Park are not projected to generate noise levels in excess of the City's Noise Ordinance.

At this time a grading plan for the City Sports Park is not available. This is required to determine noise levels within the City Sports Park as well as the location and height of any noise barriers required to reduce noise to an appropriate level. A wall or berm along the freeway with a height of less than 10 feet would likely reduce the traffic noise to appropriate levels. With the implementation of the above mitigation measures, the impact would be reduced to less than significant. (Draft EIR, at p. 4.10-25, 4.10-26)

I. Traffic and Circulation:

Impact: The Project could increase vehicle trips/traffic levels, and affect the level of service along arterial roadways and intersections. (Draft EIR, at p. 4.11-20)

Finding: Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the significant environmental effect identified in the Final EIR.

Mitigation Measures: In addition to the fair share contribution of \$275,641.00<sup>2</sup> to offset the Project's near-term and long-term cumulative impacts at ten key study intersections (nine near-term intersections and ten long-term intersections), the Applicant will be required to construct the following improvements along the Specific Plan's frontage on Baseline Road prior to issuance of certificates of occupancy:

TC-1:

- *Baseline Road, adjacent to the Project site: Widen and improve Baseline Road bordering the Project site to ultimate half-section width per the City of Upland Circulation Element.*

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<sup>2</sup> This fair share contribution includes \$221,386 for the Park View Specific Plan Applicant and \$54,255 for the City Sports Park Applicant towards mitigation of cumulative impacts to transportation which funds shall be used for the programs identified in Tables 4.11-16 and 4.11-18.

- *Baseline Road at Driveway #1: Driveway #1 provide one inbound lane and two outbound lanes (one exclusive left-turn lane and one exclusive right-turn lane). A three-phase traffic signal be installed at this Project driveway. This improvement will cost approximately \$120,000.00 and is the sole responsibility of the proposed Project.*
- *Baseline Road at Driveway #2: Driveway #2 provide one inbound lane and one outbound lane (one exclusive right-turn lane). A "STOP" sign and stop bar be installed at this Project driveway.*
- *Baseline Road at Park View Promenade: Park View Promenade provide two inbound lanes and two outbound lanes (one exclusive left-turn lane and one shared through/right-turn lane). The existing traffic signal shall be modified for five-phase operation with protected eastbound and westbound left-turn phasing. This improvement will cost approximately \$75,000.00 and is the sole responsibility of the proposed Project.*
- *Baseline Road at Driveway #4: Driveway #4 provide one inbound lane and one outbound lane (one exclusive right-turn lane). A "STOP" sign and stop bar be installed at this Project driveway. (Draft EIR, at p. 4.11-43)*

Explanation: Trip generation rates were determined for daily traffic and morning peak hour inbound and outbound traffic, and evening peak hour inbound and outbound traffic for the proposed land uses. By multiplying the traffic generation rates by the land use quantities, the traffic volumes are determined. The Master Plan would generate approximately 7,801 daily vehicle trips, 409 vehicles during the AM peak hour and 857 vehicle trips during the PM peak hour. A total of 38 sites were identified (related or cumulative) and, 28 of 38 cumulative projects were included in this study. These cumulative projects included in the EIR and its corresponding traffic study are in some stage of the approval/entitlements process, ranging from projects that are under construction to projects that are proceeding through the planning process. Of the 28 planned and/or approved, cumulative projects that were considered in this traffic analysis, ten cumulative projects are located in the City of Claremont, 16 cumulative projects are located in the City of Upland and one cumulative project is located in each of the Cities of Rancho Cucamonga and Montclair. The ten cumulative projects that were excluded from this traffic analysis were either too small (part of the ambient growth factor) or ancillary uses to existing development.

Currently, four (4) of the 25 key study intersections operate at an unacceptable LOS when compared to the LOS criteria identified in Traffic Impact Analysis (EIA). The remaining twenty-one key study intersections currently operate at an acceptable LOS D or better during the AM and PM peak hours. Traffic associated with the proposed Baseline Road Master Plan Project will cumulatively impact nine of the 25 key study intersections. The remaining sixteen key study intersections are forecast to continue to operate at an acceptable LOS with the addition of Project generated traffic in the Year 2009. Implementation of recommended mitigation measures at the cumulatively impacted intersections would mitigate the impact of the proposed Project. The nine cumulatively impacted intersections are forecast to operate at acceptable LOS D or better during both the AM peak hour and PM peak hour.

Projected Year 2025 buildout traffic without Project traffic will adversely impact ten of the 25 key study intersections. Traffic associated with the proposed Baseline Road Master Plan Project will cumulatively impact ten of the 25 key study intersections. The remaining 15 key study intersections are forecast to continue to operate at an acceptable LOS with the addition of Project generated traffic in the Year 2025. The addition of Project traffic will contribute to the degradation of the ten study intersections service levels, which will be cumulatively impacted by Project-generated traffic. However, implementation of recommended mitigation measures at the cumulatively impacted intersections would mitigate the impact of the proposed Project. The ten cumulatively impacted intersections are forecast to operate at acceptable LOS D or better during both the AM peak hour and PM peak hour.

As concluded in the TIA, the Baseline Road Master Plan Project will significantly impact the intersections of Monte Vista Avenue at Baseline Road and the SR-210 Ramps at Baseline Road, which is consistent with the San Bernardino County CMP analyses. Implementation of the recommended mitigation measures at these two locations will offset the significant traffic impacts of the Baseline Road Master Plan Project traffic.

Five key CMP freeway segments were tested to determine if a detailed CMP freeway analysis was required. Baseline Road Master Plan Project traffic volumes on each of the five freeway segments were determined from the Project select zone model plots and the Project trip generation forecast. The weekday peak hour Project generated trips on the five SR-210 segments in the adjacent area do not exceed thresholds.

The transportation impacts associated with the development of the Baseline Road Master Plan Project were determined based on the near-term (Year 2009) and long-term (Year 2025) analysis. Development of the Baseline Road Master Plan Project is anticipated to create nine incremental impacts in the near-term when added to background traffic growth and other traffic from cumulative projects, and ten incremental impacts in the long-term when added to background traffic growth and other traffic from cumulative projects. As such, the Baseline Road Master Plan Project can be expected to pay a proportional "fair-share" of the improvement costs of the impacted intersections to mitigate the Project's impacts. (Draft EIR, at p. 4.11-23 – 4.11-42) Such changes or alterations are within the jurisdiction of other public agencies (City of Claremont and CalTrans), and not within the jurisdiction of the City of Upland, and such changes have been adopted by such other agencies or can and should be adopted by such other agencies. .

Impact: The Project could impact emergency access either during construction or operation. (Draft EIR, at p. 4.11-44)

Finding: Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the significant environmental effect identified in the Final EIR.

**Mitigation Measures:**

*TC-2: Prior to issuance of any permits, the applicant shall submit a construction Traffic Management Plan to the City of Upland for review and approval. The plan shall be prepared by a registered civil engineer and traffic engineer and shall address traffic controls for any street closure, lane closure, detour, or any other disruption to traffic circulation. The plan shall identify routes that construction vehicles shall utilize to access the site, the hours of construction traffic, traffic controls and detours, off-site vehicle staging and parking, and proposed construction phasing plan for the Project. The plan shall require the applicant to keep all haul routes clean and free of debris including but not limited to gravel, dirt, as a result of its operations.*

Explanation: Baseline Road would provide access to the Master Plan Site. The City Public Service Departments (Public Works, Police Department and Fire Department) will be required to approve emergency access. The proposed Project proponent would be required to design, construct, and maintain structures, roadways, and facilities to comply with applicable local, regional, State and/or Federal requirements related to emergency access and evacuation plans. Construction activities, which may temporarily restrict vehicular traffic, would be required to implement standard procedures to facilitate the passage of persons and vehicles through or around any required road closures. Adherence to these standard procedures and implementation of mitigation would reduce potential impacts to a less than significant level. (Draft EIR, at p. 4.11-44)

J. Public Services:

Impact: The Project could contribute to an incremental increase in the number of students attending public schools within the Upland Unified School Districts. (Draft EIR, at p. 4.12-5)

Finding: Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the significant environmental effect identified in the Final EIR.

Mitigation Measures:

PS-1: *Proposed commercial and residential development shall be subject to Upland Unified School District's development impact fees which are currently \$2.63 per square-foot of residential development and 0.42 per square-foot of commercial development, or the formation of a Community Facilities District or other means to the satisfaction of the School District, which would alleviate any impact to schools as a result of Project implementation. (Draft EIR, at p. 4.12-7)*

Explanation: The proposed residential development would generate an estimated 204 students (based on 400 units at 0.51 students per unit). Since annual operating costs of public schools are primarily covered by State Average Daily Attendance (ADA) payments, impacts from the creation of new residents and jobs in the area include the financing and construction of new facilities and the proposed student additions to existing facilities. Without knowing the exact demographic make-up, it is difficult for the District to estimate the actual number of students per grade level that would be generated. The District receives approximately \$26.37 dollars per student per day from ADA payments. Schools are only funded for students attending class on any given date. Funding is not based on enrollment projections. Thus, schools will not receive funding to make the necessary additions to classrooms and staff, until students are actually enrolled. The impacts of 204 additional students would be significant and mitigation is required. (Draft EIR, at p. 4.12-6, 4.12-7))

K. Public Utilities and Infrastructure:

Impact: The Project could result in the development of more intense land uses than what currently exists on-site, resulting in additional demand on existing water resources. (Draft EIR, at p. 4.13-5)

Finding: Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the significant environmental effect identified in the Final EIR.

Mitigation Measures:

PU-1: *Prior to the issuance of building permits, the Applicant shall ensure that required governmental approvals and any associated agreements are secured for providing water service by the City of Upland to the 2.4 acres in Claremont. (Draft EIR, at p. 4.13-6)*

Explanation: The proposed commercial development would have an estimated water demand of approximately 25 acre-feet per year for the maximum of 100,000 square feet of building space and landscape area, and the proposed residential development would have an estimated water demand of approximately 202 acre-feet per year (450 gpd per unit), for a total Project demand of 227 acre-feet per year. Since the Project would not exceed the threshold of: 1) a residential development of more than 500 dwelling units; or 2) a shopping center of business establishment that will employ more than 1,000 persons or have more than 500,000 square feet of floor space; as identified in CEQA Section 15083.5, a water supply assessment is not required. Water service would be provided by the City of Upland and West End Water Company. The 227 acre-feet increase in demand for groundwater from the Four Basins Area represents 4 percent of the 2003 total production right for the City and West End combined (5,705.7 acre-feet). This water demand is considered a less than significant impact because the Six Basin Area has continued to operate with carryover pumping rights and without supplemental water supplies.

The proposed development in the City Sports Park portion of the Project site would have an estimated water demand of approximately 45 acre-feet annually. This demand would be less than that of the Park View Specific Plan portion and therefore also exempt from the CEQA Section 15083.5 requiring a water supply assessment. Combined, the two projects would be exempt from conducting a water supply assessment. Water service would be provided by San Antonio Water Company. The 45 acre-feet increase in demand for groundwater from the Four Basins Area represents 2.7 percent of the 2003 total production right for San Antonio Water Company (1,639.1 acre-feet). This water demand is considered a less than significant impact because the Six Basin Area has continued to operate with carryover pumping rights and without supplemental water supplies.

Development of the Park View Specific Plan area will require the construction of a new public 12-inch water main in Baseline Road connecting to an existing 10-inch water main located east of the Specific Plan area at the intersection of Baseline Road and Benson Avenue. The new 12-inch water main will be constructed along the frontage of the Specific Plan area adjacent to Baseline Road and extend north through the proposed Park View Promenade in the Specific Plan terminating at the entrance to the future City Sports Park. It is anticipated that the 12-inch water main located in Park View Promenade will be extended through the future City Sports Park and out to 17th Street connecting to an existing water main located in Benson Avenue.

The developer will extend the 12-inch water main in Park View Promenade and loop it through the north property to 17th Street and in 17th Street to Benson Avenue to provide two points of water supply to the development. Dual irrigation pipelines (backbone 8-inch and service lateral stubs to 2-foot back of curb at meter locations) will be provided to supply for future recycled water service to common landscaping areas to include parkways, medians and park grounds in accordance with State Department of Public Health guidelines. The system for recycled water will be extended to City Sport's Park for future use. All plans must be approved by the Public Works Director.

Existing water lines within the Specific Plan area extending westerly from the existing water well owned by Upland Gateway, LLC, located on the east side of the site, will be relocated or redirected as part of the Project. The City of Upland can provide water service to areas within Baseline Road Master Plan that are outside of the City of Upland sphere of influence, subject to securing governmental approvals and any associated agreements for providing water service within these areas. Such approvals or agreements are the responsibility of another agency, and approvals or agreements can be adopted, or should be adopted, by these other governmental agencies. (Draft EIR, at p. 4.13-5, 4.13-6)

**Impact:** The Project could result in the development of more intense land uses than what currently exists on-site, the result of which may require the construction of new storm water drainage facilities or expansion of existing facilities. (Draft EIR, at p. 4.13-7)

**Finding:** Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the significant environmental effect identified in the Final EIR.

**Mitigation Measures:**

*PU-2: The Project Applicant would be required to submit a Stormwater Drainage Plan to be approved by the City of Upland, prior to any earth-disturbing activities, for the Park View Specific Plan portion of the Master Plan. The Stormwater Drainage Plan shall describe necessary improvements and demonstrate that infrastructure to be developed will accommodate resulting flows in a 100 year storm event.*

*PU-3: The City of Upland would prepare a Stormwater Drainage Plan to be approved, prior to any earth-disturbing activities, for the City Sports Park portion of the Master Plan. The Stormwater Drainage Plan shall describe necessary improvements and demonstrate that infrastructure to be developed will accommodate resulting flows in a 100 year storm event. (Draft EIR, at p. 4.13-8)*

**Explanation:** The proposed on-site peak surface flows have been determined to be approximately 173 cfs for a 100-year storm event, which represents an increase of 105% over the existing on-site peak surface flows of 84.20 cfs. All on-site surface water will be collected in an on-site storm drain system which will discharge into a proposed 54-inch storm drain pipe to be constructed beneath Park View Promenade, and subsequently will cross under Baseline Road and flow easterly along the southerly Baseline Road right of way towards Benson Avenue discharging into the quarry pit owned and operated by Holliday Rock. The point of discharge has been estimated to be the mid-point between Benson Avenue and the main entry at Park View Promenade. The discharge into the quarry pit requires a storm drain culvert to descend from the top of the northerly slope of the Holliday quarry pit into a dissipater at the bottom of the quarry pit to avoid scouring or erosion. The amount of water discharging from the Park View Specific Plan area into the quarry pit has been estimated to be 1.5 acre-feet. The Holliday Rock quarry pit has a total holding capacity of approximately 200 acre-feet. The quarry pit will be able to accommodate all existing surface discharge generated both on-site and off-site.

The Park View Specific Plan area will comply with all applicable federal, state, and municipal requirements for controlling pollutant impacts to storm water and urban runoff from construction and post-construction activities and with requirements of the Santa Ana Regional Water Quality Board (RWQCB) and the City of Upland.

Post-development activities will also have the potential to discharge contaminants such as urban runoff into the municipal storm drain system of the City of Upland. In order to meet requirements of the Santa Ana RWQCB requirements, a Water Quality Management Plan (WQMP) has been submitted to the City of Upland for their review and approval.

The amount of stormwater runoff from the proposed City Sports Park is unknown at this time. However, the proposed City Sports Park would include landscaped lawns and open spaces that would assist in percolation and reduce run-off. It is anticipated that the increased amount of run-off would not be significant than the existing situation. Moreover, drainage within the Baseline Road Master Plan area would be in conformance with the City of Upland's Drainage Master Plan, and would use a combination of surface drainage systems and storm drains. (Draft EIR, at p. 4.13-8, 4.13-9)

Impact: The Project could result in the development of more intense land uses than what currently exists on-site, and therefore increase the burden on the existing solid waste system. (Draft EIR, at p. 4.13-9)

Finding: Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the significant environmental effect identified in the Final EIR.

Mitigation Measures:

*PU-4: Prior to the issuance of building permits, the Applicant shall ensure that required governmental approvals and any associated agreements, and methods to track quantity of waste and recycling, are secured for providing solid waste service by the City of Upland to the 2.4 acres in Claremont. (Draft EIR, at p. 4.13-10)*

Explanation: According to the California Integrated Waste Management Board's jurisdiction profile for the City of Upland, per capita residential disposal rate is estimated to be 2.8 pounds per resident per day, and the business disposal rate is estimated to be 5.8 pounds per employee per day. Applying these disposal rates to the Project's projected employees and residences, proposed commercial development is expected to generate approximately 0.58 TPD (200 employees times 5.8 pounds per day), and proposed residential development is expected to generate approximately 1.6 TPD (1,170 residences times 2.8 pounds per day) for a total Project waste generate of 2.2 TPD. The proposed commercial and residential development would not generate a significant amount of additional solid waste into the City's waste stream as West Valley Material Recovery Facility receives approximately 4,000 TPD and is permitted to receive 5,000 TPD. The solid waste collection system will not be affected by the development of the Project site. The future development of a net 44-acre City Sports Park is not expected to generate a significant amount of additional solid waste into the City's waste stream. However, upon final design of the City Sports Park, an evaluation of projected solid waste generation and impacts to the solid waste collection system would be required. Such changes or alterations are within the responsibility and jurisdiction of another public agency, and not the City of Upland, and such changes or alterations have been adopted by such other public agency or can and should be adopted by such other agency. (Draft EIR, at p. 4.13-9, 4.13-10)

#### SECTION 4. FINDINGS REGARDING SIGNIFICANT AND UNAVOIDABLE ENVIRONMENTAL IMPACTS

Public Resources Code section 21002 states that "it is the policy of the state that public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects. The Legislature further finds and declares that in the event specific economic, social, or other conditions make infeasible such project alternatives or such mitigation measures, individual projects may be approved in spite of one or more significant effects thereof."

Section 15364 of the State CEQA Guidelines defines "feasible" as "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors."

The City Council hereby finds that, despite the incorporation of feasible measures outlined in the Final EIR, the following impacts cannot be fully mitigated to a less than significant level. Despite these significant and unavoidable impacts, the City nevertheless approves the Project because of the benefits described in the Statement of Overriding Considerations included herein.

A. Air Quality:

Impact: The development of the Master Plan could violate pollutant level thresholds established by the SCAQMD during the construction phase of the Master Plan. (Draft EIR, at p. 4.2-17)

Finding: Project emissions from grading activities will exceed the SCAQMD's Thresholds of Significance for NOX, PM10 and PM2.5. Mitigation will reduce emissions, but not to the point that they will fall under the SCAQMD's thresholds. Therefore, construction emissions of NOX, PM10 and PM2.5 will exceed the SCAQMD thresholds even after mitigation. The Project's short-term construction air quality impacts considered *significant and unavoidable*. (Draft EIR, at p. 4.2-25)

Mitigation Measures:

AQ-1: *Comply with SCAQMD's Rule 402 and 403. Applicable mitigation measures listed within Rule 402 403, Tables 1, 2 and 3 (Tables 4.2-7, 4.2-8 and 4.2-9 above) shall be utilized. In addition, the contractors will be required to submit a fully executed Large Operation Notification to the SCAQMD's Executive Officer and provide copies to the City of Upland.*

AQ-2: *Reduce construction equipment emissions by implementing the following measures. The following measures should be implemented and be included in grading and improvement plans specifications for implementation by contractors:*

- *Use low emission mobile construction equipment. The property owner/developer shall comply with CARB requirements for heavy construction equipment.*
- *Maintain construction equipment engines by keeping them tuned.*
- *Use low sulfur fuel for stationary construction equipment. This is required by SCAQMD Rules 431.1 and 431.2.*
- *Utilize existing power sources (i.e., power poles) when available. This measure would minimize the use of higher polluting gas or diesel generators.*
- *Configure construction parking to minimize traffic interference.*
- *Minimize obstruction of through-traffic lanes. Construction should be planned so that lane closures on existing streets are kept to a minimum.*
- *Schedule construction operations affecting traffic for off-peak hours to the best extent when possible.*
- *Develop a traffic plan to minimize traffic flow interference from construction activities (the plan may include advance public notice of routing, use of public transportation and satellite parking areas with a shuttle service.) (Draft EIR, at p. 4.2-24, 4.2-25)*

Explanation: Temporary impacts will result from Project construction activities. Air pollutants will be emitted by construction equipment and fugitive dust will be generated during grading of the site. Construction activities for large development projects are estimated by the U.S. Environmental Protection Agency (according to the 1993 CEQA Handbook, emission factor for disturbed soil is 26.4 pounds of PM10 per day per acre, or 0.40 tons of PM10 per month per acre) (Draft EIR, at p. 4.2-17). If water or other soil stabilizers are used to control dust as required by SCAQMD Rule 403, the emissions can be

reduced by 50 percent. The PM<sub>10</sub> calculations include the 50 percent reduction from watering.

Typical emission rates for construction equipment were obtained from the 1993 CEQA Air Quality Handbook. These emission factors are presented in terms of pounds of pollutant per hour of equipment operation. Most of these emission factors were initially published in 1985 in the EPA's AP-42 Compilation of Emission Factors. These have not been updated since their original publication. Several state and federal regulations have been enacted since this time that requires reduced emissions from construction equipment. The effect of these regulations is not included in the emission factors used to calculate construction equipment emissions presented herein. The actual emissions from construction equipment, therefore, will likely be lower than presented; however, the exact reduction is not known. It would be dependent on the age of the specific equipment used at the construction site. As time passes, older equipment will be replaced with newer equipment manufactured with the lower emission requirements. Therefore, construction occurring farther in the future would likely be reduced by a greater amount versus near term construction.

Emission factors from EMFAC2002 published by the SCAQMD on their CEQA Handbook web site (<http://www.aqmd.gov/ceqa/hdbk.html>) were used to estimate vehicular emissions. EMFAC2002 is a computer program generated by the CARB that calculates emission rates for vehicles.

In 1998 the CARB identified particulate matter from diesel-fueled engines [Diesel Particulate Matter (DPM)] as a Toxic Air Contaminant (TAC). The majority of the heavy construction equipment utilized during construction will be diesel fueled and emit DPM. Impacts from toxic substances are related to cumulative exposure and are assessed over a 70-year period. Cancer risk is expressed as the maximum number of new cases of cancer projected to occur in a population of one million people due to exposure to the cancer-causing substance over a 70-year lifetime (California Environmental Protection Agency, Office of Environmental Health Hazard Assessment, Guide to Health Risk Assessment). While construction of the Project is projected to occur over a 1-year period, grading, when the peak diesel exhaust emissions would occur, is expected to take approximately six months, relatively short in duration compared to a 70-year lifespan. Diesel emissions resulting from the construction of the Project are not anticipated to result in a significant impact.

#### Grading

The residential/commercial portion (Park View Specific Plan) of the Project is 44 acres and is assumed to be graded in one phase. The park portion of the Project is 55 acres. As a worst case scenario, it is assumed the entire park site would be graded subsequent to buildout of the Specific Plan portion. This will happen after the commercial site. The construction of the Project is assumed for emission modeling purposes, to be completed in two years.

Based on the above worst case assumptions, the peak daily emissions are estimated to be 594 pounds per day of PM<sub>10</sub> and 132 pounds per day of PM<sub>2.5</sub>. For Phase I, and 742 pounds per day of PM<sub>10</sub> and 166 pounds per day of PM<sub>2.5</sub> for Phase II. The PM<sub>10</sub> and PM<sub>2.5</sub> emissions generated by the Project are projected to be greater than the thresholds, and therefore, are considered to be significant.

It should be noted that the impact due to grading is localized. Additionally, this material is inert silicates, rather than the complex organic particulate matter released from combustion sources which are more harmful to health. In some cases, grading may be near existing development. Care should be taken to minimize the generation of dust. Common practice for minimizing dust generation is watering before and during grading. Without watering, PM<sub>10</sub> and PM<sub>2.5</sub> emission generation would be double the amount mentioned previously.

Heavy-duty equipment emissions are difficult to quantify because of day to day variability in construction activities and equipment used. Typical emission rates for construction equipment were obtained from the SCAQMD Air Quality Handbook. For Phase 1, heavy equipment estimated to be used in the grading includes (4) scrapers, (4) dozers, (4) graders, and (4) water trucks, all operating 8 hours per day. For Phase 2, heavy equipment estimated to be used in the grading includes (5) scrapers, (5) dozers, (5) graders, and (5) water trucks, all operating 8 hours per day.

Using the estimates presented above, the peak air pollutant emissions during grading were calculated and presented in Table 4.2-8 of the Draft EIR. These emissions represent the highest level of emissions during construction of the proposed Project. Refer to Appendix B of the Draft EIR for additional information.

Control measures for reducing dust emissions are listed in the SCAQMD's Rule 403 (Tables 1 and 2) as recently amended in April 2004. Rule 403 includes additional new requirements for large operations (greater than 50 acres). The proposed Project would be considered a large operation and is required to implement applicable actions specified in Table 2 and applicable actions in Table 3 when performance standards cannot be met through use of Table 2 actions. These measures would be implemented through a Large Operation Notification, which includes a dust control plan submitted to the SCAQMD prior to the granting of the first grading permit.

Impact: Other pollutants generated by architectural coatings would exceed SCAQMD thresholds. (Draft EIR, at p. 4.2-25)

Finding: Changes or alterations have been required in, or incorporated into, the Project that substantially lessen, but do not completely avoid, the significant environmental effect associated with implementation of the Master Plan. (State CEQA Guidelines § 15091 subd. (a)(1).) Beyond the mitigation measures identified below, specific economic, legal, social, technological, or other considerations make infeasible mitigation measures or Project alternatives that would completely reduce this impact to a less than significant impact. Therefore, construction emissions from painting will exceed SCAQMD thresholds even after mitigation. Short-term construction air quality impacts are considered *significant and unavoidable*. (Draft EIR, at p. 2-13.)

#### Mitigation Measures:

##### AQ-3: Architectural Coating Emission Control

- *Limit the amount of painting each day.*
- *Minimize the amount of paint used by using pre-coated, pre-colored and naturally colored building materials.*
- *Use Water-Based and LOW-VOC coatings with VOC contents less than those required by SCAQMD Rule 1113.*
- *Use high transfer efficiency painting methods such as HVLP (High Volume Low Pressure) sprayers and brushes/rollers where possible. (Draft EIR, at p. 4.2-26)*

Explanation: Architectural coatings include painting exterior and interior walls as well as coatings applied to windows and window casings. ROG emissions are emitted from these coatings as well as the solvents used in cleanup of the coatings. The amount of ROG emissions that are emitted is dependent on the specific coating being used and its VOC content. The data presented in the SCAQMD CEQA Handbook shows that this can cause the emissions to range from 6.66 pounds of ROG emissions per 1,000 square feet of painted surface 1 mil thick to 149.34 pounds of ROG emissions per 1,000 square feet of painted surface 1 mil thick. The specific

paints that will be used for the Project are not known at this time. When specific data is not available, the SCAQMD CEQA Handbook recommends the use of an emission factor of 18.50 pounds of ROC emissions per 1,000 square feet of painted surface 1 mil thick. For most architectural coatings, this is the maximum emission factor allowed by SCAQMD Rule 1113, which regulates the ROC content of architectural coatings. The URBEMIS2002 Users' Guide also assumes a thickness of 1 mil when specific data is not available.

The SCAQMD CEQA Handbook (Table A9-13-C) recommends using twice the gross floor area as an estimate of the total painted area for commercial uses. This accounts for both interior and exterior surface areas. For this Project, the proposed 100,000 square feet of the commercial buildings gross floor area will result in an estimate of 200,000 square feet of painted area. For the residential uses, it is assumed that each dwelling unit has an average of 10 rooms and a gross floor area of 2,500 square feet. This results in approximately 3,023,858 square feet of painted area based on 400 dwelling units. The data used to calculate painting emissions are included in the appendix.

Using the above data the total emissions from painting of the Project is estimated to be 59,641 pounds of ROG. Assuming painting takes place over a 30-day period results in an estimate of 1,988 pounds of ROG emissions per day from painting. This is significantly above the 75 pounds per day significance threshold. There are no practical measures to reduce emissions from architectural coatings to below the significance threshold.

Impact: Development of the Master Plan would increase vehicular travel to the site and increase urban land uses? (Draft EIR, at p. 5-9)

Finding: Changes or alterations have been required in, or incorporated into, the Project that substantially lessen, but do not completely avoid, the significant environmental effect associated with implementation of the Master Plan. (State CEQA Guidelines § 15091 subd. (a)(1).) Beyond the mitigation measures identified below, specific economic, legal, social, technological, or other considerations make infeasible mitigation measures or Project alternatives that would completely reduce this impact to a less than significant impact. The long-term regional air quality impacts due to the proposed Project with the recommended measures will be reduced to an extent. However, CO, NO<sub>x</sub> and ROG emissions would continue to exceed the SCAQMD thresholds and be considered *significant and unavoidable*. (Draft EIR, at p. 5-8)

Mitigation Measures:

**AQ-4: *Transportation Demand Management Measures***

- *Provide adequate ingress and egress at all entrances to public facilities to minimize vehicle idling at curbsides.*
- *Provide dedicated turn lanes as appropriate and provide roadway improvements at heavily congested roadways.*

***Energy Efficient Measures<sup>3</sup>***

- *Improve thermal integrity of the buildings and reduce thermal load with automated time clocks or occupant sensors.*
- *Install energy efficient street lighting.*
- *Capture waste heat and reemploy it in nonresidential buildings.*

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<sup>3</sup> These measures also reduce impacts from Greenhouse Gases.

- *Landscape with native drought-resistant species to reduce water consumption and to provide passive solar benefits.*
- *Provide lighter color roofing and road materials and tree planning programs to comply with the AQMP Miscellaneous Sources MSC-01 measure.*
- *Synchronize traffic signals.*
- *Introduce window glazing, wall insulation, and efficient ventilation methods.*

Explanation: The primary source of regional emissions generated by the proposed Project will be from motor vehicles. Other on-site emissions will be generated from the combustion of natural gas for water, space heating and the use of consumer products. Emissions will also be generated by the use of natural gas consumed by the Project.

The emission factors from EMFAC2007 were used to calculate the vehicular emissions. EMFAC2007 is a computer model published by the CARB. The EMFAC2007 emission factors for San Bernardino County for the year 2009, the opening year of the Project, at an average speed of 25 miles per hour were used to calculate motor vehicle emissions associated with the Project.

Many consumer products, including air fresheners, automotive products, household cleaners, and personal care products emit ROG's. CARB has estimated that the amount of ROG released from consumer products is primarily dependant on the increased population associated with residential development. CARB estimates that 0.0171 pounds of ROG are emitted per person. For the purposes of the calculation, it was assumed that each residential unit within the specific plan would have three residents.

The traffic study prepared for the Project indicates that the Project will generate 7,801 daily trips. The average trip length for the proposed Project is assumed to be 8.2 miles. This is a composite trip length derived from data contained in the SCAQMD CEQA Handbook (Page 9-24) for San Bernardino County. The product of the Project daily trips and trip length, translate to a total of 63,968 vehicle miles traveled (VMT) generated by the proposed Project. An average speed of 25 miles per hour was assumed.

Additional pollutant emissions associated with the Project will be generated on-site by the combustion of natural gas for space heating and water heating. The Project will consist of 265 single family homes, 135 condominiums and a maximum of 100,000 square feet of commercial/retail land uses. The square footages and emission factors utilized in calculating the emissions with these sources are provided in Appendix B. The emissions are projected for year 2009. The total Project emissions are presented in Table 4.2-13 of the Draft EIR.

Table 4.2-13 of the Draft EIR shows that the total Project emissions are above the SCAQMD Thresholds, specifically for CO, ROG and NO<sub>x</sub>. Since the Project emissions are above the significance thresholds, the Project will result in significant regional air quality impacts.

Table 4.2-14 of the Draft EIR compares the Project's emissions to the projected basin wide emissions from the 2003 AQMP. This comparison shows that the Project represents a very small fraction of the total regional emissions. For the two pollutants above the thresholds, the Project represents, approximately, 6.7 thousands (.0067) of a percent of the total regional emissions.

The most significant reductions in regional and local air pollutant emissions are attainable through programs which reduce the vehicular travel associated with the Project. Support and compliance with the AQMP for the basin is the most important measure to achieve this goal. The AQMP includes improvement of mass transit facilities and implementation of

vehicular usage reduction programs. However, the Project emissions are above the significance thresholds and will result in significant regional air quality impacts.

Impact: The Project could cause cumulative impacts to air quality. (Draft EIR, at p. 5-8)

Finding: Changes or alterations have been required in, or incorporated into, the Project that substantially lessen, but do not completely avoid, the significant environmental effect associated with implementation of the Master Plan. (State CEQA Guidelines § 15091 subd. (a)(1).) Beyond the mitigation measures identified below, specific economic legal, social, technological, or other considerations make infeasible mitigation measures or Project alternatives that would completely reduce this impact to a less than significant impact. The long-term regional air quality impacts due to the proposed Project with the recommended measures will be reduced to an extent. However, even with implementation of Mitigation Measures AQ-1 thru AQ-5, cumulative impacts to Air Quality would continue to be *significant and unavoidable*. (Draft EIR, at p. 5-8)

Mitigation Measures: No Project-specific mitigation measures would reduce the impacts to less than significant.

Explanation: Cumulative Projects would generate emissions of criteria pollutants as listed in the Table 3 below. Individually, many of these Projects may not exceed SCAQMD thresholds of significance. However, vehicle trips associated with commercial and retail land uses in conjunction with trips for fast food restaurants, the vehicular trips associated with the proposed Project, and other Projects as listed in Table 5-1 of the Draft EIR, would result in significant cumulative impacts to air quality. Refer to Appendix G for modeling results of cumulative Projects per URBEMIS 2007 Air Quality Model Results.

Impacts to air quality can only be minimized by compliance with SCAQMD rules and regulations, and implementation of measures recommended in the 2003 Air Quality Management Plan, Project-related EIRs, and the county's and cities' General Plans. Some of these measures include the implementation of construction-related mitigation measures such as dust control and equipment and vehicle maintenance, and the implementation of best available control technology for industrial, mining, and manufacturing Projects. With the implementation of Mitigation Measures AQ-1 thru AQ-5, cumulative impacts would continue to be significant. (Draft EIR, at p. 5.8)

Table 3  
Cumulative Operational Emissions

Source	Emissions (lb/day)					
	ROG	NOX	CO	PM10	PM2.5	CO2
Area Source Emissions	1,455.7	230.9	3,003.8	455.7	438.7	298,597.6
Mobile Source Emissions	1,890.1	2,880.2	19,758.3	2,826.73	559.8	1,543,476.5
Total	3,345.9	3,111.1	22,762.0	3,282.4	998.4	1,842,074.1
SCAQMD Threshold	55	55	550	150	55	None
Significant	YES	YES	YES	YES	YES	

B. Mineral Resources:

Impact: The Project could result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state. (Draft EIR, at p. 4.9-6)

Finding: No mitigation measures are proposed as no mitigation measure can replace the loss of an available 3.25 million tons of aggregate. Therefore, no specific economic legal, social, technological, or other considerations make infeasible mitigation measures or Project

alternatives that would completely reduce this impact to a less than significant impact. Impacts from the loss of 3.25 million tons of an available, locally important, permitted mineral resources recovery site on approximately 25 acres would remain *significant and unavoidable*. (Draft EIR, at p. 4.9-7)

Mitigation Measures: No mitigation proposed.

Explanation: The proposed Master Plan area is located within the boundaries of the San Antonio Creek alluvial fan. Two aggregate mining operations currently extract resources in the area to be developed. Several areas located in the Claremont-Upland Production Consumption Region are designated MRZ-2. Within the areas classified as MRZ-2, resource sectors are identified that contain potentially extractable aggregate resources from a land use perspective. According to the California Geological Survey, the Project is located in Resource Sector B-1. Resource Sector B-1 includes eight parcels south of San Antonio Creek Flood Control Dam in the uninhabited areas of the San Antonio Creek Fan, northeast of the City of Claremont. Sector B-1 is roughly bounded by Foothill Boulevard to the south, San Antonio Avenue to the east, and Thompson Creek to the west.

The Claremont-Upland area is the smallest production and consumption region in southern California. Included in the Claremont-Upland region are the cities of Claremont, Upland, Ontario, Rancho Cucamonga and Chino. Aggregate materials are derived from the alluvial fans of San Antonio, Cucamonga, Day and Deer creeks with some small amounts arising from the foothills of the San Gabriel Mountains. The largest sources of aggregate for construction raw materials are the San Antonio and Cucamonga Canyon alluvial fans. Each of these fans extends approximately eight miles in a southerly direction and the surface gradient of the fans is about 120 feet per mile.

A complete and precise understanding of the terms "reserves" and "resources" is needed to comprehend the amount of aggregate material located within the Claremont-Upland Production-Consumption Region. The California Division of Mines and Geology has adopted the following definitions as they apply to aggregate deposits as well as other types of minerals:

- Reserves as used within this section refer to measurable amounts of mineral-bearing materials that can be produced with current technology under existing economic and political conditions. Reserves, more specifically, are deposits that are owned or leased by a mining company, are currently available for removal using accepted techniques, and are permitted for extraction by a lead agency.
- Resources are mineral-bearing materials that could become mineral reserves either through future technological developments, improved economic conditions, different political conditions, or a combination of all of the above. According to the Division of Mines and Geology, the only factor distinguishing aggregate reserves from aggregate resources is that reserves have permits for their extraction, and resources lack a permit from a lead agency.

In figuring the amount of reserves and resources, the appropriate setbacks, slopes and quarry depths were used and materials underneath processing plants and other structures were included. The conclusion in 1987 was that an estimated 1,350 million tons of aggregate resources existed in the Claremont-Upland Production-Consumption Region. Although these resources exist, the majority of the resources lack appropriate permits for extraction (mining). Consequently, currently permitted reserves are not adequate for supplying construction aggregate to the region for the next fifty years. In 1987, projections of needed aggregate equaled approximately 245 million tons; this amount could supply the region until the year 2031. In 1987, only 55 million tons of permitted aggregate reserves remained within the production-consumption region, which was estimated to be depleted in

10 years. With implementation of the Master Plan, an estimated 3.25 million tons of resources would be lost in the 42-acre Park View Specific Plan portion of the Project site.

The southwestern corner of the Park View Specific Plan portion is comprised of two triangular shaped parcels totaling approximately 25 acres. Of the 25 acres, approximately 23 acres are leased by Holliday Rock from the PVPA for the extraction of aggregate material. This area is included in Holliday Rock's approved Foothill Quarry Reclamation Plan. The remaining 2.4 acres lie within the City of Claremont and have not been permitted for aggregate extraction.

Records show alluvial material extends more than 700 feet below the surface, originating from the igneous and metamorphic complex within the San Gabriel Mountains. During heavy rainfall large volumes of material such as varieties of granitic and mafic rocks, felspathic gneisses, and schists are transported down the creek channels as far away as 30 miles from the source area. These deposits are poorly sorted, with coarse material at the head of the fan and finer material carried farther away. Material sizes range from very large boulders, to clay. The coarse material makes up approximately 60 to 75 percent of available material. Producers consider aggregate processed from the fan to be of high quality because it is durable, relatively free of reactive and weak rock, and varies in size. The loss of this resource is considered significant. (Draft EIR, at p. 4.9-7)

**Impact:** Development of the 57-acre City Sports Park portion of the Master Plan area could result in the loss of a known mineral resource of value to the region. (Draft EIR, at p. 4.9-8)

**Finding:** No mitigation measures are proposed as no mitigation measure can replace the loss of a potential aggregate extraction operation. Therefore, no specific economic, legal, social, technological, or other considerations make infeasible mitigation measures or Project alternatives that would completely reduce this impact to a less than significant impact. Impacts from the loss of 57 acres of potential aggregate resources within a Mineral Resource Zone-2 would remain *significant and unavoidable*. (Draft EIR, at p. 4.9-8)

**Mitigation Measures:** No mitigation proposed.

**Explanation:** Approximately 57 acres of the 99-acre Master Plan area is located immediately north of the Park View Specific Plan portion and is owned by the City of Upland. This area is also designated as MRZ-2. These 57 acres would be developed as a City Sports Park upon approval of a Conditional Use Permit.

The 57-acre City Sports Park portion of the Master Plan area was once part of a Vulcan Materials (now Cal-Mat) mining operation. The operation commenced in 1973 and continued until 1978, at which time reclamation began. Permits were obtained from the San Bernardino County Flood Control District to conduct excavations at the site and ultimately to create a series of water recharge basins on-site. Reclamation was started upon the completion of mining in 1978 and was finished in 1984. Upon completion of reclamation, the site was under the control of the Flood Control District. At this point the quarry configuration approximately matched the current day configuration covering a nearly square parcel of land about 1,600 square feet by 1,600 square feet. The mine operation was apparently abandoned and had no known plan for reclamation. An aggregate resource remains at the site, but its economic viability is not known.

According to Douglas Sprague, Manager of Reclamation for Cal-Mat, the site is not devoid of extractable materials; available material suitable for mining would depend on an operator's specifications and requirements. The presence of recent alluvium overlain by older alluvium would facilitate the extraction and blending of materials to achieve a marketable product,

although whether the current political climate and regulatory environment would approve such a plan is unknown.

Mining is an allowable use under the Open Space designation in the Upland General Plan. The loss of a locally important mineral recovery site would be significant. The conversion of land designated as MRZ-2 into a City Sports Park could result in the loss or reduction of a mineral recovery site of local importance and is considered significant.

#### SECTION 5. FINDINGS REGARDING SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

An EIR must disclose the significant unavoidable impacts that will result from implementation of a proposed project. Section 15126(b) of the State CEQA Guidelines states that an EIR should explain the implications of such impacts and the reasons why the Project is being proposed, notwithstanding such impacts. Implementation of the proposed Project would result in the alteration of the physical environment. The proposed Project includes design features and proposes mitigation measures that either reduce or eliminate potentially significant impacts to a level below significance.

No significant irreversible environmental changes to nonrenewable resources are expected. Development of the Baseline Road Master Plan will be in accordance with all applicable building and development code requirements for energy savings such as insulation of buildings and energy-efficient lighting (as feasible), heating and cooling systems installed with timers, and other energy saving devices. Landscaping with drought tolerant plants and water conservation devices would also be designed into the Project.

The proposed Baseline Road Master Plan contains a number of development standards to reduce dependence on non-renewable resources and encourage alternative ways to heat and cool the buildings and to conserve water.

Significant and unavoidable impacts resulting from implementation of the Project with respect to Air Quality are: (1) peak construction activities associated with the Project would generate emissions that exceed SCAQMD thresholds; (2) daily operations associated with the Project would generate emissions that exceed SCAQMD thresholds; and (3) vehicle trips associated with commercial and retail land uses in conjunction with trips for fast food restaurants, the vehicular trips associated with the proposed Project, and other projects in the area, would result in significant cumulative impacts to air quality.

Significant and unavoidable impacts resulting from implementation of the Project with respect to Mineral Resources are: (1) the loss of 3.25 million tons of an available, locally important, permitted mineral resources recovery site on approximately 25 acres; and (2) loss of 57 acres of potential aggregate resources within a Mineral Resource Zone-2.

#### SECTION 6. FINDINGS REGARDING GROWTH INDUCING IMPACTS, COMMITMENT OF RESOURCES, AND CUMULATIVE IMPACTS

CEQA Guidelines Section 15126.2(d) requires an evaluation of growth inducing impacts that may result from a project. A project that is growth inducing is defined as one that directly or indirectly fosters economic growth, population growth, or additional housing; when it removes obstacles to growth; when it taxes public facilities and services; or when it encourages or facilitates other activities that could significantly affect the environment. For example, the lack of existing utilities and services typically prevents growth. The provision of such services in a previously unserved or underserved area has the potential to induce growth by providing additional unused and available capacity.

Under the City's General Plan, there are provisions to construct infrastructure and other urban services to properly serve the proposed Project simply due to the location along a primary thoroughfare and the proximity to other development. Development of the proposed Project would have a negligible effect on local and regional population, housing, and employment forecasts and therefore would not result in impacts that are environmentally significant. The Project site is located within an urban area to which all required public services and utilities can be provided. The growth resulting from the proposed development is consistent with that previously projected by regional planning agencies; therefore, no significant environmental effect resulting from this growth would occur.

#### Cumulative Impacts:

Section 15130 of the State CEQA Guidelines requires the consideration of cumulative impacts within an EIR. (Draft EIR, at p. 5-1) Cumulative impacts are defined as two or more individual effects which, when considered together, are considerable or which, compound or increase other effects. The individual effects may be changes resulting from a single project or a number of separate projects. (*Ibid.*) The cumulative impact from several projects is the change in the environment, which results from the projects when added to other closely related projects. (*Ibid.*) In identifying projects which may contribute to cumulative impacts, the State CEQA Guidelines allow the use of either a specific list of past, present, and reasonably anticipated future projects, providing related or cumulative impacts, including those that are outside of the control of the lead agency. (*Ibid.*) Cumulative impacts are separately discussed within each environmental issue.

### SECTION 7. FINDINGS REGARDING ALTERNATIVES

The City Council hereby finds that specific economic legal, social, technological, or other considerations make infeasible the Project alternatives that would completely reduce this Project's impacts to a less than significant level, and therefore has considered and rejected as infeasible the alternatives identified in the EIR and described below. Section 15126.6 of the State CEQA Guidelines requires an EIR to describe a range of reasonable alternatives to the Project, or to the location of the Project, which could feasibly achieve most of its basic objectives, but would avoid or substantially lessen any of the significant effects identified in the EIR analysis. (Draft EIR, at p. 6-1.) An EIR is not required to consider every conceivable alternative to a proposed project. (*Ibid.*) Rather, an EIR must consider a reasonable range of alternatives that are potentially feasible; an EIR is not required to consider alternatives that are infeasible. (*Ibid.*) In addition, an EIR should evaluate the comparative merits of the alternatives. (*Ibid.*) Therefore, this section of the EIR sets forth the potential alternatives to the Project and evaluates them in light of the objectives of the Project, as required by CEQA. (*Ibid.*)

#### OBJECTIVES

The primary objectives are: (Draft EIR, at p. 6-3, 6-4)

#### City's General Land Development Project Objectives

- Provide a beneficial use for the underutilized mine pit. The development of the mining pit (City Sports Park portion) as a combined use park/flood control basin will allow for the multiple uses benefiting the City's residences and enhancing the visual character of the reclaimed mining pit.
- Provide for the highest and best use of the property while assisting in balancing the housing to jobs ratio of the City, and providing a long-term taxable revenue base for the City.

- Providing adequate buffers between proposed residential, commercial, and City Sports Park uses and adjacent residential uses, and mitigating all potentially significant environmental impacts of the proposed land uses.

#### City Sports Park Component Project Objectives

- Maximize public active and passive uses in conjunction with other complementary public uses such as water conservation and recharge and flood control.
- Provide opportunities for active and passive, parkland use.
- Increase in the quantity of parklands: The City of Upland contains approximately 2.2 acres of developed parkland per thousand residents. The City has determined the need for more developed park acreage.

#### Park View Specific Plan Project Objectives

- Combine residential land uses, recreational amenities, and commercial services to create a livable mixed use community.
- The circulation plan for the Specific Plan area should provide a comprehensive system of streets accommodating bicycle and pedestrian travel, while providing for the safe and efficient movement of automobiles.
- Provide for the development of adequate infrastructure and public facilities to serve the community as development is constructed.
- Develop new parks, bike trails, and pedestrian trail amenities to enhance outdoor recreational opportunities for residents.
- Provide for diverse and varied architecture combined with comprehensive site planning within the Specific Plan area to create a harmonious community aesthetically and functionally, preserving residents privacy, and encouraging neighborhood interaction.
- Provide for a Development Plan compatible with surrounding residential and non-residential land uses.

#### ALTERNATIVES

Key provisions of the State CEQA Guidelines relating to the alternatives analysis (Sections 15126.6 *et seq.*) are summarized below:

The range of alternatives required in an EIR is governed by a "rule of reason"; therefore, the EIR must evaluate only those alternatives necessary to permit a reasoned choice. (Draft EIR, at p. 6-1.) The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project. (*Ibid.*)

#### Rationale for Selecting Potentially Feasible Alternatives

The alternatives must include a no Project alternative and a range of reasonable alternatives to the Project if those reasonable alternatives would attain most of the Project objectives while substantially lessening the potentially significant Project impact. (Draft EIR, at p. 6-1) The range of alternatives discussed in an EIR is governed by a "rule of reason," which the State CEQA Guidelines Section 15126.6(f)(3) defines as:

. . . set[ting] forth only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project. Of those alternatives, the EIR need examine in detail only the ones that the lead agency determines could feasibly attain most of the basic objectives of the project. The range of feasible alternatives shall be selected and discussed in a manner to foster meaningful public participation and informed decision-making.

### ALTERNATIVES ANALYSIS

The goal for evaluating any alternative is to identify ways to avoid or lessen the significant environmental effects resulting from implementation of the proposed Project, while attaining most of the Project objectives. (Draft EIR, at p. 6-1) The City has included the following six (6) alternatives for consideration:

- No-Project-No-Development Alternative
- Buildout Under the Existing General Plan Alternative (Flood Control/Mining<sup>4</sup>)
- Park Access Alternative
- Development of the City Sports Park only, and Mining
- Development of the City Sports Park, and Major Commercial Tenant
- Development of the City Sports Park, and Single-family Residential

#### Alternatives Not Selected for Analysis

CEQA Guidelines 15126.6(c) requires that an EIR identify any alternatives that were considered and rejected as infeasible, and briefly explain the reasons for rejection. (Draft EIR, at p. 6-4, 6-5)

#### *Alternative Location for the Master Plan*

The evaluation of an alternative location is difficult because the City of Upland is an older established City with few vacant developable parcels remaining in the City that are of similar size. A review of undeveloped properties in the City showed that the proposed Project could not feasibly be developed at another site, not already being considered for development. The City of Upland owns approximately 60 percent of the Master Plan site. No alternative sites were considered because the proposed Project represents the last available parcel of this size within the City limits. No site outside the City's corporate boundary was considered.

#### *Alternative Development of the Park View Specific Plan*

An alternative to develop high rise/high density multifamily apartment or townhouse development was also rejected because, such a project would be at a height and would violate the cable airport safety zone requirements for high density residential within the cable airport safety zone.

### DESCRIPTION OF ALTERNATIVES

- No-Project-No-Development Alternative: Under this alternative the Master Plan would not be adopted. The existing approximately 99 acres would remain unchanged. The existing commercial business (Intravaia Rock and Sand, Inc.) would continue to operate. This alternative is similar to the discussion of existing conditions for each issue addressed in Chapter 4.0, Environmental Impact Evaluation (e.g., aesthetics, air quality, biological resources, etc.).

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<sup>4</sup> The Project site is designated as Open Space with an approved mine plan.

- Buildout Under the Existing General Plan Alternative (Flood Control/Mining): The Park View Specific Plan would not be developed with the mixed-use development. Instead, existing uses would continue as follows:

- Approximately 42 acres in four parcels fronting Baseline Road would consist of:
  - Approximately 23 acres representing Basin 1 of the Holliday Rock Mine Reclamation Plan (adopted August 2003). It is designed to be offset approximately 165 feet north of Baseline Road, 117 feet from its eastern boundary, and 50 feet southeast from SR-210 right-of-way. Aggregate reserves are estimated at approximately 1.4 million cubic yards. Basin 1 will have a final floor elevation of 1,502 above sea level at the southern end of the quarry with a depth of 50 feet and a final floor elevation of 1,504 above sea level at the northern end of the quarry with a depth of about 100 feet due to natural ground elevation changes. All aggregate processing would occur off-site.

The basin would be developed with a 2:1 (horizontal to vertical) slopes. Fences for safety and interceptor ditches for run-off control will be constructed around the pit rims as it is developed. The finished basin floor will be graded to drain from north to south. The basin would ultimately be connected to the other basins in the Holliday Rock plan to allow the basins to drain into the lower basins.

- A 6.75-acre parcel owned by Upland Gateway, LLC, which currently contains a composting/demolition and recycling operation (Intravaia Rock and Sand, Inc.).
  - A 9.50-acre parcel which contains a water well/access road currently owned and leased by Upland Gateway, LLC to the Southern California Water Company, a private water company.
  - Approximately 2.4 acres within the City of Claremont.
  - Approximately 57 acres that make up the City owned mine pit would remain as flood control, open space and groundwater percolation as currently occurs.
- Park Access Alternative: The Park View Specific Plan area would be developed into a mixed-use development consisting of approximately 100,000 square feet of commercial uses and up to 400 dwelling units. Approximately 57 acres of the Master Plan would be developed as a City Sports Park. Access to the City Sports Park would be from the northwest corner of Benson Avenue and 17<sup>th</sup> Street instead of through the Park View Specific Plan.
  - Development of the City Sports Park only, no Park View Specific Plan Development but mining (as permitted under the General Plan) would occur: The mixed-use development would not be developed, no general plan amendment would occur and only the park site would be developed. The following scenario is assumed:

Approximately 57-acre park site in a reclaimed mine pit would consist of:

- 6 soccer fields (two could be converted to soft ball fields)
- 2 tennis courts
- 1 basketball court
- "Tot lot"
- Small community amphitheater

- Concession stand
- Access to the City Sports Park would be from 17<sup>th</sup> Street

Approximately 42 acres in four parcels fronting Baseline Road would consist of:

- Approximately 23 acres representing Basin 1 of the Holliday Rock Mine Reclamation Plan (adopted August 2003). It is designed to be offset approximately 165 feet north of Baseline Road, 117 feet from its eastern boundary, and 50 feet southeast from SR-210 right-of-way. Aggregate reserves are estimated at approximately 1.4 million cubic yards. Basin 1 will have a final floor elevation of 1,502 above sea level at the southern end of the quarry with a depth of 50 feet and a final floor elevation of 1,504 above sea level at the northern end of the quarry with a depth of about 100 feet due to natural ground elevation changes. All aggregate processing would occur off-site.

The basin would be developed with a 2:1 (horizontal to vertical) slopes. Fences for safety and interceptor ditches for run-off control will be constructed around the pit rims as it is developed. The finished basin floor will be graded to drain from north to south. The basin would ultimately be connected to the other basins in the Holliday Rock plan to allow the basins to drain into the lower basins.

- A 6.75-acre parcel owned by Upland Gateway, LLC, which currently contains a composting/demolition and recycling operation (Intravaia Rock and Sand, Inc.).
  - A 9.5-acre parcel which contains a water well/access road currently owned and leased by Upland Gateway, LLC to the Southern California Water Company, a private water company.
  - Approximately 2.4 acres within the City of Claremont.
- Development of the City Sports Park, Major Commercial Tenants: The Park View Specific Plan mixed-use development would be replaced by a highway-commercial shopping center consisting of approximately 460,000 square feet of commercial building. The following scenario is assumed:

Approximately 57-acre City Sports Park site in a reclaimed mine pit would consist of:

- 6 soccer fields (two could be converted to soft ball fields)
- 2 tennis courts
- 1 basketball court
- "Tot lot"
- Small community amphitheater
- Concession stand
- Access to the City Sports Park would be from 17<sup>th</sup> Street

Approximately 42 acres in four parcels fronting Baseline Road designated open space would consist of:

- Two large retail stores of approximately 225,000 and 136,000 square feet each,
- Eight small to mid-size retails establishments totaling approximately 59,000 square feet of development.
- Approximately 21,000 square feet of development in two buildings located in Claremont

- Development of the City Sports Park and Single Family Residential Tract: The commercial uses, currently proposed on approximately 10 acres of the Park View Specific Plan portion would not be developed, and a single-family residential tract on the entire 42 acre specific plan area, at a lower density than what is currently being proposed, would be developed. The following scenario is assumed:

Approximately 57-acre City Sports Park site in a reclaimed mine pit would consist of:

- 6 soccer fields (two could be converted to soft ball fields)
  - 2 tennis courts
  - 1 basketball court
  - "Tot lot"
  - Small community amphitheater
  - Concession stand
  - Access to the City Sports Park would be from 17<sup>th</sup> Street
- Approximately 42 acres in four parcels fronting Baseline Road designated Open Space would consist of:
    - 168 Single Family Residences (4 dwelling units per acre).
    - Approximately 7,200 square-feet (net after roads, sidewalks, etc.) per dwelling unit.

#### EVALUATION OF ALTERNATIVES:

##### No Project Alternative/No Development

Under this alternative, the Baseline Road Master Plan would not be adopted. The existing approximately 99 acres would remain unchanged. The existing commercial business (Intravaia Rock and Sand, Inc.) would continue to operate. This alternative is similar to the discussion of existing conditions for each issue addressed in Chapter 4.0 Environmental Impact Evaluation (e.g., aesthetics, air quality, biological resources, etc.).

The No-Project/No-Development Alternative would not meet most of the Project objectives, including but not limited to providing a beneficial use for the underutilized mine pit (City Park portion). In addition the City of Upland would lose a long-term taxable revenue base. Other Project objectives are to increase the quantity of parklands and provide opportunities for active and passive parkland use, provide diversity and choice of housing types and opportunities to address a variety of lifestyles and economic segments of marketplace. In summary, the No Project Alternative would be environmentally superior as no development and related adverse impacts would occur, however, this alternative would not meet any of the Project objectives. (Draft EIR, at p. 6-10)

##### Buildout Under the Existing General Plan Alternative (Flood Control and Mining)

Although the Buildout Under the Existing General Plan Alternative would comply with the existing General Plan and Zoning Ordinance, this alternative would not meet the most of the Project objectives including but not limited to providing a beneficial use for the underutilized mine pit. The development of a mining pit as a City Sports Park will allow for the multiple uses benefiting the City's residences and enhancing the visual character by reclaiming the mining pit.

Another goal of the City is to provide for the highest and best use of the property while assisting in balancing the housing to jobs ratio of the City, and providing a long-term taxable revenue base for the City. With the development of the proposed Project, the City of Upland aims to promote exceptional architecture and site planning. However, these

objectives would not be achieved under this Alternative. The City has determined the need for more developed park acreage. However, no new opportunities for recreation would be created for at least 20 years. The other objectives of providing a mixed land use of residential, commercial and recreational amenities, compatible Development plan with the surrounding residential and non-residential land uses, a harmonious community would not be achieved under this alternative This Alternative would not be considered as an Environmentally Superior Alternative. (Draft EIR, at p. 6-15)

#### Park Access Alternative

Although the majority of the environmental impacts discussed in the Park Access Alternative are similar to those addressed within the Master Plan, the alternative would not address the concerns of residents of Upland regarding park access. This Alternative would achieve all the goals and objectives of the proposed Project, but it would not be considered an Environmentally Superior Alternative because it would have greater traffic impacts. (Draft EIR, at p. 6-17)

#### Development of the City Sports Park and Mining Alternative

Under the Development of the City Sports Park, and Mining Alternative, the City would be able to provide new park and recreational facilities as the City Sports Park will be developed.

However, this alternative would not meet most of the Project objectives including but not limited to providing a beneficial use for the underutilized mine pit. The development of a mining pit as a City Sports Park will allow for the multiple uses benefiting the City's residences and enhancing the visual character by reclaiming the mining pit.

Another goal of the City is to provide for the highest and best use of the property while assisting in balancing the housing to jobs ratio of the City, and providing a long-term taxable revenue base for the City. With the development of the proposed Project, the City of Upland aims to promote exceptional architecture and site planning. However, these objectives would not be achieved under this Alternative. The City has determined the need for more developed park acreage. However, no new opportunities for recreation would be created for at least 20 years under this alternative. The other objectives of providing a mixed land use of residential, commercial and recreational amenities, and a compatible development plan with the surrounding residential and non-residential land uses, or a harmonious community would not be achieved (resulting in a environmentally inferior project) under this alternative. This Alternative would not be considered as an Environmentally Superior Alternative. (Draft EIR, at p. 6-22)

#### Development of the City Sports Park and Major Commercial Tenants

Under the Development of the City Sports Park, and Major Commercial Tenants Alternative, the City would be able to generate tax revenue and provide new park and recreational facilities. However, the City would not be able to provide a diversity of housing choices. Also this Alternative would result greater impact on traffic and land use compatibility as compared to the proposed Project. This Alternative would achieve only some of the goals and objectives of the proposed Project and would not be considered an "Environmentally Superior Alternative." (Draft EIR, at p. 6-25)

#### Development of the City Sports Park and Single Family Residential Tract

Under Development of the City Sports Park and Single Family Residential Tract Alternative, the City would be able to provide housing and recreational facilities. Elimination of commercial uses would however, result in a potential loss in tax revenue. Nor would this

alternative provide a mixed use development in which shopping opportunities are located close to residential uses. There would also be a corresponding increase in vehicle miles being driven to access the necessary consumer goods demanded by the residents of the housing units being created. This Alternative would achieve most of the goals and objectives of the proposed Project. It would also result in less significant environmental impacts on aesthetics, public services/utilities, and traffic as compared to that of the proposed Project. This would be considered an Environmentally Superior Alternative. (Draft EIR, at p. 6-28)

#### ENVIRONMENTALLY SUPERIOR ALTERNATIVE

The alternative that has impact levels similar to or less than the proposed Project, and no impact levels greater than the proposed Project, is the Development of the City Sports Park and Single Family Residential Tract Alternative. Therefore this Alternative would be considered the "Environmentally Superior Alternative." (Draft EIR, at p. 6-28)

#### SECTION 8. STATEMENT OF OVERRIDING CONSIDERATIONS

Pursuant to Public Resources Code Section 21081(b) and the Guidelines sections 15093 and 15043, the City has balanced the economic, legal, social, technological, and other benefits of the proposed Project, including the provision of employment opportunities for the existing population, and residential opportunities for the growing population, against the following unavoidable adverse impacts associated with the proposed Project and has adopted all feasible mitigation measures with respect to these impacts: (1) Air Quality (Exhibit A), and (2) Mineral Resources (Exhibit B); The City also has examined alternatives to the proposed Project, one of which both meets the Project objectives and is environmentally superior to the proposed Project. However, this alternative would still remain significant in terms of air quality impacts and by eliminating the commercial land use, would reduce the number of employment opportunities. This alternative would not result in fulfilling all of the objectives as compared to the proposed Project. Therefore, though Development of the City Sports Park and Single Family Residential Tract is an environmentally superior alternative, it is still not being considered for development.

The City, after balancing the specific economic, legal, social, technological, and other benefits of the proposed Project, has determined that the unavoidable adverse environmental impacts identified above may be considered "acceptable" due to the following specific considerations which outweigh the unavoidable, adverse environmental impacts of the proposed Project. Each of the separate benefits of the proposed Project, as stated herein, is determined to be, unto itself and independent of the other Project benefits, a basis for overriding all unavoidable adverse environmental impacts identified in these Findings. Each benefit set forth below constitutes an overriding consideration warranting approval of the Project, independent of other benefits, despite each and every unavoidable impact. Project benefits include:

- The Project provides range of commercial uses immediately adjacent to SR-210 and the existing residential neighborhood.
- The proposed Project would provide a diverse choice of housing for different income groups.
- The Project maximizes public active and passive uses in conjunction with other complementary public uses such as water conservation and recharge, and flood control.
- The Project fosters a cohesive and distinctively identifiable mixed use development that integrates a diversity of commercial spaces, residential use, and open-space,

and also provides a variety of employment, residential and recreational opportunities.

- The Project would establish residential uses in the proximity of commercial uses, thereby reducing traffic and air pollution.

The City of Upland CITY COUNCIL hereby declares that the EIR has identified and discussed significant effects that may occur as a result of the Project. With the implementation of the mitigation measures discussed in the EIR, these effects can be mitigated to a level of less than significant except for unavoidable significant impacts as discussed in Section IV of these Findings. The City of Upland CITY COUNCIL hereby declares that it has made a reasonable and good faith effort to eliminate or substantially mitigate the potential impacts resulting from the Project. The City of Upland CITY COUNCIL further finds that except for the Project, all other alternatives set forth in the Final EIR are infeasible because they would prohibit the realization of most Project objectives. The CITY COUNCIL also finds that specific economic, social and other benefits of this Project outweigh the environmental benefits of the alternatives and the environmental impacts of the Project.

For the foregoing reasons, the City of Upland CITY COUNCIL hereby declares that the benefits provided to the public through approval and implementation of the Project outweighs any significant adverse environmental impacts of the Project. The City of Upland CITY COUNCIL finds that each of the Project benefits outweighs the adverse environmental effects identified in the EIR, and therefore finds those impacts to be acceptable. The substantial evidence demonstrating the benefits of the Project are found in these findings, and in the documents found in the record of proceedings, discussed in Section XI below. Therefore, the CITY COUNCIL adopts this Statement of Overriding Considerations.

#### SECTION 9. FINDINGS AND RESOLUTION REGARDING CERTIFICATION OF EIR

The City Council finds that it has reviewed and considered the Final EIR in evaluating the proposed Specific Plan, that the Final EIR is an accurate and objective statement that fully complies with CEQA, State CEQA Guidelines and the City's local CEQA Guidelines and that the Final EIR reflects the independent judgment of the City Council.

The City Council declares that no new significant information as defined by State CEQA Guidelines, section 15088.5 has been received by the City after circulation of the Draft EIR that would require recirculation.

The City Council certifies the Environmental Impact Report based on the following findings and conclusions:

A. Findings:

The following significant environmental impacts, as set forth in Section IV of this Resolution, have been identified in the EIR and will require mitigation as set forth in said Section IV but cannot be mitigated to a level of insignificance: air quality (Project-related and cumulative), and mineral resources (Project-related).

B. Conclusions:

1. Except as to those impacts stated above relating to air quality, and mineral resources, all significant environmental impacts from the implementation of the proposed Project have been identified in the EIR and, with implementation of the mitigation measures identified, will be mitigated to a level of less than significant.

2. Other alternatives to the proposed Master Plan, which could potentially achieve the basic objectives of the proposed Project, have been considered and rejected in favor of the proposed Baseline Road Master Plan. (Draft EIR, at pp. 6-1 – 6-14)

3. Environmental, economic, social and other considerations and benefits derived from the development of the proposed Baseline Road Master Plan override and make infeasible any alternatives to the proposed Specific Plan or further mitigation measures beyond those incorporated into the proposed Project.

#### SECTION 10. ADOPTION OF MITIGATION AND MONITORING PROGRAM

Pursuant to Public Resources Code section 21081.6, the City Council hereby adopts the Mitigation Monitoring and Reporting Plan attached to this Resolution as Exhibit A. In the event of any inconsistencies between the mitigation measures as set forth herein and the Mitigation Monitoring Program, the Mitigation Monitoring Program shall control.

#### SECTION 11. CONTENTS AND CUSTODIAN OF RECORD

The documents and materials that constitute the record of proceedings on which these findings have been based are located at the City of Upland, 460 North Euclid Avenue, California. The custodian for these records is the Planning Director. This information is provided in compliance with Public Resources Code section 21081.6.

The record of proceedings for the City Council's decision on the Project consists of the following documents, at a minimum:

- The NOP and all other public notices issued by the City in conjunction with the Project;
- All comments submitted by agencies or members of the public during the 45-day comment periods on the Draft EIR;
- All comments and correspondence submitted to the City with respect to the Project, in addition to timely comments on the Draft EIR;
- The Final Environmental Impact Report for the Baseline Road Master Plan, including comments received on the Draft EIR, responses to those comments, and technical appendices;
- The mitigation monitoring program for the Project;
- All findings and resolutions adopted by the City Council or Planning Commission in connection with the Baseline Road Master Plan Project, and all documents cited or referred to therein;
- All reports, studies, memoranda, maps, staff reports, or other planning documents relating to the Project prepared by the City, consultants to the City, or responsible or trustee agencies with respect to the City's compliance with the requirements of CEQA and with respect actions on the Baseline Road Master Plan;
- All documents submitted to the City (including the Planning Commission and City Council) by other public agencies or members of the public in connection with the Baseline Road Master Plan, up through the close of the public hearing period;

- Any minutes and/or verbatim transcripts of all information sessions, public meetings, and public hearings held by the City in connection with The Baseline Road Master Plan;
- Any documentary or other evidence submitted to the City at such information sessions, public meetings and public hearings;
- The City of Upland General Plan and all environmental documents prepared in connection with the adoption of the General Plan;
- Matters of common knowledge to the County, including, but not limited to Federal, State, and local laws and regulations;
- Any documents expressly cited or referenced in these findings, in addition to those cited above; and
- Any other materials required for the record of proceedings by Public Resources Code section 21167.6, subdivision (e).

#### SECTION 12. DIRECTION TO STAFF

A Notice of Determination shall be filed with the County of San Bernardino within five (5) working days of final Project approval.

#### SECTION 13. DEFENSE AND INDEMNIFICATION

The applicant and owner of the real property subject to this Resolution shall hereby agree to indemnify, protect, hold harmless, and defend the City with Legal Counsel of the City's own selection from any and all claims, actions, awards, judgments, or proceedings against the City to attack, set aside, annul, or seek monetary damages resulting, directly or indirectly, from any action in furtherance of and the approval of the City, or any agency or instrumentality thereof, advisory agency, appeal board or legislative body including actions approved by the voters of the City, concerning Environmental Assessment No. SCH 2006011124, Environmental Impact Report No. EIR-1460, final Environmental Impact Report No. EIR-1460, and any Addendum or Supplement thereto, and any action taken pursuant to this Resolution, including but not limited to approval of General Plan No. GPA-07-01, Specific Plan No. SPR-14, and/or Zone Change No. ZC-07-01. The City shall be deemed for purposes of this section, to include any agency or instrumentality thereof, or any of its elected or appointed officials, officers, employees, consultants, contractors, legal counsel, and agents. City shall promptly notify both the applicant and landowner of any claim, action, or proceeding to which this condition is applicable and shall further cooperate fully in the defense of the action. The City reserves the right to take any and all action the City deems to be in the best interest of the City and its citizens in regards to such defense."

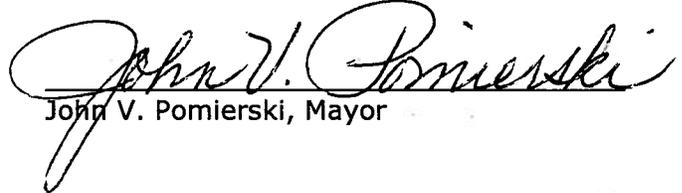
#### SECTION 14. SEVERABILITY

If any section, subsection, sentence, clause, phrase, or portion of this Resolution is for any reason held to be invalid or unenforceable by a court of competent jurisdiction, the remaining portions of this Resolution shall nonetheless remain in full force and effect. The people of the City of Upland hereby declare that they would have adopted each section, subsection, sentence, clause, phrase, or portion of this Resolution, irrespective of the fact that any one or more sections, subsections, sentences, clauses, phrases, or portions of this Resolution be declared invalid or unenforceable.

SECTION 15. CERTIFICATION BY CITY CLERK

The City Clerk shall certify to the passage and adoption of this Resolution and enter it into the book of original resolutions.

PASSED, APPROVED AND ADOPTED this 10th day of March, 2008.

  
John V. Pomierski, Mayor

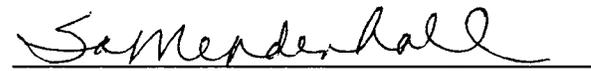
ATTEST:

  
Stephanie A. Mendenhall, City Clerk

I, Stephanie A. Mendenhall, City Clerk of the City of Upland, do hereby certify that the foregoing Resolution was passed and adopted at a regular meeting of the City Council of the City of Upland held on the 10th day of March, 2008, by the following vote:

AYES: Mayor Pomierski, Councilmembers Brandt, Musser, Willis

NOES: None ABSENT: None ABSTAINED: Councilmember Thomas

  
Stephanie A. Mendenhall, City Clerk

RESOLUTION NO. 5868

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF UPLAND APPROVING GENERAL PLAN AMENDMENT NO. GPA-07-01 CHANGING THE GENERAL PLAN LAND USE MAP DESIGNATION OF A 39.6-ACRE SEGMENT OF THE BASELINE ROAD MASTER PLAN FROM OS (OPEN SPACE) TO PARK VIEW SPECIFIC PLAN (SPR-14)

THE CITY COUNCIL OF THE CITY OF UPLAND DOES HEREBY RESOLVE AS FOLLOWS:

WHEREAS, the General Plan (the general, long-range policy guide which has been adopted to enable coordinated, adjusted, and harmonious development by providing a proper framework for zoning district recommendations) is subject to periodic review to keep it current with changing conditions; and

WHEREAS, a General Plan has been adopted by the City Council of the City of Upland; and

WHEREAS, as a living document, the elements of said plan are subject to amendment whenever study, public interest, and development policies and/or practices indicate such amendments to be in the best interests of the public health, safety, and general welfare; and

WHEREAS, Allied Retail Partners, LLC, 500 Newport Center Dr, Suite 800, Newport Beach, CA 92660, initiated proceedings requesting an amendment to the Land Use Designation of the Upland General Plan from Open Space to Specific Plan No. SPR-14, on a 39.6-acre site in conjunction with its proposed Baseline Road Master Plan, a mixed land use plan that designates 32-acres for residential land uses and 7.6-acres for commercial land uses, which such property is generally described as:

Located along the north side of Baseline Road, approximately 1,400 feet west of Benson Avenue, southeast of the 210 Freeway.

Said properties more specifically being legally described as follows:

THAT CERTAIN PARCEL OF LAND AS DESCRIBED IN CERTIFICATE OF COMPLIANCE CC-04-01, RECORDED ON MARCH 30, 2005 AS INSTRUMENT NO. 2005-218618 MORE FULLY DESCRIBED AS FOLLOWS:

THAT PORTION OF THE EAST ONE-HALF OF THE SOUTHWEST ONE-QUARTER OF SECTION 35, TOWNSHIP 1 NORTH, RANGE 8 WEST, SAN BERNARDINO BASE AND MERIDIAN, IN THE CITY OF UPLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT OF SAID LAND ON FILE IN THE DISTRICT LAND OFFICE, DESCRIBED AS FOLLOWS:

BOUNDED ON THE NORTH BY THE SOUTH LINE OF THE LAND CONVEYED TO THE STATE OF CALIFORNIA (PARCEL 14368-1) RECORDED DECEMBER 30,

1999 AS DOCUMENT NO. 19990535100 OF OFFICIAL RECORDS, IN THE OFFICE OF COUNTY RECORDER OF SAN BERNARDINO COUNTY, BOUNDED ON THE EAST BY THE EAST LINE OF SAID SOUTHWEST ONE-QUARTER OF SECTION 35, BOUNDED ON THE SOUTH BY THE NORTH LINE OF THE LAND COVEYED TO THE STATE OF CALIFORNIA BY DEED RECORDED MARCH 11, 1997, AS INSTRUMENT NO. 97-083819 OF OFFICIAL RECORDS IN THE OFFICE OF THE COUNTY RECORDER SAN BERNARDINO COUNTY AND ALSO (PARCEL 75566-2) OF DEED RECORDED DECEMBER 30, 1999 DOCUMENT NO. 99-2405862, IN THE OFFICE OF THE COUNTY RECORDER OF LOS ANGELES COUNTY, AND BOUNDED ON THE WEST BY THE LOS ANGELES AND SAN BERNARDINO COUNTY LINE. (APN-1005-491-05); AND

LOT 27 OF TRACT NO. 1836, MAP OF EUCLID WATER COMPANY TRACT, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, PER MAP RECORDED IN BOOK 26, PAGE 60 OF MAPS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPTING THEREFROM ALL OIL, GAS AND MINERALS, AS RESERVED IN THE DEED FROM EUCLID WATER COMPANY OF UPLAND, RECORDED FEBRUARY 10, 1932 IN BOOK 788, PAGE 163, OFFICIAL RECORDS.

TOGETHER WITH THAT PORTION VACATED BY DOCUMENT RECORDED FEBRUARY 14, 1984, INSTRUMENT NO. 84-034845, OFFICIAL RECORDS.

EXCEPTING THOSE PORTIONS AS CONVEYED TO THE STATE OF CALIFORNIA BY DEED RECORDED MAY 14, 1997, INSTRUMENT NO. 97-171165, OFFICIAL RECORDS; AND

LOT 28 OF THE EUCLID WATER COMPANY'S TRACT, TRACT NO. 1836, IN THE CITY OF UPLAND, COUNTY OF SAN BERNARDINOM STATE OF CALIFORNIA, AS PER PLAT RECORDED IN BOOK 26 OF MAPS, PAGE(S) 60, RECORDS OF SAID COUNTY.

WHEREAS, proposed General Plan Amendment No. GPA-07-01 was submitted in conjunction with the following applications:

Environmental Impact Report No. EIR-1460;

Zone Change ZC-07-01, to amend the official Zoning District Map Section 17.12.080 of the Upland Municipal Code (UMC) to change the zoning designation from OS (Open Space) to SPR-14 (Park View Specific Plan) on a 39.6-acre portion of the Baseline Road Master Plan project; and

Specific Plan No. SPR-14, for development of a 39.6 acre segment of the Baseline Road Master Plan establishing the land use regulations and development standards for mixed-use development, including 32-acres of residential land uses and 7.6 acres of commercial land uses for the properties; and

WHEREAS, the applicant, Allied Retail Partners, LLC, and the City of Upland conducted three neighborhood meetings to discuss intended land uses for the project site on July 21, 2003, April 30, 2005, and February 15, 2006; and

WHEREAS, on January 23, 2008, the Planning Commission conducted a public hearing in the manner and for the time required by law and considered and made recommendations for certification of Environmental Impact Report No. EIR-1460, approval of a Statement of Overriding Considerations and adoption of a Mitigation and Monitoring

Program, and approval of General Plan Amendment No. GPA-07-1, Zone Change ZC-07-01, and Specific Plan No. SPR-14; and

WHEREAS, at same time and date, the Airport Land Use Committee of the City of Upland conducted a public hearing in the manner and for the time required by law, and made the necessary findings of airport land use compatibility for the proposed land use amendment and recommended City Council approval of same; and

WHEREAS, notice of public hearing by the City Council has been given in the manner and for time required by law; and

WHEREAS, an Environmental Impact Report No. EIR-1460 was prepared for this request in accordance with the provisions of the California Environmental Quality Act ("CEQA"); and

WHEREAS, pursuant to Sections 15120 *et seq.* of the CEQA Guidelines, EIR No. EIR-1460 has been prepared and has been certified by the City Council. The proposed General Plan amendment is within the scope of the certified EIR, which adequately describes the general environmental setting of the project, its significant impacts, and the alternatives, and mitigation measures related to each significant environmental effect, and the statement of overriding considerations. No additional environmental documentation is needed; and

WHEREAS, at the time set, to wit: at 7:00 p.m., on the 10th day of March, 2008, in the Council Chambers of the City of Upland, said petition was heard by the City Council for the City of Upland; and

WHEREAS, at said time and place, said City Council heard and considered both oral and written evidence.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF UPLAND, CALIFORNIA, DOES FIND, RESOLVE, DETERMINE AND ORDER AS FOLLOWS:

SECTION 1. Findings

1. The proposed General Plan designation (SPR-14) is compatible with existing land use designations in the environs, including the area designated Single-Family Residential—4 to 6 du/ac to the east and to the north.
2. As conditioned within the proposed specific plan, the existing infrastructure within the area will be adequate to accommodate the mixed-use development at the proposed densities.
3. The proposed land use classification is consistent with the public health, safety, and welfare
4. The City Council has considered in its deliberations on the Baseline Road Master Plan and Park View Specific Plan project, and the Final Environmental Impact Report (Environmental Impact Report No. EIR-1460) for the proposed project. As provided above, the Final EIR was certified by the City Council as required by law and the findings required by Sections 15091 and 15093 of the State CEQA Guidelines were made by this City Council in regards to this component (GPA-07-01) identified in the Final EIR. Further, the Mitigation Monitoring Program adopted in conjunction with the Final EIR has been considered and imposed upon this approval as required.

5. The City Council specifically finds and determines that, having considered the record as a whole, including the findings set forth herein, and the changes and alterations which have been incorporated into and conditioned upon the project proposed in the application, there is no evidence before this City Council that the project proposed herein will have the potential of adverse effect on wildlife resources or the habitat upon which wildlife depends. Based upon substantial evidence, this City Council hereby rebuts the presumption of adverse effects contained in Section 753.5(d) of Title 14, of the California Code of Regulations. Notwithstanding any other provision of this resolution, if the California Department of Fish and Game requires payment of a fee pursuant to Section 711.4 of the California Fish and Game Code, payment thereof shall be made by the applicant prior to the issuance of any building permit or other entitlement with regard to the project.
6. Pursuant to Government Code Section 56375 the City Council finds at the above mentioned public hearing that a substantial change has occurred in the circumstances that necessitate a departure from the previously adopted general plan designations and that, in light of increasing residential housing demands, the proposed designation more accurately balances the transition between commercial and residential land uses.

#### SECTION 2. Defense and Indemnification

The applicant and owner of the real property subject to this amendment shall hereby agree to defend, indemnify, protect, and hold harmless the City with Legal Counsel of the City's own selection from any and all claims, actions, awards, judgments, or proceedings against the City to attack, set aside, annul, or seek monetary damages resulting directly or indirectly from any action in furtherance of and the approval of the City, or any agency or instrumentality thereof, advisory agency, appeal board or legislative body including actions approved by the voters of the City, concerning the project, including General Plan No. GPA-07-01, Specific Plan No. SPR-14, Zone Change No. ZC-07-01, Environmental Impact Report No. EIR-1460 and any addendum thereto. The City shall be deemed for purposes of this condition, to include any agency or instrumentality thereof, or any of its elected or appointed officials, officers, employees, consultants, contractors, legal counsel, and agents. City shall promptly notify both the applicant and landowner of any claim, action, or proceeding to which this condition is applicable and shall further cooperate fully in the defense of the action. The City reserves the right to take any and all action the City deems to be in the best interest of the City and its citizens in regards to such defense.

#### SECTION 3. Determination

Based on the substantial evidence presented to the City Council, both oral and written, and the findings set forth above, the City Council hereby amends the General Plan Map of the City of Upland to designate the property described in Section 1 of this Resolution as Park View Specific Plan (SPR-14).

#### SECTION 4. Severability

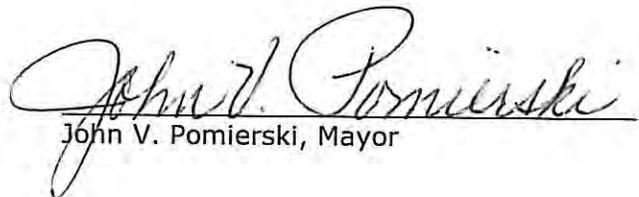
If any section, subsection, sentence, clause, phrase, or portion of this Resolution is for any reason held to be invalid or unenforceable by a court of competent jurisdiction, the remaining portions of this Resolution shall nonetheless remain in full force and effect. The people of the City of Upland hereby declare that they would have adopted each section, subsection, sentence, clause, phrase, or portion of this Resolution, irrespective of the fact

that any one or more sections, subsections, sentences, clauses, phrases, or portions of this Resolution be declared invalid or unenforceable.

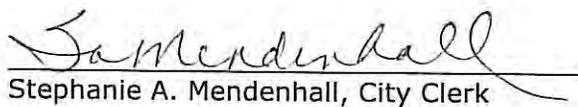
SECTION 5. Certification by City Clerk

The City Clerk shall certify to the passage and adoption of this Resolution and enter it into the book of original resolutions.

PASSED, APPROVED AND ADOPTED this 10th day of March, 2008

  
John V. Pomierski, Mayor

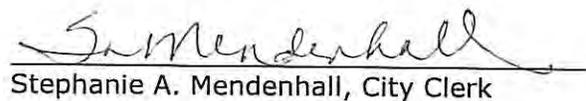
ATTEST:

  
Stephanie A. Mendenhall, City Clerk

I, Stephanie A. Mendenhall, City Clerk of the City of Upland, do hereby certify that the foregoing Resolution was passed and adopted at a regular meeting of the City Council of the City of Upland held on the 10th day of March, 2008, by the following vote:

AYES: Mayor Pomierski, Councilmembers Brandt, Musser, Willis

NOES: None ABSENT: None ABSTAINED: Councilmember Thomas

  
Stephanie A. Mendenhall, City Clerk

ORDINANCE NO. 1832

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF UPLAND, CALIFORNIA, APPROVING ZONE CHANGE NO. ZC-07-01 AND AMENDING THE OFFICIAL ZONING DISTRICT MAP OF THE CITY TO DESIGNATE CERTAIN PROPERTY AS PARK VIEW SPECIFIC PLAN (SPR-14).

THE CITY COUNCIL OF THE CITY OF UPLAND DOES HEREBY ORDAIN AS FOLLOWS:

WHEREAS, Allied Retail Partners, LLC, 500 Newport Center Dr, Suite 800, Newport Beach, CA 92660, initiated proceedings for Zone Change No. ZC-07-01, an amendment to the official Zoning District Map Section 17.12.080 of the Upland Municipal Code (UMC) to change the zoning designation from OS (Open Space) to SPR-14 (Park View Specific Plan) on property generally described as:

Located along the north side of Baseline Road, approximately 1,400 feet west of Benson Avenue, southeast of the 210 Freeway.

Said properties more specifically being legally described as follows:

THAT CERTAIN PARCEL OF LAND AS DESCRIBED IN CERTIFICATE OF COMPLIANCE CC-04-01, RECORDED ON MARCH 30, 2005 AS INSTRUMENT NO. 2005-218618 MORE FULLY DESCRIBED AS FOLLOWS:

THAT PORTION OF THE EAST ONE-HALF OF THE SOUTHWEST ONE-QUARTER OF SECTION 35, TOWNSHIP 1 NORTH, RANGE 8 WEST, SAN BERNARDINO BASE AND MERIDIAN, IN THE CITY OF UPLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT OF SAID LAND ON FILE IN THE DISTRICT LAND OFFICE, DESCRIBED AS FOLLOWS:

BOUNDED ON THE NORTH BY THE SOUTH LINE OF THE LAND CONVEYED TO THE STATE OF CALIFORNIA (PARCEL 14368-1) RECORDED DECEMBER 30, 1999 AS DOCUMENT NO. 19990535100 OF OFFICIAL RECORDS, IN THE OFFICE OF COUNTY RECORDER OF SAN BERNARDINO COUNTY, BOUNDED ON THE EAST BY THE EAST LINE OF SAID SOUTHWEST ONE-QUARTER OF SECTION 35, BOUNDED ON THE SOUTH BY THE NORTH LINE OF THE LAND COVEYED TO THE STATE OF CALIFORNIA BY DEED RECORDED MARCH 11, 1997, AS INSTRUMENT NO. 97-083819 OF OFFICIAL RECORDS IN THE OFFICE OF THE COUNTY RECORDER SAN BERNARDINO COUNTY AND ALSO (PARCEL 75566-2) OF DEED RECORDED DECEMBER 30, 1999 DOCUMENT NO. 99-2405862, IN THE OFFICE OF THE COUNTY RECORDER OF LOS ANGELES COUNTY, AND BOUNDED ON THE WEST BY THE LOS ANGELES AND SAN BERNARDINO COUNTY LINE. (APN-1005-491-05); AND LOT 27 OF TRACT NO. 1836, MAP OF EUCLID WATER COMPANY TRACT, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, PER MAP RECORDED IN BOOK 26, PAGE 60 OF MAPS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPTING THEREFROM ALL OIL, GAS AND MINERALS, AS RESERVED IN THE DEED FROM EUCLID WATER COMPANY OF UPLAND, RECORDED FEBRUARY 10, 1932 IN BOOK 788, PAGE 163, OFFICIAL RECORDS.

TOGETHER WITH THAT PORTION VACATED BY DOCUMENT RECORDED FEBRUARY 14, 1984, INSTRUMENT NO. 84-034845, OFFICIAL RECORDS.

EXCEPTING THOSE PORTIONS AS CONVEYED TO THE STATE OF CALIFORNIA BY DEED RECORDED MAY 14, 1997, INSTRUMENT NO. 97-171165, OFFICIAL RECORDS; AND

LOT 28 OF THE EUCLID WATER COMPANY'S TRACT, TRACT NO. 1836, IN THE CITY OF UPLAND, COUNTY OF SAN BERNARDINO STATE OF CALIFORNIA, AS PER PLAT RECORDED IN BOOK 26 OF MAPS, PAGE(S) 60, RECORDS OF SAID COUNTY.

EXCEPTING THEREFROM THE SOUTH 11 FEET OF LOT 28 OF TRACT NO. 1836 IN THE CITY OF UPLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER PLAT RECORDED IN BOOK 26 OF MAPS, PAGE 60, RECORDS OF SAID COUNTY, AS GRANTED TO THE STATE OF CALIFORNIA IN GRANT DEED RECORDED FEBRUARY 1, 1996 AS INSTRUMENT NO. 19960037542, OFFICIAL RECORDS. (APN- 1005-481-01 AND 1005-481-02).

WHEREAS, On January 23, 2008, at the City Hall Council Chambers, 460 N. Euclid Avenue in the City of Upland, the Planning Commission conducted a duly noticed public hearing on Zone Change ZC-07-01, in conjunction with applications for Specific Plan No. SPR-14, General Plan Amendment No. GPA-07-01, and Environmental Impact Report No. EIR-1460. At that meeting, the Planning Commission considered both written and oral evidence and recommended approval the Park View Specific Plan No. SPR-14 in conjunction with the accompanying applications; and

WHEREAS, On Monday, March 10, 2008, the City Council conducted a duly noticed public hearing on Zone Change No. ZC-07-01, at the City Council Chambers in the City of Upland. At the public hearing, evidence, both written and oral, was presented and considered and the City Council held a first reading on proposed ordinance for the Park View Specific Plan No. SPR-14.

WHEREAS, On Monday, March 24, 2008, the City Council held a second reading on ordinance in support of Zone Change No. ZC-07-01.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF UPLAND, CALIFORNIA, DOES RESOLVE, DECLARE, DETERMINE AND ORDER AS FOLLOWS:

SECTION 1. The City finds that:

1. The proposed zone change is in conformity with the proposed General Plan Amendment GPA-07-01, which the Planning Commission is concurrently considering, and which specifies a designation of *Specific Plan No. SPR-14* for the subject project area.
2. The proposed zone change to Park View Specific Plan No. SPR-14 (Mixed Use) classification is compatible with existing zoning and development of the properties in the environs. The surrounding zoning classifications are "RS-7.5" (Single-Family Residential—7,500-sq. ft. minimum lot area-Minimum 5,000-sq.ft. per development agreement) to the east; "SP" and "ML" (Special Purpose and Light Industrial) to the northeast; "OS", (Open Space) to the north and south, and the 210 Freeway and on-ramps along the west and northwest.
3. The proposed zone change is an appropriate alternative land use for the subject property and is considered to be consistent with the General Plan as provided in Chapter 17.12.080 of the Upland Municipal Code.

4. The Administrative Committee/Environmental Review Board (ERB), at its November 13, 2007 meeting, approved and forwarded the Environmental Impact Report document to the Planning Commission for consideration and recommendation.
5. The City Council specifically finds that the environmental impact report prepared with regard to the application(s) has been prepared in compliance with the requirements of the California Environmental Quality Act of 1970, as amended, and the Guidelines promulgated thereunder, and, further, that certification of the document reflects the independent judgment of the City Council of the City of Upland.
6. The City Council specifically finds and determines that, having considered the record as a whole, including the findings set forth herein, and the changes and alterations which have been incorporated into, and conditioned upon, the project proposed in the application, there is no evidence before this Planning Commission that the project proposed herein will have the potential of adverse effect on wildlife resources or the habitat upon which wildlife depends. Based upon substantial evidence, this Planning Commission hereby rebuts the presumption of adverse effects contained in 753.5(d) of Title 14, of the California Code of Regulations. Notwithstanding any other provision of this resolution, if the California Department of Fish and Game requires payment of a fee pursuant to 711.4 of the California Fish and Game Code, payment thereof shall be made by the applicant prior to the issuance of any building permit or other entitlement with regard to the project.

SECTION 2. The applicant and owner of the real property subject to this amendment shall hereby agree to indemnify, protect, hold harmless and defend the City with Legal Counsel of the City's own selection from any and all claims, actions, awards, judgments, or proceedings against the City to attack, set aside, annul, or seek monetary damages resulting directly or indirectly from any action in furtherance of and the approval of the City, or any agency or instrumentality thereof, advisory agency, appeal board or legislative body including actions approved by the voters of the City, concerning the project, including Zone Change No. ZC-07-01, Specific Plan No. SPR-14, General Plan No. GPA-07-01, and Environmental Impact Report No. EIR-1460 and any addendum thereto. The City shall be deemed for purposes of this condition, to include any agency or instrumentality thereof, or any of its elected or appointed officials, officers, employees, consultants, contractors, legal counsel, and agents. City shall promptly notify both the applicant and landowner of any claim, action, or proceeding to which this condition is applicable and shall further cooperate fully in the defense of the action. The City reserves the right to take any and all action the City deems to be in the best interest of the City and its citizens in regards to such defense.

SECTION 3. Based on the substantial evidence presented to the City Council, both oral and written, and the findings set forth above, the City Council hereby amends the Official Zoning District Map of the City of Upland to designate the property described in Section 1 of this Ordinance as Park View Specific Plan (SPR-14).

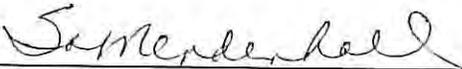
SECTION 4. If any section, subsection sentence, clause, phrase, or portion of this Ordinance is for any reason held to be invalid or unenforceable by a court of competent jurisdiction, the remaining portions of this Ordinance shall nonetheless remain in full force and effect. The City Council of the City of Upland hereby declares that it would have adopted each section, subsection, sentence, clause, phrase or portion of this Ordinance,

irrespective of the fact that any one or more sections, subsections, sentences, clauses, phrases, or portions of this Ordinance be declared invalid or unenforceable.

The foregoing ordinance was PASSED, APPROVED AND ADOPTED by the City Council of the City of Upland on the 24th day of March, 2008.

  
John V. Pomierski, Mayor

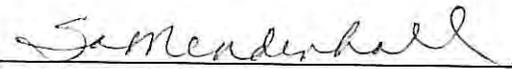
ATTEST:

  
Stephanie A. Mendenhall, City Clerk

I, Stephanie A. Mendenhall, City Clerk of the City of Upland, California, do hereby certify that the foregoing Ordinance was introduced at a regular meeting of the City Council of the City of Upland held on the 10th day of March, 2008, and was adopted at a regular meeting of the City Council of the City of Upland on the 24th day of March, 2008, by the following roll call vote:

AYES: Mayor Pomierski, Councilmembers Brandt, Musser, Willis

NOES: None ABSENT: None ABSTAINED: Councilmember Thomas

  
Stephanie A. Mendenhall, City Clerk

ORDINANCE NO. 1833

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF UPLAND, CALIFORNIA, ADOPTING THE PARK VIEW SPECIFIC PLAN NO. SPR-14 AS A LAND USE GUIDE FOR A 39.6-ACRE COMPONENT OF THE BASELINE ROAD MASTER PLAN

THE CITY COUNCIL OF THE CITY OF UPLAND DOES HEREBY ORDAIN AS FOLLOWS:

WHEREAS, Allied Retail Partners, LLC, 500 Newport Center Dr, Suite 800, Newport Beach, CA 92660, initiated proceedings for the adoption of the Park View Specific Plan No. SPR-14 for a 39.6 segment of the Baseline Road Master Plan establishing the land use regulations and development standards for mixed-use development, including 32-acres of residential land uses and 7.6-acres of commercial land uses for the properties generally and specifically described as:

Located along the north side of Baseline Road, approximately 1,400 feet west of Benson Avenue, southeast of the 210 Freeway.

Said properties more specifically being legally described as follows:

THAT CERTAIN PARCEL OF LAND AS DESCRIBED IN CERTIFICATE OF COMPLIANCE CC-04-01, RECORDED ON MARCH 30, 2005 AS INSTRUMENT NO. 2005-218618 MORE FULLY DESCRIBED AS FOLLOWS:

THAT PORTION OF THE EAST ONE-HALF OF THE SOUTHWEST ONE-QUARTER OF SECTION 35, TOWNSHIP 1 NORTH, RANGE 8 WEST, SAN BERNARDINO BASE AND MERIDIAN, IN THE CITY OF UPLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT OF SAID LAND ON FILE IN THE DISTRICT LAND OFFICE, DESCRIBED AS FOLLOWS:

BOUNDED ON THE NORTH BY THE SOUTH LINE OF THE LAND CONVEYED TO THE STATE OF CALIFORNIA (PARCEL 14368-1) RECORDED DECEMBER 30, 1999 AS DOCUMENT NO. 19990535100 OF OFFICIAL RECORDS, IN THE OFFICE OF COUNTY RECORDER OF SAN BERNARDINO COUNTY, BOUNDED ON THE EAST BY THE EAST LINE OF SAID SOUTHWEST ONE-QUARTER OF SECTION 35, BOUNDED ON THE SOUTH BY THE NORTH LINE OF THE LAND COVEYED TO THE STATE OF CALIFORNIA BY DEED RECORDED MARCH 11, 1997, AS INSTRUMENT NO. 97-083819 OF OFFICIAL RECORDS IN THE OFFICE OF THE COUNTY RECORDER SAN BERNARDINO COUNTY AND ALSO (PARCEL 75566-2) OF DEED RECORDED DECEMBER 30, 1999 DOCUMENT NO. 99-2405862, IN THE OFFICE OF THE COUNTY RECORDER OF LOS ANGELES COUNTY, AND BOUNDED ON THE WEST BY THE LOS ANGELES AND SAN BERNARDINO COUNTY LINE. (APN-1005-491-05); AND LOT 27 OF TRACT NO. 1836, MAP OF EUCLID WATER COMPANY TRACT, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, PER MAP RECORDED IN BOOK 26, PAGE 60 OF MAPS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPTING THEREFROM ALL OIL, GAS AND MINERALS, AS RESERVED IN THE DEED FROM EUCLID WATER COMPANY OF UPLAND, RECORDED FEBRUARY 10, 1932 IN BOOK 788, PAGE 163, OFFICIAL RECORDS.

TOGETHER WITH THAT PORTION VACATED BY DOCUMENT RECORDED FEBRUARY 14, 1984, INSTRUMENT NO. 84-034845, OFFICIAL RECORDS.

EXCEPTING THOSE PORTIONS AS CONVEYED TO THE STATE OF CALIFORNIA BY DEED RECORDED MAY 14, 1997, INSTRUMENT NO. 97-171165, OFFICIAL RECORDS; AND

LOT 28 OF THE EUCLID WATER COMPANY'S TRACT, TRACT NO. 1836, IN THE CITY OF UPLAND, COUNTY OF SAN BERNARDINO STATE OF CALIFORNIA, AS PER PLAT RECORDED IN BOOK 26 OF MAPS, PAGE(S) 60, RECORDS OF SAID COUNTY.

EXCEPTING THEREFROM THE SOUTH 11 FEET OF LOT 28 OF TRACT NO. 1836 IN THE CITY OF UPLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER PLAT RECORDED IN BOOK 26 OF MAPS, PAGE 60, RECORDS OF SAID COUNTY, AS GRANTED TO THE STATE OF CALIFORNIA IN GRANT DEED RECORDED FEBRUARY 1, 1996 AS INSTRUMENT NO. 19960037542, OFFICIAL RECORDS. (APN- 1005-481-01 AND 1005-481-02).

WHEREAS, On January 23, 2008, the Planning Commission conducted a duly noticed public hearing on Specific Plan No. SPR-14, in conjunction with applications for General Plan Amendment No. GPA-07-01, Zone Change ZC-07-01, and Environmental Impact Report No. EIR-1460, at the City Hall Council Chambers, 460 N. Euclid Avenue in the City of Upland. At the public hearing, evidence, both written and oral, was presented and considered by the Planning Commission. The Planning Commission recommended certification of Environmental Impact Report No. EIR-1460, recommended approval of a Statement of Overriding Considerations and adoption of a Mitigation and Monitoring Program, and recommended approval of and General Plan Amendment No. GPA-07-01, Specific Plan No. SPR 14, and Zone Change No. ZC-07-01, and recommended that the property described herein should be rezoned from OS (Open Space) to SPR-14 (Park View Specific Plan); and

WHEREAS, at same time and date, the Airport Land Use Committee of the City of Upland conducted a public hearing in the manner and for the time required by law, and made the necessary findings of airport land use compatibility for the proposed land use amendment and recommended City Council approval of same; and

WHEREAS, On Monday, March 10, 2008, the City Council conducted a duly noticed public hearing on Environmental Impact Report No. EIR-1460, General Plan Amendment No. GPA-07-01, Zone Change No. ZC-07-01, Specific Plan No. SPR-14, at the City Council Chambers in the City of Upland. At the public hearing, evidence, both written and oral, was presented and considered and the City Council certified Environmental Impact Report No. EIR-1460, and adopted a Statement of Overriding Considerations and Mitigation and Monitoring Program, and held a first reading on the proposed ordinances for zone change, and

WHEREAS, On Monday, March 24, 2008, the City Council held a second reading on the ordinances in support of Zone Change No. ZC-07-01 and Specific Plan No. SPR-14.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF UPLAND DOES HEREBY FIND AND ORDAIN AS FOLLOWS:

SECTION 1. The City finds that:

1. The proposed specific plan is in conformity with the proposed General Plan Amendment GPA-07-01 and Zone Change No. ZC-07-01, which the City Council is concurrently considering, and which specifies a designation of *Specific Plan No. SPR-14* for the subject project area.

2. The proposed Park View Specific Plan No. SPR-14 (Mixed Use) classification is compatible with existing zoning and development of the properties in the environs. The surrounding zoning classifications are "RS-7.5" (Single-Family Residential—7,500-sq. ft. minimum lot area-Minimum 5,000-sq.ft. per development agreement) to the east; "SP" and "ML" (Special Purpose and Light Industrial) to the northeast; "OS", (Open Space) to the north and south, and the 210 Freeway and on-ramps along the west and northwest.
3. The adoption of a specific plan is appropriate considering the scale and character of the propose project. A specific plan assures the comprehensive development of the property and establishes an appropriate concept master plan for development within the project area.
4. The proposed land use regulations and development guidelines within the Park View Specific Plan will appropriately regulate the development of the project area.
5. The provisions of the Park View Specific Plan are consistent with and implement the proposed General Plan Amendment GPA-07-01 and Zone Change No. ZC-07-01.
6. The Administrative Committee/Environmental Review Board (ERB), at its November 13, 2007 meeting, approved and forwarded the Environmental Impact Report document to the Planning Commission for consideration and recommendation.
7. On January 23, 2008, the Planning Commission thereafter reviewed the EIR and recommended certification of the EIR and adoption of the Statement of Overriding Considerations and Mitigation and Monitoring Program.
8. The City Council specifically finds that Environmental Impact Report No. EIR-1460, prepared with regard to the applications, has been prepared in compliance with the requirements of the California Environmental Quality Act of 1970, as amended, and the Guidelines promulgated thereunder, and, further, that Environmental Impact Report No. EIR-1460 reflects the independent judgment of the City Council of the City of Upland.
9. The City Council further specifically finds that proposed Specific Plan No. SPR-14 is within the scope of the certified EIR, which adequately describes the general environmental setting of the project, its significant impacts, and the alternatives, and mitigation measures related to each significant environmental effect, and the Statement of Overriding Considerations. No additional environmental documentation is needed.
10. The City Council specifically finds and determines that, having considered the record as a whole, including the findings set forth herein, and the changes and alterations which have been incorporated into, and conditioned upon, the project proposed in the application, there is no evidence before this City Council that the project proposed herein will have the potential of adverse effect on wildlife resources or the habitat upon which wildlife depends. Based upon substantial evidence, the City Council hereby rebuts the presumption of adverse effects contained in Section 753.5(d) of Title 14, of the California

Code of Regulations. Notwithstanding any other provision of this resolution, if the California Department of Fish and Game requires payment of a fee pursuant to Section 711.4 of the California Fish and Game Code, payment thereof shall be made by the applicant prior to the issuance of any building permit or other entitlement with regard to the project.

#### SECTION 2. Defense and Indemnification

The applicant and owner of the real property subject to this amendment shall hereby agree to defend, indemnify, protect, and hold harmless the City with Legal Counsel of the City's own selection from any and all claims, actions, awards, judgments, or proceedings against the City to attack, set aside, annul, or seek monetary damages resulting directly or indirectly from any action in furtherance of and the approval of the City, or any agency or instrumentality thereof, advisory agency, appeal board or legislative body including actions approved by the voters of the City, concerning the project, including Zone Change No. ZC-07-01, Specific Plan No. SPR-14, General Plan No. GPA-07-01, and Environmental Impact Report No. EIR-1460 and any addendum thereto. The City shall be deemed for purposes of this condition, to include any agency or instrumentality thereof, or any of its elected or appointed officials, officers, employees, consultants, contractors, legal counsel, and agents. City shall promptly notify both the applicant and landowner of any claim, action, or proceeding to which this condition is applicable and shall further cooperate fully in the defense of the action. The City reserves the right to take any and all action the City deems to be in the best interest of the City and its citizens in regards to such defense.

#### SECTION 3. Determination

Based on the substantial evidence presented to the City Council, both oral and written, and the findings set forth above, the City Council hereby adopts the Park View Specific Plan No. SPR-14.

#### SECTION 4. Severability

If any section, subsection sentence, clause, phrase, or portion of this Ordinance is for any reason held to be invalid or unenforceable by a court of competent jurisdiction, the remaining portions of this Ordinance shall nonetheless remain in full force and effect. The City Council of the City of Upland hereby declares that it would have adopted each section, subsection, sentence, clause, phrase or portion of this Ordinance, irrespective of the fact that any one or more sections, subsections, sentences, clauses, phrases, or portions of this Ordinance be declared invalid or unenforceable.

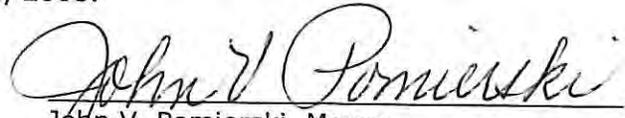
#### SECTION 5. Publication.

The City Clerk shall cause this Ordinance to be published at least once in a newspaper of general circulation published and circulated in the City within fifteen (15) days after its passage in accordance with Section 36933 of the Government Code, shall certify to the adoption of this Ordinance and shall cause this Ordinance and her certification, together with proof of publication, to be entered in the Book of Ordinances of the Council of this City.

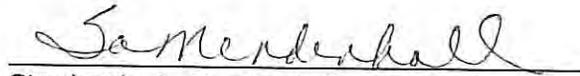
#### SECTION 6. Effective Date.

This Ordinance shall go into effect and be in full force and effect at 12:01 a.m. on the thirty-first (31st) day after its passage.

The foregoing ordinance was PASSED, APPROVED AND ADOPTED by the City Council of the City of Upland on the 24th day of March, 2008.

  
\_\_\_\_\_  
John V. Pomierski, Mayor

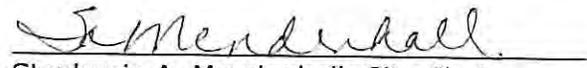
ATTEST:

  
\_\_\_\_\_  
Stephanie A. Mendenhall, City Clerk

I, Stephanie A. Mendenhall, City Clerk of the City of Upland, California, do hereby certify that the foregoing Ordinance was introduced at a regular meeting of the City Council of the City of Upland held on the 10th day of March, 2008, and was adopted at a regular meeting of the City Council of the City of Upland on the 24th day of March, 2008, by the following roll call vote:

AYES: Mayor Pomierski, Councilmembers Brandt, Musser, Willis

NOES: None ABSENT: None ABSTAINED: Councilmember Thomas

  
\_\_\_\_\_  
Stephanie A. Mendenhall, City Clerk



## **APPENDIX B. MITIGATION MONITORING AND REPORTING**

**MITIGATION MONITORING AND  
REPORTING PROGRAM**

## 90 MITIGATION MONITORING AND REPORTING PROGRAM

### 91 INTRODUCTION

The mitigation monitoring and reporting program (MMRP) has been prepared to implement the mitigation measures identified in the Baseline Road Master Plan EIR. CEQA Section 21081.6 requires adoption of a monitoring program when mitigation measures have been identified that would reduce or avoid significant environmental effects.

CEQA requires adoption of a monitoring program for those measures or conditions placed on a project to mitigate or avoid adverse effects on the environment. The law states that the monitoring program shall be designed to ensure compliance during project implementation. When implemented environmental effects associated with the development of the distribution/warehouse facility will be reduced or eliminated.

The MMRP has been prepared as a matrix containing the following elements:

1. Measures that act as to mitigate significant impacts on the environment are recorded with the action and the procedure necessary to ensure compliance.
2. A procedure of compliance and verification has been outlined for each action necessary. This procedure designates who will take action, what action will be taken and when, and to whom and when compliance will be reported.
3. The MMRP has been designed to provide focused, yet flexible guidelines. As monitoring progresses, changes to compliance procedures may be necessary based upon recommendations by those responsible for the program.

Program Management - The MMRP will be in place through all phases of the project. The project planner, assigned by the Community Development Director, shall coordinate enforcement of the MMRP and oversee the MMRP to ensure that proper action is taken on each mitigation measure. Each City department shall ensure compliance of the conditions (mitigation) that relate to that department.

For impacts related to construction of the project, the project planner or responsible City department has the authority to stop the work of construction contractors if compliance with any aspects of the MMRP are not occurring after written notification has been issued. The project planner or responsible City department also has the authority to hold certificates of occupancies if compliance with a mitigation measure does not occur.

Any mitigation measures that require monitoring after construction is completed shall be the responsibility of the City of Upland Community Development Department. The Department shall require the applicant to post any necessary funds (or other forms of guarantee) with the City. These funds shall be used by the City to retain consultants and/or pay for City staff time to monitor and report on the mitigation measure for the required period of time.

If any impacts require long-term monitoring, the applicant shall provide the City with a plan for monitoring the mitigation activities at the project site and reporting the monitoring results to the City.

**TABLE 9-1  
MITIGATION MONITORING PROGRAM**

IDENTIFIED IMPACTS AESTHETICS AND VISUAL QUALITY	COMPLIANCE/ MONITORING PROCEDURE	MITIGATION MEASURES/ REGULATORY REQUIREMENTS	RESPONSIBLE PARTY
<p>Impact AVQ-1: The development of the proposed project would establish residential structures and retail buildings and parking in a currently vacant area. This would introduce new sources of glare and nighttime light to the area.</p>	<p>Prior to the issuance of building permits for the Park View Specific Plan portion</p>	<p>AVQ-1: Prior to issuance of Building Permits, the Applicant shall submit a final lighting plan to City of Upland that complies with all applicable requirements and policies of the City of Upland and which shows the exact locations of light poles and the proposed orientation of the fixtures and demonstrating that the light and glare is directed away from the homes to the north and east.</p> <p>All streets within Park View will have uniform lighting standards with respect to style, materials, and colors in order to ensure consistent design. Each residential Planning Area may develop its own lighting standards, provided that the selected lighting fixture style is used consistently throughout the residential development and is approved by the Southern California Edison and the City of Upland. Lighting fixtures will be integrated into the visual environment and the appropriate architectural theme.</p> <p>All lighting fixtures shall comply with the regulations and provisions such as:</p> <ul style="list-style-type: none"> <li>• The level of on-site lighting and lighting fixtures will comply with all applicable requirements and policies of the City of Upland. Energy conservation, safety and security measures should be emphasized when designating any lighting system.</li> <li>• All outdoor lighting, including spotlights, floodlights, electrical reflectors and other means of illumination for signs, structures, landscaping, parking, loading, unloading, and similar areas will be focused, directed, and arranged to prevent glare and illumination on streets or adjoining property.</li> <li>• All exterior lights will be shielded and focused to minimize spill light into the night sky or adjacent properties per the City of Upland regulations for light pollution.</li> </ul>	<p>Planning Department</p>

**TABLE 9-1  
MITIGATION MONITORING PROGRAM**

IDENTIFIED IMPACTS	COMPLIANCE/ MONITORING PROCEDURE	MITIGATION MEASURES/ REGULATORY REQUIREMENTS	RESPONSIBLE PARTY
<b>AESTHETICS AND VISUAL QUALITY</b>			
<p>AVQ-2: The development of the City Sports Park would establish multiple recreational playing fields in a currently vacant, reclaimed quarry. In order to use the fields at night, lighting would be constructed throughout the City Sports Park. This would introduce new sources of night-time light to the area.</p>	<p>Prior to issuance of permits for the City Sports Park portion</p>	<p>Neon and similar types of lighting are prohibited in all areas of Park View Specific Plan.</p> <ul style="list-style-type: none"> <li>No freestanding residential light fixtures will exceed twenty-five feet in height; parking lot light standards will not exceed thirty feet. In no instance will over wash occur beyond property lines. Playing field light fixtures may exceed these standards.</li> <li>The lighting concept for the entry monumentation features will illuminate the sign graphics and to gently wash the walls and pilasters with light. Trees and other landscape features will be illuminated by ambient light reflecting off of entrance walls.</li> </ul> <p>All electrical meter pedestals and light switch/control equipment shall be located with minimum public visibility or shall be screened with appropriate plant materials.</p> <p>AVQ-2: Prior to issuance of Permits for the City Sports Park, the City of Upland shall prepare a final lighting plan showing the exact locations of light poles and the proposed orientation of the fixtures and directing light and glare away from the homes along the northern, eastern, and southern boundaries of the City Sports Park portion.</p>	<p>Planning Department</p>
<b>AIR QUALITY</b>			
<p>AQ-1: Development of the proposed Master Plan would violate pollutant level thresholds established by the SCAQMD during the construction phase of the Master Plan.</p>	<p>Throughout Construction for the entire Master Plan area</p>	<p>AQ-1: Comply with SCAQMD's Rule 402 and 403. Applicable mitigation measures listed within Rule 402 403, Tables 1, 2 and 3 (Tables 4.2-7, 4.2-8 and 4.2-9 above) shall be utilized. In addition, the contractors will be required to submit a fully executed Large Operation Notification to the SCAQMD's Executive Officer and provide copies to the City of Upland.</p> <p>AQ-2: Reduce construction equipment emissions by implementing the following measures. The following measures should be implemented and be included in grading and improvement plans specifications.</p>	<p>SCAQMD</p>

TABLE 9-1  
MITIGATION MONITORING PROGRAM

IDENTIFIED IMPACTS	COMPLIANCE/ MONITORING PROCEDURE	MITIGATION MEASURES/ REGULATORY REQUIREMENTS	RESPONSIBLE PARTY
<b>AIR QUALITY (Continued)</b>			
AQ-2: Other pollutants generated by architectural coatings will exceed SCAQMD thresholds.	Throughout Construction for the entire Master Plan area	<ul style="list-style-type: none"> <li>• Develop a traffic plan to minimize traffic flow interference from construction activities (the plan may include advance public notice of routing, use of public transportation and satellite parking areas with a shuttle service.)</li> </ul> AQ-3: Architectural Coating Emission Control <ul style="list-style-type: none"> <li>• Limit the amount of painting each day.</li> <li>• Minimize the amount of paint used by using pre-coated, pre-colored and naturally colored building materials.</li> <li>• Use Water-Based and LOW-VOC coatings with VOC contents less than those required by SCAQMD Rule 1113.</li> <li>• Use high transfer efficiency painting methods such as HVLP (High Volume Low Pressure) sprayers and brushes/rollers were possible.</li> <li>• Provide dedicated turn lanes as appropriate and provide roadway improvements at heavily congested roadways.</li> </ul>	SCAQMD
AQ-5: Development of the Master Plan would increase vehicular travel to the site and increase urban land uses.	Throughout Construction for the entire Master Plan area	Energy Efficient Measures <ul style="list-style-type: none"> <li>• Improve thermal integrity of the buildings and reduce thermal load with automated time clocks or occupant sensors.</li> <li>• Install energy efficient street lighting.</li> <li>• Capture waste heat and reemploy it in nonresidential buildings.</li> <li>• Landscape with native drought-resistant species to reduce water consumption and to provide passive solar benefits.</li> <li>• Provide lighter color roofing and road materials and tree planning programs to comply with the AQMP Miscellaneous Sources MSC-01 measure.</li> <li>• Synchronize traffic signals.</li> <li>• Introduce window glazing, wall insulation, and efficient ventilation methods.</li> </ul>	SCAQMD

**TABLE 9-1  
MITIGATION MONITORING PROGRAM**

IDENTIFIED IMPACTS	COMPLIANCE/ MONITORING PROCEDURE	MITIGATION MEASURES/ REGULATORY REQUIREMENTS	RESPONSIBLE PARTY
<b>BIOLOGICAL RESOURCES</b>			
<p><b>BIO-1:</b> The proposed project could adversely affect California gnatcatchers that have formal status under state or federal Endangered Species Acts.</p>	<p>Conduct survey no more than one year prior to construction  Measure applies to the entire Master Plan area</p>	<p><b>BIO-1:</b> The Applicant shall conduct protocol level surveys for coastal California Gnatcatchers in all areas supporting suitable coastal sage scrub habitat that may be affected by the project. This will include a minimum 300-foot buffer. Presence/absence of this species shall be determined no more than one year prior to construction activities. If present, the Applicant shall avoid construction in or adjacent to occupied habitat during the breeding season (March 15-July 31). If direct impacts to coastal California gnatcatcher occupied habitat cannot be avoided, project activities shall not occur in occupied habitat until impacts to this species have been addressed through Section 10(a)(1)(B) process under the Federal Endangered Species Act of 1973, as amended. The Applicant shall complete compliance with the Federal Endangered Species Act prior to project construction. Mitigation measures developed through this process may include restriction of construction activities within coastal sage scrub habitat during the gnatcatcher breeding season (March 15-July 31), restoration/creation/enhancement of on-site coastal sage scrub habitat, and/or the purchasing of land or mitigation bank credits at an appropriate ratio to offset impacts to gnatcatchers and their habitat.</p>	<p>Planning Department</p>
<p><b>BIO-2:</b> Although no nesting or migratory birds were observed during the site visit, the incidental killing of migratory birds is prohibited by the Migratory Bird Treaty Act and U.S. Fish and Game Code. The killing of nesting or migratory birds by grading or land clearing activities would be considered a potentially significant impact.</p>	<p>Schedule grading outside of breeding season.  Measure applies to the entire Master Plan area</p>	<p><b>BIO-2:</b> To avoid incidental killing of birds protected under the Migratory Bird Treaty Act and the California Fish and Game Code, scheduling initial grading and brush removal of any previously undisturbed habitat shall occur outside the breeding season. No vegetation removal should occur between early spring (15 March) and midsummer (15 July).</p>	<p>Planning Department</p>

TABLE 9-1  
MITIGATION MONITORING PROGRAM

IDENTIFIED IMPACTS	COMPLIANCE/ MONITORING PROCEDURE	MITIGATION MEASURES/ REGULATORY REQUIREMENTS	RESPONSIBLE PARTY
<b>BIOLOGICAL RESOURCES</b>			
<p><b>BIO-3:</b> If Burrowing owls inhabit the site, they could become trapped within their burrows during land clearing and grading activities associated with development of the Park View Specific Plan portion of the project thereby creating a potentially significant impact.</p>	<p>Conduct pre-construction survey no more than 30-days prior to construction Measure applies to the entire Master Plan area</p>	<p><b>BIO-3:</b> A qualified biologist shall conduct pre-construction surveys for burrowing owls no more than 30 days prior to commencement of project activities. If burrowing owls are observed within the project area or areas adjacent to it during the breeding season (February 1 to August 31), a 250-foot buffer zone shall be established around the occupied burrow(s) and construction delayed in that buffer zone until all young have fledged and are able to feed on their own, as determined by monitoring surveys conducted by a qualified biologist. Breeding burrowing owls and their young should not be relocated.</p> <p><b>BIO-4:</b> If burrowing owls are observed within the project area or areas adjacent to it during the non-breeding season (September to January), a 50 meter/160-foot buffer zone shall be established around the occupied burrow(s) and construction delayed in that buffer zone until the owls have vacated the occupied burrow, as determined by monitoring conducted by a qualified biologist. If this is not practical, obtain a Memorandum of Understanding (MOU) from the California Department of Fish and Game to allow passive relocation of non-breeding burrowing owls. Passive relocation usually involves placing a "one-way" door on the occupied burrow to allow the owl to escape, but not reenter the burrow, and monitoring of the burrow by a qualified biologist for one week to ensure that the owl has vacated the burrow.</p>	<p>Planning Department</p>
<b>CULTURAL RESOURCES</b>			
<p><b>CR-1:</b> Excavation during development may result in the disturbance of previously unidentified human remains.</p>	<p>During site grading or any other earthmoving activities</p>	<p><b>C-1:</b> If human remains are encountered during grading and other construction excavation, work in the immediate vicinity shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5.</p>	<p>Planning Department</p>

TABLE 9-1  
MITIGATION MONITORING PROGRAM

IDENTIFIED IMPACTS	COMPLIANCE/ MONITORING PROCEDURE	MITIGATION MEASURES/ REGULATORY REQUIREMENTS	RESPONSIBLE PARTY
<b>CULTURAL RESOURCES (Continued)</b>			
<p>CR-2: Excavation during development may result in the disturbance of previously unidentified paleontological resources, sites, or unique geological features.</p>	<p>Measure applies to the entire Master Plan area.</p>	<p>C-2: In the event that Native American cultural resources are discovered during project development/construction, all work in the immediate vicinity of the find shall cease and a qualified archaeologist meeting Secretary of Interior Standards shall be hired to assess the find. Work on the overall project may continue during this assessment period.</p> <p>C-3: If significant Native American cultural resources are discovered, for which a Treatment Plan must be prepared, the Applicant or his archaeologist shall contact the Morongo Band of Mission Indians. If requested by the Tribe, the Applicant or the project archaeologist shall, in good faith, consult on the discovery and its disposition (e.g. avoidance, preservation, return of artifacts to tribe, etc.).</p>	<p>San Bernardino County Coroner/Planning Department</p>
<p>CR-2: Excavation during development may result in the disturbance of previously unidentified paleontological resources, sites, or unique geological features.</p>	<p>During site grading or any other earthmoving activities Measure applies to the entire Master Plan area.</p>	<p>C-4: Fossils found by contractors, or subcontractors during the development of the Master Plan, shall be reported immediately to the Planning Department of the governing jurisdiction (City of Upland or City of Claremont). These officials shall provide direction to contact a paleontological monitor from the San Bernardino County Museum. A member of the museum staff or a museum-authorized paleontologist will be dispatched to monitor the fossil location. All excavation shall cease in the area of the find until the monitor is on-site. If significant fossils (those having potential to increase scientific knowledge; including all identifiable vertebrate remains) are encountered on the property, the following mitigation procedures shall be followed:</p> <ul style="list-style-type: none"> <li>• The paleontologist retained for the project shall immediately evaluate the fossils that have been discovered to determine if they are significant and, if so, to develop a plan to collect and study them for the purpose of mitigation.</li> <li>• If fossils are found, the paleontologic monitor shall be empowered to temporarily halt or redirect excavation equipment to allow evaluation and removal of the fossils as needed. To minimize construction delays, the monitor should be equipped to speedily collect specimens if they are encountered.</li> </ul>	<p>San Bernardino County Coroner/Planning Department</p>

**TABLE 9-1  
MITIGATION MONITORING PROGRAM**

IDENTIFIED IMPACTS	COMPLIANCE/ MONITORING PROCEDURE	MITIGATION MEASURES/ REGULATORY REQUIREMENTS	RESPONSIBLE PARTY
<b>CULTURAL RESOURCES (Continued)</b>			
		<ul style="list-style-type: none"> <li>• The monitor, with assistance if necessary, shall collect individual fossils and/or samples of fossil bearing sediments. If specimens of small animal species are encountered, the most time- and cost-efficient method of recovery is to remove a selected volume of fossil bearing earth from the grading area and screen wash it off-site.</li> <li>• Fossils recovered during earthmoving, or as a result of screen washing of sediment, shall be cleaned and prepared sufficiently to allow identification. This allows the fossils to be described in a report of findings and reduces the volume of matrix around specimens prior to storage, thus reducing storage costs.</li> <li>• A report of findings shall be prepared and submitted to the San Bernardino County Museum, as the agency responsible for overseeing developments and mitigation of environmental impacts upon completion of mitigation. This report would minimally include a statement of the types of palaeontologic resources found, the methods and procedures used to recover them, an inventory of the specimens recovered, and a statement of their scientific significance.</li> </ul> <p>The palaeontological specimens recovered as a result of mitigation shall be transferred to a qualified scientific institution where they would be afforded long-term preservation for future scientific study.</p>	
<b>GEOLOGY AND SOILS</b>			
G-1: Development of the proposed land use may expose people and structures to loss, injury, or death arising from strong seismic ground shaking.	Prior to the issuance of grading permits. Measure applies to the entire Master Plan area.	G-1: All new structures shall be built according to the California Building Code and respective City standards. Building officials shall check and inspect all plans for seismic safety requirements before approval of any construction.	Building Department

**TABLE 9-1  
MITIGATION MONITORING PROGRAM**

<b>IDENTIFIED IMPACTS</b>	<b>COMPLIANCE/ MONITORING PROCEDURE</b>	<b>MITIGATION MEASURES/ REGULATORY REQUIREMENTS</b>	<b>RESPONSIBLE PARTY</b>
<b>GEOLOGY AND SOILS (Continued)</b>			
<p>G-2: Construction activities such as grading, excavation or any other soil disturbing activities may expose bare soils to erosion and loss of soils.</p>	<p>Throughout construction of the site.  Measure applies to the entire Master Plan area.</p>	<p>G-2: Grading activities shall be minimized and performed immediately prior to any new construction activities.  G-3: Disturbed soils shall be watered at least twice daily to ensure the control of fugitive dust escaping off-site.  G-4: A National Pollutant Discharge Elimination System permit shall be obtained before construction is started. To obtain the permit, a SWPPP must be submitted showing how storm waters will be controlled through BMP's to avoid off-site sedimentation.  G-5: Soils left bare or inactive for longer than thirty days shall be planted with ground cover or covered by approved means to assure no loss of topsoil.</p>	<p>Planning Department</p>
<b>HAZARDS AND HAZARDOUS MATERIALS</b>			
<p>H-1: The proposed Park View Specific Plan may include the construction and operation of a fueling station. This would introduce the potential of an accidental release of hazardous materials to the environment, and potential exposure to people.</p>	<p>Prior to the issuance of occupancy permits.  Measure applies to the Park View Specific Plan portion only.</p>	<p>H-1: Prior to issuance of occupancy permits for businesses that would use, store, or transport hazardous materials, the Applicant shall submit detailed building plans showing where storage areas would be located and where use would occur, to City and County agencies responsible for oversight and permitting such businesses. In conjunction with building plans the Applicant shall propose a Business Emergency Response Plan to be approved prior to occupancy.  H-2: All proposed tenant improvements or change of business/occupancy applications shall require the submittal of detailed site plans indicating the location of hazardous material storage areas. The Applicant shall concurrently submit a Business Emergency Response Plan to be approved prior to occupancy.</p>	<p>Building Department</p>

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MITIGATION MONITORING PROGRAM**

IDENTIFIED IMPACTS	COMPLIANCE/ MONITORING PROCEDURE	MITIGATION MEASURES/ REGULATORY REQUIREMENTS	RESPONSIBLE PARTY
<b>HAZARDS AND HAZARDOUS MATERIALS</b>			
<p><b>H-2:</b> The proposed Baseline Road Master Plan could create a significant impact to the safety and/or operation of Cable Airport or to the people working/ residing within the Master Plan area.</p>	<p>Prior to the issuance of building permits. Measure applies to the Park View Specific Plan portion only.</p>	<p><b>H-3:</b> No portion of any structure shall exceed 1,644 feet above sea level to avoid conflict with Federal Aviation Regulation Part 77 (Objects Affecting Navigable Airspace) Standards associated with the Cable Airport. <b>H-4:</b> Properties shall be accompanied with the following disclosure:  This property is presently located in the vicinity of an airport (Cable Airport), within what is known as an aircraft influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (i.e. noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances are associated with the property before you complete your purchase and determine whether they are acceptable to you.</p>	<p>Planning Department/ Building and Safety</p>
<p><b>H-3:</b> The proposed Baseline Road Master Plan lies within an area of high fire zone.</p>	<p>Prior to the issuance of occupancy permits. Measure applies to the Park View Specific Plan portion only.</p>	<p><b>H-5:</b> The property Owners Association for the residential development and the Property Owner/Management Company for the commercial development shall maintain a 100-foot clearance around their respective properties. <b>H-6:</b> All roofing and construction for commercial and residential buildings shall comply with the Wildland-Urban Interface Building Codes. <b>H-7:</b> All residential and commercial buildings shall include a natural hazard disclosure as part of a real estate transfer.</p>	<p>Planning Department</p>

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MITIGATION MONITORING PROGRAM**

IDENTIFIED IMPACTS	COMPLIANCE/ MONITORING PROCEDURE	MITIGATION MEASURES/ REGULATORY REQUIREMENTS	RESPONSIBLE PARTY
<b>HYDROLOGY AND WATER QUALITY</b>			
<p><b>HWQ-1:</b> Construction activities associated with the Park View Specific Plan portion of the Master Plan would alter the drainage pattern of the site, increasing on-site flow by changing the impermeable surfaces on-site. Development of the site would also alter the patterns of flows from the existing drainages entering the site from the east and southeast.</p>	<p>Prior to the issuance of grading permits; measure applies to the entire Master Plan area.</p>	<p><b>HWQ-1:</b> Prior to issuance of grading permits, the Applicant shall submit a detailed storm water drainage plan that includes design drawings for the drainage facilities that would capture, hold and/or convey storm water through the site and that the proposed infrastructure will accommodate resulting flows in a 100 year storm event. The plans shall be subject to approval of the City of Upland Public Works Department.</p>	<p>Public Works Department</p>
<p><b>HWQ-2:</b> During storm events, construction activities, particularly vegetation removal, grading and excavation, could affect the amounts of sediments and suspended solids leaving the site ultimately affecting water quality down stream.</p>	<p>Prior to the issuance of grading permits; measure applies to the entire Master Plan area.</p>	<p><b>HWQ-2:</b> Prior to issuance of any grading permits, the Applicant shall prepare a Water Quality Management Plan and submit proof of the filing of a Notice of Intent (NOI) for coverage under the State General Permit to comply with RWQCB requirements for storm water discharge. The Applicant shall comply with NPDES requirements of the SWPPP and WQMP and employ BMPs identified in the documents during all phases of construction. BMPs shall be shown on all construction drawings and grading plans for the Park View Specific Plan portion of the Master Plan.</p>	<p>Public Works Department</p>
<p><b>HWQ-3:</b> Development of vacant land within the Park View Specific Plan portion of the Master Plan project site would result in new quantities of urban pollutants entering the local drainages thereby creating or contributing runoff water which would provide substantial additional sources of polluted runoff; or otherwise substantially degrade water quality, and violate any water quality standards or waste discharge requirements.</p>	<p>Prior to the issuance of grading permits; measure applies to the entire Master Plan area.</p>	<p><b>HWQ-3:</b> Prior to issuance of grading permits, the Applicant shall prepare a Water Quality Management Plan and file a Notice of Intent (NOI) to comply with RWQCB requirements for storm water discharge, including a full description of the discharge and a demonstration of compliance with EPA-specified effluent limits.</p> <p><b>HWQ-4:</b> Landscaping plans shall include provisions for controlling and minimizing the use of fertilizers/pesticides/herbicides. Plans for these areas shall be submitted to the City for review and approval prior to the issuance of grading permits.</p> <p><b>HWQ-5:</b> Landscaped areas shall include use of bio-swales and natural filters to the extent feasible.</p>	<p>Public Works Department</p>

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MITIGATION MONITORING PROGRAM**

IDENTIFIED IMPACTS	COMPLIANCE/ MONITORING PROCEDURE	MITIGATION MEASURES/ REGULATORY REQUIREMENTS	RESPONSIBLE PARTY
<b>HYDROLOGY AND WATER QUALITY</b>			
<p><b>IHWQ-4:</b> The proposed project may reduce the amount of land available for groundwater recharge activities by the Pomona Valley Protective Association (PVPA) and for flood control activities by the County Flood Control District in the City Sports Park portion of the project area and thus substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level.</p>	<p>Upon design of park determine drainage impacts; measure for City Sports Park only;</p>	<p><b>IHWQ-6:</b> Upon design of the City Sports Park, and prior to grading, the specific impacts to flood control and groundwater recharge operations would be determined. The City shall work with the San Bernardino County Flood Control Department and the PVPA in design of the park to limit significant impacts to existing operations and to transport water across Baseline Road for spreading and groundwater recharge if feasible.</p>	<p>Public Works Department</p>
<p><b>IHWQ-5:</b> Development of the City Sports Park would result in additional use of fertilizers, pesticides and herbicides that could impact the underlying groundwater quality.</p>	<p>Develop landscaping operations plan; measure for City Sports Park only.</p>	<p><b>IHWQ-7:</b> During the design of the City Sports Park, the amount of fertilizers, pesticides, and herbicides that would be used would be determined and addressed within a Landscaping Operations Plan. This plan shall be addressed by the Six Basins Watermaster and the Regional Water Quality Control Board, Santa Ana Region to ensure the amount of chemicals would not significantly impact groundwater quality. The City shall develop a Landscaping Operations Plan in accordance with the Santa Ana Regional Water Quality Control Board requirements to minimize potential impacts to groundwater quality.</p>	<p>Planning Department</p>
<b>NOISE</b>			
<p><b>NOI-1:</b> Construction noise represents a short-term impact on ambient noise levels. The primary source of construction noise is heavy equipment. Noise generated by construction equipment, including trucks, graders, bulldozers, concrete mixers and portable generators can reach high levels. Grading will generate the highest levels of noise during construction.</p>	<p>Throughout construction; applies to the entire Master Plan area</p>	<p><b>NOI-1:</b> Noise generating construction activities near residential uses shall be restricted to the hours between 7:00 AM and 6:00 PM on weekdays and prohibited on Saturdays, Sundays and holidays.  <b>NOI-2:</b> The rock crusher required for the project shall be located on the site so that it is more than 750 feet from the nearest residence.</p>	<p>Planning Department</p>

**TABLE 9-1  
MITIGATION MONITORING PROGRAM**

<b>IDENTIFIED IMPACTS</b>	<b>COMPLIANCE/ MONITORING PROCEDURE</b>	<b>MITIGATION MEASURES/ REGULATORY REQUIREMENTS</b>	<b>RESPONSIBLE PARTY</b>
<p><b>NOISE (Continued)</b></p> <p><b>NOI-2:</b> The surrounding land uses may be subject to noise levels in excess of the City Noise Standards during operation of the Park View Specific Plan developments both due to increased traffic and on-site activities.</p>	<p>Throughout the operation of the retail portion of the project; applies to Park View Specific Plan portion only</p>	<p><b>NOI-3:</b> Deliveries to the major retail store area loading docks and operation of heavy trucks along the northeast boundary of the project between the retail stores and the residential areas shall be restricted to the hours between 7:00 a.m. and 11:00 p.m. Signs, approved by the City of Upland shall be placed at the loading docks describing this restriction. If the nighttime restriction is not amenable to the tenants of the retail/grocery store and/or adjacent retail stores, then they have the option of having a noise assessment prepared showing that they can comply with the City of Upland Noise Ordinance. The noise assessment shall identify the number of truck deliveries, the types of trucks to be used, the hours of delivery and any measures necessary to insure that compliance with the ordinance will be obtained. The noise assessment shall be submitted to the City, and the City shall review and approve the assessment and proposed mitigation measures prior to the issuance of occupancy permits.</p> <p><b>NOI-4:</b> A sound wall shall be located at the property line between the residences and retail center as shown in Figure 4.10-5. The sound wall shall be 12 feet high near the westernmost residences and then decrease to 8 feet for the remaining residences (will vary depending upon the noise study requirements). (The sound wall also provides needed protection to the residences from traffic on SR-210) To be effective, noise barriers are required to have a surface density of at least 3.5 pounds per square foot, and have no openings or cracks. They may be a solid wall, an earthen berm, or a combination of the two. They may be constructed of wood studs with stucco exterior, 1/4 inch plate glass, 5/8 inch plexiglass, any masonry material, or a combination of these materials. Caltrans Encroachment Permit (Temporary Encroachment Permit) shall be submitted to the City of Upland.</p>	<p>Planning Department</p>

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MITIGATION MONITORING PROGRAM**

IDENTIFIED IMPACTS	COMPLIANCE/ MONITORING PROCEDURE	MITIGATION MEASURES/ REGULATORY REQUIREMENTS	RESPONSIBLE PARTY
NOISE (Continued)		<p><b>NOI-5:</b> Prior to issuance of building permits for the project, a final noise assessment shall be prepared to determine the final noise mitigation required to reduce HVAC equipment associated with the major retail store and other adjacent retail stores, such that noise does not exceed Noise Ordinance levels during day and nighttime operations. The study shall be prepared by a qualified acoustical engineer and submitted to the City of Upland prior to issuance of building permits for the retail buildings. The study shall use detailed noise data for the specific mechanical equipment to be used and identify the necessary noise control requirements. Noise control can include, but is not limited to, sound walls, parapet walls, relocation of equipment, use of quieter equipment, and sound control enclosures. . The recommendation of the acoustic engineer shall be implemented.</p> <p><b>NOI-6:</b> Prior to construction of any residential units whose outdoor ground floor areas are subject to noise in excess of 65 CNEL, a sound wall shall be constructed along SR-210 to reduce first floor outdoor areas to less than 65 CNEL. A preliminary calculation indicates that a sound wall of roughly 12 feet tall would need to be along the property line adjacent to SR-210. The wall would need to wrap at the south end of this residential area and extend past the first building. (This wrap would also protect the residences from the loading dock noise at the proposed major retail store site.) High performance windows and possibly attic baffle vents shall be utilized to achieve the 30 dB outside to inside noise reduction needed to achieve the 45 CNEL indoor noise standard. A final noise study shall be prepared to determine the exact soundwall and building insulation requirements.</p> <p><b>NOI-7:</b> Prior to the issuance of grading permits, a noise study shall be prepared for the residential portions of the project along Baseline Street and SR-210 by a qualified acoustical engineer. The noise study will examine the noise generated by these roadways and describe the measures required to ensure that the City's standards of 65 CNEL for outdoor areas and 45 CNEL indoor areas will be achieved for existing and future conditions. . The recommendation of the acoustic engineer shall be implemented.</p>	

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MITIGATION MONITORING PROGRAM

IDENTIFIED IMPACTS	COMPLIANCE/ MONITORING PROCEDURE	MITIGATION MEASURES/ REGULATORY REQUIREMENTS	RESPONSIBLE PARTY
<p><b>NOISE (Continued)</b></p> <p><b>NOI-3:</b> The residents within the vicinity of the proposed project may be subject to noise levels in excess of the City Noise Standards during operation of the City Sports Park.</p>	<p>Prior to the issuance of grading permits; applies to the City Sports park only.</p>	<p><b>NOI-8:</b> Prior to issuance of grading permits, a noise study shall be prepared for the City Sports Park portion of the project by a qualified acoustical engineer. The noise study will examine the noise generated by SR-210 and describe the measures required to ensure that regular use areas of the City Sports Park are not exposed to noise levels in excess of 70 CNEL and passive use areas of the City Sports Park are not exposed to levels in excess of 65 CNEL.</p>	<p>Planning Department</p>
<p><b>TRAFFIC AND CIRCULATION</b></p> <p><b>TC-1:</b> The proposed project would increase vehicle trips/traffic levels, and affect the level of service along arterial roadways and intersections.</p>	<p>Prior to the issuance of occupancy permits; measure applies to the entire Master Plan site</p>	<p><b>TC-1: Baseline Road, adjacent to the project site:</b> Widen and improve Baseline Road bordering the project site to ultimate half-section width per the City of Upland Circulation Element.</p> <p><b>Baseline Road at Driveway #1:</b> It is recommended that Driveway #1 provide one inbound lane and two outbound lanes (one exclusive left-turn lane and one exclusive right-turn lane). It is recommended that a three-phase traffic signal be installed at this project driveway. This improvement will cost approximately \$120,000.00 and is the sole responsibility of the proposed project.</p> <p><b>Baseline Road at Driveway #2:</b> It is recommended that Driveway #2 provide one inbound lane and one outbound lane (one exclusive right-turn lane). It is recommended that a "STOP" sign and stop bar be installed at this project driveway.</p> <p><b>Baseline Road at Park View Promenade:</b> It is recommended that Park View Promenade provide two inbound lanes and two outbound lanes (one exclusive left-turn lane and one shared through/right-turn lane). It is recommended that the existing traffic signal be modified for five-phase operation with protected eastbound and westbound left-turn phasing. This improvement will cost approximately \$75,000.00 and is the sole responsibility of the proposed project.</p> <p><b>Baseline Road at Driveway #4:</b> It is recommended that Driveway #4 provide one inbound lane and one outbound lane (one exclusive right-turn lane). It is recommended that a "STOP" sign and stop bar be installed at this project driveway.</p>	<p>Planning Department/City Traffic Engineer</p>

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MITIGATION MONITORING PROGRAM**

IDENTIFIED IMPACTS	COMPLIANCE/ MONITORING PROCEDURE	MITIGATION MEASURES/ REGULATORY REQUIREMENTS	RESPONSIBLE PARTY
<b>TRAFFIC AND CIRCULATION (Continued)</b>			
<p><b>TC-2:</b> The proposed project could impact emergency access both during construction and operation.</p>	<p>Prior to the issuance of any permit; measure applies to the entire Master Plan site</p>	<p><b>TC-2:</b> Prior to issuance of any permits, the applicant shall submit a construction Traffic Management Plan to the City of Upland for review and approval. The plan shall be prepared by a registered civil engineer and traffic engineer and shall address traffic controls for any street closure, lane closure, detour, or any other disruption to traffic circulation. The plan shall identify routes that construction vehicles shall utilize to access the site, the hours of construction traffic, traffic controls and detours, off-site vehicle staging and parking, and proposed construction phasing plan for the Project. The plan shall require the applicant to keep all haul routes clean and free of debris including but not limited to gravel, dirt, as a result of its operations.</p>	<p>City Traffic Engineer</p>
<b>PUBLIC SERVICES</b>			
<p><b>PS-3:</b> Project implementation would contribute to an incremental increase in the number of students attending public schools within the Upland Unified School Districts.</p>	<p>Prior to the issuance of building permits; measure applies to Park View Specific Plan portion only</p>	<p><b>PS-1:</b> Proposed commercial and residential development shall be subject to Upland Unified School District's development impact fees which are currently \$2.63 per square-foot of residential development and 0.42 per square-foot of commercial development, or the formation of a Community Facilities District or other means to the satisfaction of the School District, which would alleviate any impact to schools as a result of project implementation.</p>	<p>Planning Department</p>
<b>PUBLIC UTILITIES AND INFRASTRUCTURE</b>			
<p><b>PU-1:</b> The proposed project would result in the development of more intense land uses than what currently exists on-site, resulting in additional demand on existing water resources.</p>	<p>Prior to the issuance of building permits; measure applies to Park View Specific Plan portion only</p>	<p><b>PU-1:</b> Prior to the issuance of building permits, the Applicant shall ensure that required governmental approvals and any associated agreements are secured for providing water service by the City of Upland to the 2.4 acres in Claremont.</p>	<p>Planning Department</p>

**TABLE 9-1  
MITIGATION MONITORING PROGRAM**

<b>IDENTIFIED IMPACTS</b>	<b>COMPLIANCE/ MONITORING PROCEDURE</b>	<b>MITIGATION MEASURES/ REGULATORY REQUIREMENTS</b>	<b>RESPONSIBLE PARTY</b>
<b>PUBLIC UTILITIES AND INFRASTRUCTURE (Continued)</b>			
<p><b>PU-3:</b> The proposed project would result in the development of more intense land uses than what currently exists on-site, which may require the construction of new storm water drainage facilities or expansion of existing facilities.</p>	<p>Prior to the issuance of grading permits; measure applies to Park View Specific Plan portion only</p>	<p><b>PU-2:</b> The project Applicant would be required to submit a Stormwater Drainage Plan to be approved by the City of Upland, prior to any earth-disturbing activities, for the Park View Specific Plan portion of the Master Plan. The Stormwater Drainage Plan shall describe necessary improvements and demonstrate that infrastructure to be developed will accommodate resulting flows in a 100 year storm event.</p> <p><b>PU-3:</b> The City of Upland would prepare a Stormwater Drainage Plan to be approved, prior to any earth-disturbing activities, for the City Sports Park portion of the Master Plan. The Stormwater Drainage Plan shall describe necessary improvements and demonstrate that infrastructure to be developed will accommodate resulting flows in a 100 year storm event.</p>	<p>Planning Department</p>
<p><b>PU-4:</b> The proposed project would result in the development of more intense land uses than what currently exists on-site, and therefore would increase the burden on the existing solid waste system.</p>	<p>Prior to the issuance of building permits; measure applies to Park View Specific Plan portion only</p>	<p><b>PU-4:</b> Prior to the issuance of building permits, the Applicant shall ensure that required governmental approvals and any associated agreements, and methods to track quantity of waste and recycling, are secured for providing solid waste service by the City of Upland to the 2.4 acres in Claremont.</p>	<p>Public Works Department</p>

