FINAL
PROGRAM ENVIRONMENTAL IMPACT REPORT

GENERAL PLAN UPDATE (GPU 08-03),
ZONING CODE UPDATE (ZCU 08-03),
CLIMATE ACTION PLAN, AND
CABLE AIRPORT LAND USE COMPATIBILITY PLAN UPDATE

SCH NO. 2012041006

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SECTION 1.0
Executive Summary

1.0 EXECUTIVE SUMMARY

1.1 PROJECT LOCATION

The City of Upland (City) is situated in the westernmost part of San Bernardino County, approximately 35 miles southeast of Los Angeles, at the base of the San Gabriel Mountains. The City encompasses approximately 15 square miles of land generally bounded by the San Gabriel Mountains on the north, Grove Avenue and the (I-10) Freeway on the south, Rancho Cucamonga on the east, and the Los Angeles County line on the west. An additional approximately three square miles (1,969 acres) are located in two unincorporated areas within the City's "Sphere of Influence" (SOI). Overall, the City's Planning Area encompasses a total of approximately 18 square miles. The areas surrounding Upland include unincorporated San Bernardino County to the north, the cities of Montclair and Ontario to the south, the City of Rancho Cucamonga to the east, and the cities of La Verne and Claremont to the west. Regional access to the City is provided via Interstate 10, Interstate 210, and Foothill Boulevard (formerly State Route 66).

1.2 PROJECT SUMMARY

The Project is comprised of four primary components: the General Plan Update (GPU 08-03); Zoning Code Update (ZCU 08-03); Climate Action Plan; and Cable Airport Land Use Compatibility Plan Update.

GENERAL PLAN 2035

The proposed City of Upland General Plan 2035 (General Plan 2035) is a comprehensive update of the existing General Plan (i.e., the various elements that were adopted between 1982 and 2001). The General Plan 2035, which specifically involves an update/reorganization of existing elements and addition of two elements, consists of the following nine State mandated and optional elements:

- Land Use;
- Community Character and Urban Design;
- Economic Sustainability;
- Circulation;
- Open Space and Conservation;
- Safety;
- Public Facilities and Services;
- Community Health; and
- Housing (adopted as part of a separate process).

Each Element has a specific purpose and focus. Together, they present a consistent policy platform, as required by law. No single element or subject supersedes any other.

Major components of the updated General Plan include:

- Update existing conditions, with year 2008 serving as the baseline year.
- Update General Plan development projections for population, employment, residential, and non-residential development to the year 2035, the projected horizon year.
- Add, delete, or modify existing General Plan Goals, Policies, and implementation actions.
- Update the Land Use Element with reorganized and new land use designations.
- Update remaining or add new General Plan Elements to reflect current conditions and account for new development projections.

The General Plan 2035 anticipates that development would occur throughout the City and within the SOI. Additionally, the Focus Areas are locations in the City that have the potential to change significantly over the life of the General Plan. The anticipated growth over existing (2008) conditions is: 3,026 additional dwelling units, 6,402,019 additional square feet of non-residential uses, 11,787 additional jobs, and a resultant population growth of 8,135 persons.

ZONING CODE UPDATE

The proposed Zoning Code Update (ZCU) is a comprehensive update to Upland Municipal Code (UMC) Title 17. The Zoning Code is being updated to correspond to and implement the updated General Plan. The ZCU proposes the following actions to implement the General Plan 2035:

- Amend the Zoning Map and zoning district standards to ensure consistency with the Land Use Element;
- Create new zoning districts and development standards to implement the proposed General Plan;
- Include zoning standards to ensure the quality and environmental sustainability of future development;
- Reorganize the Zoning Code to a more intuitive format, improving its clarity and consistency; and
- Integrate illustrations to enhance the Code's user friendliness.

In addition to style and format changes, the ZCU includes various key revisions to existing standards and new or added provisions, which involve the following:

- Organization/Format;
- New Zones and Development Standards;
- Standards for Specific Land Uses;
- Historic Preservation;
- Development Process; and
- Approval Levels.

CLIMATE ACTION PLAN

The City has developed a Climate Action Plan (CAP). The CAP provides a framework for reducing greenhouse gas (GHG) emissions. The CAP recommends GHG emissions targets that are consistent with the State of California's reduction targets and presents a number of strategies that would enable the City to meet the recommended targets. The CAP also suggests best practices for addressing climate change impacts, and provides recommendations for measuring progress.

The CAP is intended to address the main sources of the GHG emissions, which include emissions from the energy consumed in buildings and for transportation, as well as the solid waste sent to landfills. The purpose of the CAP is to guide and enhance development, and ultimately the implementation of actions that will reduce the City's GHG emissions. The CAP has been designed to support the following functions:

- Describe Upland's emissions sources;
- Provide projections of future emissions based on growth allowed by the General Plan;
- Provide clear guidance to City staff regarding when and how to implement key provisions of the plan;
- Recommend strategies, measures, and actions to achieve GHG reductions;
- Demonstrate Upland's commitment to comply with State GHG reduction efforts; and
- Define a strategy for turning this plan into action and transparently tracking and reporting progress toward the GHG reduction goals.

CABLE AIRPORT LAND USE COMPATIBILITY PLAN UPDATE

The Cable Airport Land Use Compatibility Plan (CALUCP) was prepared to provide guidance to affected local land use jurisdictions with regard to airport land use compatibility matters involving Cable Airport. The CALCUP contains a main body, a Supporting Data section, and appendices. Chapter 1 is introductory, and Chapters 2 and 3 contain the CALUCP's central components (i.e., procedural policies and compatibility criteria). The Supporting Data section summarizes background information regarding Cable Airport and the surrounding land uses, discusses airport land use compatibility planning concepts/strategies, and describes impacts created by Cable Airport activity.

The CALUCP's basic function is to promote compatibility between Cable Airport and the land uses that surround it. The CALUCP is prospective in that it seeks to avoid future compatibility conflicts rather than to remedy existing incompatibilities. Also, the CALUCP is land use oriented in that the compatibility measures it defines are directed towards future land use development, not airport activity. The CALUCP's central components are its procedural policies

(CALUCP Chapter 2) and its compatibility criteria (CALUCP Chapter 3). The geographic extent of the procedural policies and compatibility criteria together constitute the Cable Airport Influence Area. The procedural policies establish the processes to be used by Upland and other affected jurisdictions in the review of future general plan or specific plan amendments and individual development actions within the Airport Influence Area for consistency with the compatibility criteria. The compatibility criteria set limits on future land use development within the Airport Influence Area in response to noise, safety, airspace protection, and overflight impacts of current and future airport activity.

1.3 PROJECT OBJECTIVES

The City of Upland's objectives for the General Plan 2035 are as follows:

- Update the City's baseline (i.e., existing) environmental conditions to the year 2008.
- Update the General Plan development projections for the year 2035, including projections for dwelling units, non-residential uses (square footage), population, and employment.
- Update the Land Use Element, including the establishment of Focus Areas with Policies specific to these areas.
- Create a new Community Character and Urban Design Element to identify, protect, and strengthen Upland's unique physical and visual resources, and guide the City's future physical development.
- Update the City's traffic model to reflect current conditions and plan for a multi-modal transportation system.
- Revise the General Plan noise and air quality databases based upon the updated traffic model.
- Update the General Plan for consistency with the proposed Cable Airport Land Use Compatibility Plan Update.
- Provide new Goals and Policies to address future development and growth within the City and SOI.
- Provide comprehensive and concise land use designations that better reflect the land use vision for the City.
- Incorporate sustainability Goals and Policies to balance current demands with future demands, as they pertain to the environment, economy, and social equity.

- Comply with CEQA Section 21000 et seq., which requires that environmental impacts be addressed and mitigated.
- Provide a legally defensible environmental foundation upon which discretionary actions may be evaluated.

The City of Upland's objectives for the Zoning Code Update are as follows:

- Ensure that future development reflects and implements the Upland General Plan 2035.
- Update the Code for consistency with the proposed Cable Airport Land Use Compatibility Plan Update.
- Ensure quality and environmentally sustainable future development.
- Improve clarity and consistency of language throughout the Code.
- Enhance the Zoning Code's user-friendliness.
- Streamline the permitting process and administration of the Code.

The City of Upland's objectives for the Climate Action Plan are as follows:

- Describe Upland's emissions sources;
- Provide projections of future emissions based on growth allowed by the General Plan;
- Provide clear guidance to City staff regarding when and how to implement key provisions of the plan;
- Recommend strategies, measures, and actions to achieve GHG reductions;
- Demonstrate Upland's commitment to comply with State GHG reduction efforts;
- Define a strategy for turning this plan into action and transparently tracking and reporting progress toward the GHG reduction goals;
- Preserve local land use control over how GHG reductions are accomplished in the City; and
- Streamline the environmental review process.

The Cable Airport Land Use Compatibility Plan objectives are to provide a Plan that:

- Articulates procedural policies and compatibility criteria, established in accordance with the California State Aeronautics Act, applicable to airport land use compatibility planning in the vicinity of Cable Airport.

- Protects public health, safety, and welfare by ensuring the orderly expansion of the airport and adopting land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses.

- Can be used as the basis for determining the compatibility of new development in the Cable Airport influence area.

- Can be used, either directly or as reflected in the General Plan and Zoning Code, when making other planning decisions regarding proposed development of lands within the Cable Airport influence area.

- Can be used as the basis for reviewing proposed plans for development of Cable Airport that could have implications on land use compatibility around the airport.

- Coordinates with and assists other entities having jurisdiction over lands within the Cable Airport influence area to help them ensure compliance with the Plan's policies.

- Provides information to the City of Claremont regarding Cable Airport land use compatibility matters.

1.4 PROJECT IMPACTS

The City of Upland determined that a Program EIR should be prepared pursuant to the *California Environmental Quality Act* (*CEQA*) and the *CEQA Guidelines*. The environmental issues identified by the City for assessment in the Program EIR are:

- Land Use and Planning;
- Population, Housing, and Employment;
- Aesthetics;
- Transportation and Traffic;
- Air Quality;
- Greenhouse Gas Emissions;
- Noise;
- Geology and Soils;
- Cultural Resources;
- Biological Resources;
- Agriculture and Forestry Resources;
- Mineral Resources;
- Hydrology and Water Quality;
- Hazards and Hazardous Materials;
- Water;
- Wastewater;
- Fire Protection;
- Police Protection;
- Schools;
- Parks and Recreation;
- Solid Waste; and
- Electricity and Natural Gas.

Section 5.0, Environmental Analysis, of this Program EIR provides a description of potential environmental impacts resulting from Project implementation, and recommends mitigation measures to avoid or reduce impacts to less than significant, where feasible. Following implementation of the GPU, ZCU, CAP, and CALUCP, and compliance with the established regulatory framework and recommended mitigation measures, most of the significant or potentially significant impacts associated with Project implementation would be avoided or reduced to less than significant. However, despite compliance with all feasible mitigation measures, significant and unavoidable impacts are anticipated for the following environmental issue areas:

- Short Term Construction Emissions;
- Long Term Mobile and Stationary Source Emissions; and
- Cumulative Short-Term Construction and Long-Term Mobile and Stationary Source Emissions.

1.5 SUMMARY OF PROJECT ALTERNATIVES

Section 6.0, Alternatives, analyzes a range of reasonable alternatives to the proposed Project, which would feasibly attain most of the basic Project objectives, but would avoid or substantially lessen the Project's significant effects, and evaluates the comparative merits of the alternatives. The Project alternatives are: No Project/Existing General Plan Alternative; and Mixed-Use Corridor Alternative.

NO PROJECT/EXISTING GENERAL PLAN ALTERNATIVE

In compliance with *CEQA Guidelines* Section 15126.6(e), the specific alternative of "no project" is also evaluated along with its impact. The purpose of describing and analyzing a no project alternative is to allow decision makers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project. When the project is the revision of an existing land use or regulatory plan, policy, or ongoing operation, such as the proposed GPU, ZCU, CALUCP, the "no project" alternative will be the continuation of the existing plan, policy, or operation into the future. Thus, this Alternative assumes buildout of the City of Upland in accordance with the existing General Plan's land use designations and policies, which were adopted between 1982 and 2001. This Alternative assumes that the existing General Plan would continue to be the source of information regarding various issues including land use, traffic, community noise levels, air quality, public services and utilities service levels, and population, housing, and employment, and that development would occur pursuant to existing City Policies. This Alternative assumes that the existing Zoning Code would not be updated and development would continue pursuant to the existing development standards and guidelines. This Alternative also assumes no CAP would be implemented. Thus, the impacts of continued implementation of the existing General Plan, Zoning Code, and CALUCP, and no CAP, are compared to the impacts of implementing the proposed GPU, ZCU, CALUCP, and CAP.

MIXED-USE CORRIDORS ALTERNATIVE

The Mixed-Use Corridors Alternative focuses on creating mixed-use nodes along the existing commercial corridors. Primary mixed-use nodes would be encouraged at the intersections of Mountain Avenue and Euclid Avenue on Foothill Boulevard with ground-floor retail and upper-floor residential, as well as horizontal mixed-use that allows for both residential and non-residential uses to share the same site. Under this Alternative, the CALUCP and CAP would be implemented, as with the Project.

This Alternative involves the following growth over existing 2008 conditions: approximately 1,073 additional dwelling units; approximately 4.6 million additional square feet of non-residential land uses; and approximately 8,295 jobs. The Mixed-Use Corridors Alternative involves significantly less residential development (only approximately 35 percent of what is proposed by the Project). Additionally, approximately 38 percent less non-residential development and 42 percent less employment would occur under this Alternative.

ENVIRONMENTALLY SUPERIOR ALTERNATIVE

According to CEQA Guidelines, if the environmentally superior alternative is the "no project" alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives." As shown in Table 6.5, the No Project/No Development Alternative is the environmentally superior alternative. Therefore, in compliance with CEQA requirements, Section 6.5 identified the Mixed-Use Corridors Alternative as the environmentally superior alternative. This alternative would generally lessen the impacts associated with Project implementation, because it would involve significantly less residential development (only approximately 35 percent of what is proposed by the Project) and approximately 38 percent less non-residential development. It is also noted that the City's job/housing balance would improve to a lesser degree with this Alternative, since 42 percent fewer jobs would be created.

1.6 SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impacts	Mitigation Measures	Level of Significance After Mitigation
LAND USE		
Physically Divide An Established Community *Would the Project disrupt or physically divide an established community?*	No further mitigation is required beyond implementation of the GPU Policies.	Not Applicable.
Federal and State Land Use Plans, Policies or Regulations *Would the Project conflict with Federal or State Regulations?*	Refer to the Mitigation Measures specified in Sections 5.5, 5.10, and 5.13.	Less Than Significant Impact.

Impacts	Mitigation Measures	Level of Significance After Mitigation
Southern California Association of Governments *Would the Project conflict with SCAG'S 2012-2035 RTP/SCS goals and adopted growth forecasts?*	No further mitigation is required beyond implementation of the GPU Policies and Actions.	Not Applicable.
Cable Airport Land Use Compatibility Plan *Would the Project conflict with the Cable Airport Land Use Compatibility Plan?*	No further mitigation is required beyond implementation of the GPU Policies and Actions, and CALUCP and ZCU standards and guidelines.	Not Applicable.
Local Plans and Policies *Would the Project result in land use conflicts?*	No further mitigation is required beyond implementation of the GPU Policies and Actions, and CALUCP and ZCU standards and guidelines.	Not Applicable.
Cumulative Impacts *Would future development anticipated by the Project and cumulative development result in cumulatively considerable land use impacts?*	No further mitigation is required beyond implementation of the GPU Policies and Actions, and ZCU and CALUCP standards and guidelines.	Not Applicable.
POPULATION, HOUSING, AND EMPLOYMENT		
Population Growth *Would the Project induce substantial population growth in the planning area?*	No further mitigation is required beyond implementation of the GPU Policies.	Not Applicable.
Displaced Persons and Replacement Housing *Would the Project displace persons, necessitating the construction of replacement housing?*	No further mitigation is required beyond implementation of the GPU Policies.	Not Applicable.
Cumulative Impacts *Would development anticipated by the Project and cumulative development induce substantial population growth in the San Bernardino Associated Governments subregion?*	No further mitigation is required beyond implementation of the GPU Policies.	Not Applicable.
AESTHETICS		
Scenic Vistas *Would the Project have an adverse effect on a scenic vista?*	No further mitigation is required beyond implementation of the GPU Policy, and ZCU and CALUCP standards and guidelines.	Not Applicable.

Impacts	Mitigation Measures	Level of Significance After Mitigation
Scenic Corridors *Would the Project damage scenic resources within a scenic corridor?*	No further mitigation is required beyond implementation of the GPU Policies and Actions, and ZCU standards and guidelines.	Not Applicable.
Visual Character – Short-Term *Would construction activities associated with future development temporarily degrade the visual character of the respective development site and/or its immediate surroundings?*	AES-1 For future development located in or immediately adjacent to residentially zoned properties, construction documents shall include language that requires all construction contractors to strictly control the staging of construction equipment and the cleanliness of construction equipment stored or driven beyond the limits of the construction work area. Construction equipment shall be parked and staged within the project site, as distant from the residential use, as reasonably possible. Staging areas shall be screened from view from residential properties. AES-2 Construction documents shall include language requiring that construction vehicles be kept clean and free of mud and dust prior to leaving the development site. Streets surrounding the development site shall be swept daily and maintained free of dirt and debris. AES-3 Construction worker parking may be located off-site with prior approval by the City. On-street parking of construction worker vehicles on residential streets shall be prohibited.	Less Than Significant Impact.
Visual Character – Long-Term *Would future development permanently degrade the visual character of the respective development site and its immediate surroundings?*	No further mitigation is required beyond implementation of the GPU Policies and Actions.	Not Applicable.
Light and Glare *Would future development create new sources of light/glare that could adversely affect views in the area?*	No further mitigation is required beyond implementation of the ZCU standards and guidelines.	Not Applicable.
Shade and Shadows *Would future development create shade and shadows that could adversely affect adjacent land uses?*	No further mitigation is required beyond implementation of the ZCU standards and guidelines.	Not Applicable.

Impacts	Mitigation Measures	Level of Significance After Mitigation
Cumulative Impacts *Would development anticipated with the Project and cumulative development result in cumulatively considerable aesthetics, light, and glare impacts?*	No further mitigation is required beyond implementation of the GPU Policies and Actions, and ZCU standards and guidelines.	Not Applicable.
TRANSPORTATION AND TRAFFIC		
General Plan 2035 Traffic Operations *Would the Project conflict with an Applicable Plan, Ordinance, or Policy establishing measures of effectiveness for intersections and roadways?*	TRA-1 Prior to issuance of each Building Permit, future development projects that are determined through preparation of a Traffic Impact Analysis (Policy CIR-1.5) to impact the specified intersection, shall make a fair contribution toward implementation of the following improvements. These development projects shall be required to contribute to the implementation of mitigation measures, including but not limited to those identified in the General Plan EIR, by the payment of fair share costs, constructing the required improvement, providing right-of-way, or other actions as required by the City. • 16th Street (Baseline)/Benson Avenue (AM) Intersection. The eastbound thru-right lane shall be split to provide a separate eastbound right turn lane and optimize the signal timing at this intersection. Additional right-of-way shall be acquired to accommodate this improvement. • 16th Street (Baseline)/Mountain Avenue (PM) Intersection. The intersection cycle length and splits shall be optimized to provide more time to the left turn approaches. • Foothill Boulevard/Mountain Avenue (PM) Intersection. The intersection splits shall be optimized to provide more time at the eastbound and westbound approaches. • Foothill Boulevard/Euclid Avenue (PM) Intersection. The intersection splits shall be optimized to provide more time at the eastbound and westbound approaches. • 8th Street/Campus Avenue (AM and PM) Intersection. A traffic signal shall be installed at this location.	Less Than Significant Impact.

Impacts	Mitigation Measures	Level of Significance After Mitigation
	• I-10 EB Ramps/Mountain Avenue (PM) Intersection. The intersection cycle length and splits shall be optimized at this intersection. • I-10 WB Off Ramp/Second Avenue (AM and PM) Intersection. A traffic signal shall be installed at this location. • I-10 EB Ramps/Euclid Avenue (AM) Intersection. The intersection splits shall be optimized to provide more time at the eastbound and westbound approaches.	
Congestion Management Program *Would the Project conflict with the San Bernardino County Congestion Management Program?*	Refer to Mitigation Measure TRA-1.	Less Than Significant Impact.
Design Features or Incompatible Uses *Would the Project result in inadequate design features or incompatible uses?*	No further mitigation is required beyond implementation of the GPU Policies and Actions.	Not Applicable.
Emergency Access *Would the Project result in inadequate emergency access?*	No further mitigation is required beyond implementation of the GPU Policy.	Not Applicable.
Transit Systems, and Pedestrian and Bicycle Facilities *Would the Project conflict with the performance of existing and/or planned transit systems serving the area and/or conflict with adopted transit, bicycle, or pedestrian policies, plans, or programs?*	No further mitigation is required beyond implementation of the GPU Policies and Actions.	Not Applicable.
Cumulative Impacts *Would development associated with the Project and cumulative development result in cumulatively considerable transportation and traffic impacts?*	Refer to Mitigation Measure TRA-1.	Less Than Significant Impact.
AIR QUALITY		
Short-Term Construction Emissions *Would citywide construction activities under the Project considerably increase criteria pollutants, and thus, violate Air Quality Standards?*	AQ-1 Prior to issuance of any Grading Permit, the Development Services Director and the Engineering/Land Development Division shall confirm that the Grading Plan, Building Plans, and specifications stipulate that, in compliance with SCAQMD Rule 403,	Significant and Unavoidable Impact.

Impacts	Mitigation Measures	Level of Significance After Mitigation
	excessive fugitive dust emissions shall be controlled by regular watering or other dust prevention measures, as specified in the SCAQMD's Rules and Regulations. In addition, SCAQMD Rule 402 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off-site. Implementation of the following measures would reduce short-term fugitive dust impacts on nearby sensitive receptors: • All active portions of the construction site shall be watered twice daily to prevent excessive amounts of dust; • Non-toxic soil stabilizers shall be applied to all inactive construction areas (previously graded areas inactive for 20 days or more, assuming no rain), according to manufacturers' specifications; • All excavating and grading operations shall be suspended when wind gusts (as instantaneous gust) exceed 25 miles per hour; • On-site vehicle speed shall be limited to 15 miles per hour; • All on-site roads shall be paved as soon as feasible, watered twice daily, or chemically stabilized; • = Visible dust shall not cross the property line; • All material transported off-site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust prior to departing the job site; • Track-out devices shall be used at all construction site access points; • All delivery truck tires shall be watered down and/or scraped down prior to departing the job site; • A construction relations officer shall be appointed to act as a community liaison concerning on-site construction activity including resolution of issues related to fugitive dust generation; • Streets shall be swept at the end of the day if visible soil material is carried onto adjacent paved public roads and use of SCAQMD Rule 1186 and 1186.1 certified street sweepers or roadway; and • Replace ground cover in disturbed areas as quickly as possible.	

Impacts	Mitigation Measures	Level of Significance After Mitigation
	AQ-2 All trucks that are to haul excavated or graded material on-site shall comply with State Vehicle Code Section 23114 (Spilling Loads on Highways), with special attention to Sections 23114(b)(F), (e)(4) as amended, regarding the prevention of such material spilling onto public streets and roads. Prior to the issuance of grading permits, the Applicant shall demonstrate to the City how the project operations subject to that specification during hauling activities shall comply with the provisions set forth in Sections 23114(b)(F), (e)(4). AQ-3 Prior to issuance of any Building Permit, the Development Services Director and the Engineering/Land Development Division shall confirm that the Building Plans and specifications include the following measures to reduce VOC emissions resulting from application of architectural coatings: • Contractors shall use high-volume-low-pressure (HVLP) paint applicators with a minimum transfer efficiency of at least 50 percent; • Use required coatings and solvents with a VOC content lower than required under Rule 1113; • Construct/build with materials that do not require painting; and • Use pre-painted construction materials. AQ-4 Prior to issuance of any Grading Permit, the Development Services Director and the Engineering/Land Development Division shall confirm that the Grading Plan, Building Plans and specifications stipulate that ozone precursor emissions from construction equipment vehicles shall be controlled by maintaining equipment engines in good condition and in proper tune per manufacturer's specifications, to the satisfaction of the City Engineer. Equipment maintenance records and equipment design specifications data sheets shall be kept on site during construction. The City Inspector shall be responsible for ensuring that contractors comply with this measure during construction.	

Impacts	Mitigation Measures	Level of Significance After Mitigation
	AQ-5 Electricity from power poles shall be used instead of temporary diesel or gasoline-powered generators to reduce the associated emissions. Approval shall be required by the City Building and Safety Division prior to issuance of grading permits. AQ-6 Each individual implementing development project shall submit a traffic control plan prior to the issuance of a grading permit. The traffic control plan shall describe in detail safe detours and provide temporary traffic control during construction activities for that project. To reduce traffic congestion, the plan shall include, as necessary, appropriate, and practicable, the following: temporary traffic controls such as a flag person during all phases of construction to maintain smooth traffic flow, dedicated turn lanes for movement of construction trucks and equipment on- and off-site, scheduling of construction activities that affect traffic flow on the arterial system to off-peak hour, consolidating truck deliveries, rerouting of construction trucks away from congested streets or sensitive receptors, and/or signal synchronization to improve traffic flow. AQ-7 Building and grading permits shall include a general note that restricts idling of construction equipment on site to no more than five minutes. AQ-8 Proposed development projects that are not exempt from CEQA shall have construction-related air quality impacts analyzed using the latest available air emissions model, or other analytical method determined in conjunction with the SCAQMD. The results of the construction-related air quality impacts analysis shall be included in the development project's CEQA documentation. To address potential localized impacts, the air quality analysis may incorporate SCAQMD's Localized Significance Threshold analysis or other appropriate analyses as determined in conjunction with SCAQMD. If such analyses identify potentially significant regional or local air quality impacts, the City shall require the incorporation of appropriate mitigation to reduce such impacts.	

Impacts	Mitigation Measures	Level of Significance After Mitigation
Long-Term Mobile and Stationary Source Emissions *Would the Project increase mobile and stationary source emissions, which would exceed South Coast Air Quality Management District Air Quality Standards?*	AQ-9 Prior to issuance of Building Permits, the Development Services Director and the Engineering/Land Development Division shall confirm that the Building Plans, and specifications stipulate that proposed developments within the City shall include, to the extent feasible, the following measures: • All residential and commercial structures shall be required to incorporate high efficiency/low polluting heating, air conditioning, appliances, and water heaters. • All residential and commercial structures shall be required to incorporate thermal pane windows and weather-stripping. • All new residential, commercial, and industrial structures shall be required to incorporate light colored roofing materials where it would not conflict with other design objectives. AQ-10 Future development projects within the City that include employers with 250 employees or more shall comply with SCAQMD Rule 2202, which requires the implementation of employee commute reduction programs. AQ-11 To identify potential implementing development project-specific impacts resulting from operational activities, proposed development projects that are not exempt from CEQA shall have long-term operational-related air quality impacts analyzed using the latest available air emissions model, or other analytical method determined in conjunction with the SCAQMD (only for projects that are subject to a discretionary action and that require a General Plan amendment and/or Zone Change). The results of the operational-related air quality impacts analysis shall be included in the development project's CEQA documentation. To address potential localized impacts, the air quality analysis may incorporate SCAQMD's Localized Significance Threshold analysis, CO Hot Spot analysis or other appropriate analyses as determined in conjunction with SCAQMD. If such analyses	Significant and Unavoidable Impact.

Impacts	Mitigation Measures	Level of Significance After Mitigation
	identify potentially significant regional or local air quality impacts, the City shall require the incorporation of appropriate mitigation to reduce such impacts. AQ-12 Prior to the issuance of Building Permits, the Development Services Director and the Engineering/Land Development Division shall confirm that the Building Plans and specifications require signage to be posted at loading docks and all entrances to loading areas prohibiting all on-site truck idling in excess of five minutes. AQ-13 New sensitive land uses such as residential, schools, hospitals, medical offices, day care facilities, and fire stations to be located within the City shall not be located closer than 500 feet to the I-10 or SR-210 freeways, pursuant to the recommendations set forth in the CARB Air Quality and Land Use Handbook. If new sensitive land uses cannot meet this setback, they shall be designed and conditioned to include mechanical ventilation systems with fresh air filtration. For operable windows or other sources of ambient air filtration, installation of a central heating, ventilation, and air conditioning (HVAC) system that includes high efficiency filters for particulates (Minimum Efficiency Reporting Value [MERV] 13 or higher) or other similarly effective systems shall be required. AQ-14 New sensitive land uses such as residential, schools, hospitals, medical offices, day care facilities, and fire stations shall not be located closer than 1,000 feet from any existing or proposed distribution center/warehouse facility which generates a minimum of 100 truck trips per day, or 40 truck trips with transport refrigeration units (TRUs) per day, or TRU operations exceeding 300 hours per week, pursuant to the recommendations set forth in the CARB Air Quality and Land Use Handbook. If new sensitive land uses cannot meet this setback, they shall be designed and conditioned to include mechanical ventilation systems with fresh air filtration. For operable windows or other sources of ambient air filtration, installation of a central heating, ventilation,	

Impacts	Mitigation Measures	Level of Significance After Mitigation
	and air conditioning (HVAC) system that includes high efficiency filters for particulates (Minimum Efficiency Reporting Value [MERV] 13 or higher) or other similarly effective systems shall be required.	
Odor Impacts *Would the Project create objectionable odors affecting a substantial number of people?*	No further mitigation is required beyond implementation of the GPU Policies.	Not Applicable.
Carbon Monoxide Hotspots *Would the Project expose sensitive receptors to substantial pollutant concentrations associated with carbon monoxide hotspots, which could exceed South Coast Air Quality Management District Air Quality Standards?*	No further mitigation is required beyond implementation of the GPU Policies.	Not Applicable.
Consistency With Regional Plans *Would the Project conflict with or hinder implementation of the Southern California Association of Government's Regional Comprehensive Plan Guidelines and the South Coast Air Quality Management District's Air Quality Management Plan?*	No further mitigation is required beyond implementation of the GPU Policies and Actions.	Not Applicable.
Cumulative Impacts *Would regional air quality emissions resulting from the Project impact regional air quality levels on a cumulatively considerable basis?*	No further mitigation is required beyond implementation of the GPU Policies and Actions.	Significant and Unavoidable Impacts for construction and regional air quality impacts; Less Than Significant Impacts for localized air quality and cumulative odor impacts.
GREENHOUSE GAS EMISSIONS		
Greenhouse Gas Emissions *Would greenhouse gas emissions generated by development associated with Project implementation have a significant impact on the environment?*	No further mitigation is required beyond implementation of the GPU Policies and Actions and CAP Strategies, Policies and Actions.	Not Applicable.
Consistency With Applicable GHG Plans, Policies or Regulations *Would Project implementation conflict with an applicable Greenhouse Gas Reduction Plan, Policy, or Regulation?*	No further mitigation is required beyond implementation of the GPU Policies and Actions and CAP Strategies, Policies, and Actions.	Not Applicable.

Impacts	Mitigation Measures	Level of Significance After Mitigation
Cumulative Impacts *Would greenhouse gas emissions resulting from development associated with implementation of the proposed project and cumulative development could impact greenhouse gas emissions on a cumulatively considerable basis?*	No further mitigation is required beyond implementation of the GPU Policies and Actions and CAP Strategies, Policies, and Actions.	Not Applicable.
NOISE		
Short-Term Construction Noise *Would construction-related activities associated with the Project generate noise levels in excess of established standards?*	No further mitigation is required beyond implementation of the GPU Policy and compliance with the City's Noise Ordinance.	Not Applicable.
Short-Term Groundborne Vibration *Would construction-related activities associated with the Project generate or expose persons or structures to excessive groundborne vibration?*	NOI-1 During construction, the City shall require future developments to implement the following measures to reduce the potential for human annoyance and architectural/structural damage resulting from elevated groundborne noise and vibration levels. • Pile driving within a 50-foot radius of historic structures shall utilize alternative installation methods where possible (e.g., pile cushioning, jetting, predrilling, cast-in-place systems, resonance-free vibratory pile drivers). • The preexisting condition of all designated historic buildings within a 50-foot radius of proposed construction activities shall be evaluated during a preconstruction survey. The preconstruction survey shall determine conditions that exist before construction begins for use in evaluating damage caused by construction activities. Fixtures and finishes within a 50-foot radius of construction activities susceptible to damage shall be documented (photographically and in writing) prior to construction. All damage shall be repaired back to its preexisting condition. • Vibration monitoring shall be conducted prior to and during pile driving operations occurring within 100 feet of the historic structures. Every attempt shall be made to limit construction-generated vibration levels in accordance with Caltrans	Less Than Significant Impact.

Impacts	Mitigation Measures	Level of Significance After Mitigation
	recommendations during pile driving and impact activities in the vicinity of the historic structures.	
Long-Term Operational Impacts *Would future noise levels associated with Project implementation contribute to an exceedance of the City's noise standards resulting in potential noise impacts to sensitive receptors?*	No further mitigation is required beyond implementation of the GPU Policies and Actions, and compliance with the City's Noise Ordinance.	Not Applicable.
Airport Noise *Would Project implementation expose people residing or working in the Project area to excessive airport-related noise levels?*	No further mitigation is required beyond implementation of GPU Policies, and ZCU and CALUCP standards and guidelines.	Not Applicable.
Cumulative Short-Term Construction Noise *Would cumulative short-term construction noise associated with Project implementation result in cumulatively considerable impacts?*	Refer to Mitigation Measure NOI-1.	Less Than Significant Impact.
Cumulative Long-Term Operational Impacts *Would cumulative long-term operational noise associated with Project implementation result in cumulatively considerable impacts?*	No further mitigation is required beyond implementation of GPU Policies.	Not Applicable.
Cumulative Airport Noise *Would implementation of the Project combined with other cumulative development expose people in Cable Airport's surroundings to excessive airport-related noise levels?*	No further mitigation is required beyond implementation of the GPU Policies and Actions.	Not Applicable.
GEOLOGY AND SOILS		
Fault Rupture *Would the Project expose people and structures to potential substantial adverse effects involving fault rupture?*	No further mitigation is required beyond implementation of the GPU Policies and Actions specified above.	Not Applicable.
Strong Seismic Groundshaking *Would the Project expose people and structures to potential substantial adverse effects involving strong seismic groundshaking?*	No further mitigation is required beyond implementation of the GPU Policies and Actions.	Not Applicable.
Soil Erosion/Loss of Topsoil *Would the Project result in substantial soil erosion or the loss of topsoil?*	No mitigation is required.	Not Applicable.

Impacts	Mitigation Measures	Level of Significance After Mitigation
Ground Failure and Unstable Geologic Units/Soils *Would the Project expose people and structures to potential substantial adverse effects from ground failure, unstable geologic units/soils, and expansive soils?*	No further mitigation is required beyond implementation of the GPU Policies and Actions.	Not Applicable.
Cumulative Impacts *Would development anticipated by the Project and cumulative projects expose people or structures to potential substantial adverse effects involving geology and soils?*	No further mitigation is required beyond implementation of the GPU Policies and Actions.	Not Applicable.
CULTURAL RESOURCES		
Historical Resources *Would the Project cause a substantial adverse change in the significance of a historical resource?*	No further mitigation is required beyond implementation of the GPU Policies.	Not Applicable.
Archaeological Resources *Would the Project cause a substantial adverse change in the significance of an archaeological resource?*	CR-1 In the event that cultural resources (archeological or paleontological) are unearthed during excavation and grading activities of any future development project, the contractor shall cease all earth-disturbing activities within a 100-meter radius of the area of discovery and retain a qualified archaeologist/paleontologist to evaluate the significance of the finding and appropriate course of action. Salvage operation requirements pursuant to Section 15064.5 of the CEQA Guidelines shall be followed. After the find has been appropriately mitigated, work in the area may resume.	Less Than Significant Impact.
Paleontological Resources *Would the Project directly or indirectly impact a unique paleontological resource or site?*	Refer to Mitigation Measure CR-1.	Less Than Significant Impact.
Human Remains *Would the Project disturb human remains, including those interred outside of formal cemeteries?*	No mitigation is required.	Not Applicable.

Impacts	Mitigation Measures	Level of Significance After Mitigation
Cumulative Impacts *Would development anticipated by the Project and cumulative development cause substantial adverse changes in the significance of historical or archaeological resources, or destroy a unique paleontological resource?*	Refer to Mitigation Measure CR-1.	Less Than Significant Impact.
BIOLOGICAL RESOURCES		
Special Status Species *Would the Project have an adverse effect, either directly or through habitat modifications, on species?*	BIO-1 Prior to an application being deemed complete for future development projects in known or suspected habitat areas, a Biological Resources Assessment shall be conducted by a qualified Biologist, in order to determine the potential presence/absence of candidate, sensitive, or special status species, as well as the presence/absence of habitat that would support these species. BIO-2 Prior to any ground disturbance and if deemed necessary by the site-specific Biological Resources Assessment, a Focused Survey of the proposed development site shall be conducted by a qualified Biologist to determine the presence/absence of sensitive plant and wildlife species that are federally- or state-listed as endangered or threatened, having moderate to high potential for occurrence on the proposed development site. BIO-3 Prior to any ground disturbance and if deemed necessary by the site-specific Biological Resources Assessment, a pre-construction Burrowing Owl Survey of the proposed development site shall be conducted to determine the presence/absence of the burrowing owl. The Survey shall be conducted by a qualified Biologist according to the standard protocol in the *Staff Report on Burrowing Own Mitigation* (California Department of Fish and Game [Wildlife] March 7, 2012). If burrowing owls are determined to be present on the development site, mitigation for potential impacts to owls shall follow the guidelines outlined in the *Staff Report*, including passive relocation during the non-breeding season.	Less Than Significant Impact.

Impacts	Mitigation Measures	Level of Significance After Mitigation
Sensitive Vegetation Communities *Would the Project have an adverse effect on a sensitive vegetation community, including riparian habitat and Federally protected wetlands?*	Refer to BIO-1 and BIO-2.	Less Than Significant Impact.
Wildlife Corridors and Migratory Wildlife Species *Would the Project interfere with the movement of a native resident or migratory wildlife species?*	BIO-4 To the extent feasible, all vegetation removal activities shall be scheduled outside the nesting season (typically February 15 to August 15) to avoid potential impacts to nesting birds. However, if initial vegetation removal occurs during the nesting season, all suitable habitat shall be thoroughly surveyed for the presence of nesting birds by a qualified biologist prior to commencement of clearing. If any active nests are detected, a buffer of at least 100 feet (300 feet for raptors) shall be delineated, flagged, and avoided until the nesting cycle is complete as determined by the biological monitor to minimize impacts.	Less Than Significant Impact.
Cumulative Impacts *Would the development anticipated by the Project combined with cumulative development have adverse effects on biological resources or interfere with the movement of migratory wildlife species?*	Refer to BIO-1 through BIO-4.	Less Than Significant Impact.
AGRICULTURE AND FORESTRY RESOURCES		
Conversion of Important Farmland to Non-Agricultural Use *Would the Project result in the conversion of important farmlands to non-agricultural use?*	No mitigation is required.	Not Applicable.
Zoning for Agriculture Use and Williamson Act Contracts *Would the Project conflict with existing zoning for agriculture use or a Williamson Act Contract?*	No mitigation is required.	Not Applicable.
Cumulative Impacts *Would development anticipated by the Project combined with cumulative development have adverse effects on agriculture or forestry resources?*	No mitigation is required.	Not Applicable.

Impacts	Mitigation Measures	Level of Significance After Mitigation
MINERAL RESOURCES		
Regionally-Significant Mineral Resources *Would project implementation 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?*	No further mitigation is required beyond implementation of GPU Policies and Actions.	Not Applicable.
Mineral Resource Recovery Sites *Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on the Upland General Plan Land Use Map or Official Zoning Map?*	No further mitigation is required beyond implementation of GPU Policies and Actions.	Not Applicable.
Cumulative Impacts *Would development associated with the Project and other cumulative development result in cumulative impacts to mineral resources?*	No further mitigation is required beyond implementation of GPU Policies and Actions.	Not Applicable.
HYDROLOGY AND WATER QUALITY		
Water Quality *Would Project implementation violate water quality standards and waste discharge requirements?*	No further mitigation is required beyond implementation of the GPU Policies and Actions.	Not Applicable.
Groundwater Depletion *Would the Project implementation substantially deplete groundwater supplies or interfere substantially with groundwater recharge?*	No further mitigation is required beyond implementation of the GPU Policies and Actions.	Not Applicable.
Drainage System Capacity *Would the Project create or contribute to runoff water which could exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?*	No further mitigation is required beyond implementation of the GPU Policies and Actions.	Not Applicable.
Drainage Patterns *Would Project implementation alter existing drainage patterns, including alteration of a stream or river, resulting in substantial erosion, flooding, or significant risk of loss?*	No further mitigation is required beyond implementation of the GPU Policies and Actions.	Not Applicable.
Flooding *Would Project implementation result in the placement of housing or structures within a 100-year flood hazard area?*	No further mitigation is required beyond implementation of the GPU Policies and Actions.	Not Applicable.

Impacts	Mitigation Measures	Level of Significance After Mitigation
Dam Inundation *Would the Project result in people or structures being located in dam inundation areas of the city?*	No further mitigation is required beyond implementation of the GPU Policy.	Not Applicable.
Inundation by Seiche, Tsunami, or Mudflow *Would the project result in inundation by seiche, tsunami, or mudflow?*	No further mitigation is required beyond implementation of the GPU Policies and Actions.	Not Applicable.
Cumulative Impacts *Would development anticipated by the Project and cumulative development result in cumulatively considerable impacts related to hydrology, drainage, and water quality?*	No further mitigation is required beyond implementation of the GPU Policies and Actions.	Not Applicable.
HAZARDS AND HAZARDOUS MATERIALS		
Hazardous Materials Use, Generation, Transport, or Disposal *Would future development in accordance with the Project increase hazards to the public or the environment associated with the routine use, generation, transport, or disposal of hazardous materials?*	No further mitigation is required beyond implementation of the GPU Policies and Actions.	Not Applicable.
Accidental Release of Hazardous Materials *Would accidental release of hazardous materials as a result of Project implementation result in a health risk to the public and the environment?*	No further mitigation is required beyond implementation of the GPU Policies and Actions.	Not Applicable.
Hazardous Materials Sites *Would future development associated with the Project be located on hazardous material sites listed on Government Code Section 65962.5 and create a significant hazard to the public or the environment?*	No further mitigation is required beyond implementation of the GPU Policies and Actions.	Not Applicable.
Airport Hazards *Would development in accordance with the Project result in a safety hazard for people residing or working in the project area?*	No further mitigation is required beyond implementation of the GPU Policies and Actions and CALUCP and ZCU standards and guidelines.	Not Applicable.
Emergency Response *Would future development in accordance with the Project interfere with an adopted emergency response or evacuation plan?*	No further mitigation is required beyond implementation of the GPU Policies and Actions.	Not Applicable.

Impacts	Mitigation Measures	Level of Significance After Mitigation
Wildland Fire Hazards *Would future development in accordance with the Project expose people or structures to a significant risk involving wildland fires?*	No further mitigation is required beyond implementation of the GPU Policies.	Not Applicable.
Cumulative Impacts *Would development in accordance with the Project and cumulative development result in cumulatively considerable impacts related to hazards and hazardous materials?*	No further mitigation is required beyond implementation of the GPU Policies and Actions.	Not Applicable.
WATER SUPPLY		
Water Supply and Distribution *Would Project implementation result in increased demand for water supplies and infrastructure?*	No further mitigation is required beyond implementation of the GPU Policies.	Not Applicable.
Cumulative Impacts *Would development anticipated by the Project and cumulative development could result in cumulatively considerable impacts to water resources including increased demand for water supplies and infrastructure?*	No further mitigation is required beyond implementation of the GPU Policies.	Not Applicable.
WASTEWATER		
Wastewater Infrastructure and Treatment *Would the Project result in increased demand for wastewater services and infrastructure?*	No further mitigation is required beyond implementation of the GPU Policies and Actions.	Not Applicable.
Cumulative Impacts *Would development associated with Project implementation and other cumulative development result in cumulatively considerable impacts to wastewater conveyance and treatment facilities?*	No further mitigation is required beyond implementation of the GPU Policies and Actions.	Not Applicable.
FIRE PROTECTION		
Fire Protection Services and Facilities *Would Project implementation result in increased demand for fire protection services and the need for additional facilities or personnel?*	No further mitigation is required beyond implementation of the GPU Policies.	Not Applicable.
Cumulative Impacts *Would development anticipated by the Project and cumulative development result in cumulatively considerable impacts to fire protection personnel, services, and facilities?*	No further mitigation is required beyond implementation of the GPU Policies.	Not Applicable.

Impacts	Mitigation Measures	Level of Significance After Mitigation
POLICE PROTECTION		
Police Protection Services and Facilities *Would Project implementation result in increased demand for police protection services and the need for additional facilities or personnel?*	No further mitigation is required beyond implementation of the GPU Policies and Actions.	Not Applicable.
Cumulative Impacts *Would development anticipated by the Project and cumulative development could result in cumulatively considerable impacts to police protection personnel, services, and facilities?*	No further mitigation is required beyond implementation of the GPU Policies and Actions.	Not Applicable.
SCHOOL FACILITIES		
School Facilities *Would Project implementation result in adverse physical impacts to facilities within the Upland Unified School District and the Ontario-Montclair School District?*	No further mitigation is required beyond implementation of the GPU Policies.	Not Applicable.
Cumulative Impacts *Would development anticipated by the Project and cumulative development result in cumulatively considerable impacts to school facilities?*	No further mitigation is required beyond implementation of the GPU Policies.	Not Applicable.
PARKS AND RECREATIONAL FACILITIES		
Parks and Recreational Facilities *Would Project implementation result in increased demand for parks and recreational facilities and the need for additional facilities?*	No further mitigation is required beyond implementation of the Policies and Actions.	Not Applicable.
Cumulative Impacts *Would development anticipated by the Project and cumulative development result in cumulatively considerable impacts to parks and recreational facilities?*	No further mitigation is required beyond implementation of the GPU Policies and Actions.	Not Applicable.
SOLID WASTE		
Landfill Capacity *Would Project implementation generate additional solid waste and as a result incrementally decrease the capacity and lifespan of landfills?*	No further mitigation is required beyond implementation of the GPU Policies and Actions.	Not Applicable.

Impacts	Mitigation Measures	Level of Significance After Mitigation
Cumulative Impacts *Would development anticipated by the Project and other cumulative development result in cumulatively considerable impacts related to solid waste disposal services and landfill disposal capacity?*	No further mitigation is required beyond implementation of the GPU Policies and Actions.	Not Applicable.
ELECTRICITY AND NATURAL GAS		
Electricity *Would Project implementation increase the demand for electrical service beyond existing conditions requiring expansion of the existing electrical system?*	No further mitigation is required beyond implementation of the GPU Policies.	Not Applicable.
Natural Gas *Would Project implementation increase the demand for natural gas service beyond existing conditions requiring expansion of the existing natural gas system?*	No further mitigation is required beyond implementation of the GPU Policies.	Not Applicable.
Cumulative Impacts *Would development anticipated by the Project and other cumulative development result in cumulatively considerable impacts to electrical and/or natural gas services and facilities?*	No further mitigation is required beyond implementation of the GPU Policies.	Not Applicable.

SECTION 2.0
Introduction and Purpose

2.0 INTRODUCTION AND PURPOSE

2.1 PURPOSE OF THE EIR

The *California Environmental Quality Act* (*CEQA*) requires that all State and local agencies consider the environmental consequences of projects over which they have discretionary authority. An Environmental Impact Report (EIR) is intended to provide decision-makers and the public with information concerning the environmental effects of a proposed project, possible ways to reduce or avoid the possible environmental damage and identify alternatives to the project. An EIR must also disclose significant environmental impacts that cannot be avoided, growth inducing impacts, effects not found to be significant, and significant cumulative impacts of all past, present, and reasonably anticipated future projects.

The purpose of this Program EIR is to review the existing conditions, analyze potential environmental impacts, identify General Plan Update (GPU), Zoning Code Update (ZCU), Cable Airport Land Use Compatibility Plan (CALUCP), and Climate Action Plan (CAP) features that serve to minimize impacts, and additional mitigation measures to avoid or reduce potentially significant effects resulting from Project implementation. A key Project assumption is that these features will be implemented. Additional details and benefits about Program EIRs are explained further in Sections 2.2 and 2.3.5.

In addition, the EIR documents baseline/background information for the General Plan. Each jurisdiction must prepare supporting environmental documentation for goals and policies contained in the General Plan. This information will be adopted as part of the proposed Project.

2.2 AUTHORITY

The City of Upland (City) is the Lead Agency under *CEQA* and is responsible for preparing the Program EIR for the Upland General Plan (State Clearinghouse No. 2012041006). This Program EIR has been prepared in conformance with *CEQA* (*California Public Resources Code* [PRC] Section 21000 et seq.); *CEQA Guidelines* (*California Code of Regulations* [CCR], *Title 14,* Section 15000 et seq.); and the rules, regulations, and procedures for implementation of *CEQA*, as adopted by the City. The principal *CEQA Guidelines* sections governing content of this document are Sections 15120 through 15132 (Contents of Environmental Impact Reports), and Section 15168 (Program EIR).

2.3 APPROACH

State law specifies the basic contents of a General Plan. However, it permits each jurisdiction to use any format deemed appropriate or convenient. General Plans are traditionally organized into a collection of required and optional elements. These elements contain a policy component and supporting documentation. Similarly, State law specifies the basic contents of a Zoning Code

and LUCP. The City of Upland intends for the GPU, ZCU, CAP, and CALUCP to be used primarily as policy documents, with supporting documentation included in background documents, Program EIR, and Technical Appendices.

2.3.1 GENERAL PLAN

Government Code Section 65300 requires that each jurisdiction prepare and adopt a comprehensive, long-term plan for the physical development of the county or city. *Government Code* Section 65302 provides that "the general plan shall consist of a statement of development policies and shall include a diagram or diagrams and text setting forth objectives, principles, standards, and plan proposals." A General Plan is required to include the following State mandated elements:

- Land Use;
- Circulation;
- Housing;
- Conservation;
- Open Space;
- Noise; and
- Safety.

To minimize redundancies and better address local issues, general plans may merge or consolidate elements. A city or county may adopt other elements not required by law that address the physical development of their jurisdiction. Although these elements are optional, once adopted they become an integral part of the General Plan with the same force and effect as the required elements. All General Plan elements have equal legal status and no element takes precedence over any other.

2.3.2 ZONING CODE

A zoning ordinance is the local law that details the immediate, allowable uses and development standards for each property within a city or jurisdiction. Upland's Zoning Ordinance is codified in Upland Municipal Code (UMC) Title 17, *Planning and Zoning*. UMC Title 17 is intended to carry out the Upland General Plan Policies by regulating development and land uses within the City, consistent with the General Plan. When the General Plan 2035 is adopted with its new policies and designations, some of the resulting changes would create inconsistencies with the existing Zoning Ordinance's districts and regulations. Because Upland is a general law city, its Zoning Ordinance must comply with its General Plan. The General Plan and Zoning Ordinance are proposed to be adopted concurrently to avoid any inconsistencies.

2.3.3 CLIMATE ACTION PLAN

The laws related to CAPs are provided in City of Upland CAP Section 1, *Introduction*, which is available for review at the City of Upland Development Services Department and on the City's website (www.ci.upland.ca.us), and summarized (in part) below.

Federal

- Federal Clean Air Act (FCAA)

State

- Assembly Bill 32 (California Global Warming Solutions Act of 2006)
- Assembly Bill 341 (Chesbro)
- Assembly Bill 1493 (Pavley Bill)
- Assembly Bill 3018
- Executive Order S-1-07
- Executive Order S-3-05
- Executive Order S-13-08
- Executive Order S-14-08
- Executive Order S-20-04
- Executive Order S-21-09
- Senate Bill 1368
- Senate Bill 97
- Senate Bills 1078 And 107
- Senate Bill 375
- Carb Scoping Plan

2.3.4 CABLE AIRPORT LAND USE COMPATIBILITY PLAN

The laws related to airport land use planning are provided in CALUCP Appendix A, which is available for review at the City of Upland Development Services Department and on the City's website (www.ci.upland.ca.us), and summarized (in part) below.

Public Utilities Code Sections

- 21670 – 21679.5: Airport Land Use Commission
- 21402 – 21403: Regulation of Aeronautics
- 21655, 21658, 21659: Regulation of Obstructions
- 21661.5, 21664.5: Regulation of Airports

Government Code Sections

- 65302.3: Authority for and Scope of General Plans
- 65943 – 65945.7: Application for Development Projects
- 66030 – 66031: Mediation and Resolution of Land Use Disputes
- 66455.9: School Site Review

Public Resources Code Sections

- 21096: CEQA, Airport Planning

Business and Professions Code Sections

- 11010: Regulation of Real Estate Transactions, Subdivided Lands

Civil Code Sections

- 1103 – 1103.4: Disclosure of Natural Hazards upon Transfer of Residential Property
- 1353: Common Interest Developments

2.3.5 PROGRAM ENVIRONMENTAL IMPACT REPORT AND APPENDICES

This Program EIR includes background data and environmental analysis, while the Technical Appendices include technical reports on specific topics such as air quality, greenhouse gas emissions, noise, and traffic.

Both the *Public Resource Code* and *CEQA Guidelines* discuss the use of "tiering" environmental impact reports by lead agencies. *Public Resources Code* Section 21068.5 defines "tiering" as:

> *"…the coverage of general matters and environmental effects in an environmental impact report prepared for a policy, plan, program or ordinance followed by narrower or site-specific environmental impact reports which incorporate by reference the discussion in any prior environmental impact report and which concentrate on the environmental effects which (a) are capable of being mitigated, or (b) were not analyzed as significant effects on the environment in the prior environmental impact report."*

This Program EIR is intended to serve as a Program EIR or "first tier EIR." *CEQA Guidelines* Section 15168 states that a Program EIR can be prepared in connection with the *"issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program."* This Program EIR has been prepared for the GPU, ZCU, CAP, and CALUCP.

CEQA Guidelines Section 15168 (a) states that a Program EIR is appropriate for evaluating:

> *". . . a series of actions that can be characterized as one large project and are related either: (1) Geographically; (2) As logical parts in the chain of contemplated actions; (3) In connection with the issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program; or (4) As individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways."*

According to *CEQA Guidelines* Section 15168 (b), the advantages of a Program EIR include to:

1. Provide an occasion for a more exhaustive consideration of effects and alternatives than would be practical in an EIR on an individual action;

2. Ensure consideration of cumulative impacts that might be slighted in a case-by-case analysis;

3. Avoid duplicative reconsideration of basic policy considerations;

4. Allow the Lead Agency to consider broad policy alternatives with program wide mitigation measures at an early time when the agency has greater flexibility to deal with basic problems or cumulative impacts; and

5. Allow reduction in paperwork.

Subsequent development projects proposed within the City must be reviewed in the context of this Program EIR to determine if additional environmental documentation is required. If the subsequent project would have environmental effects not addressed in the Program EIR, additional environmental review will be required. Where no new effects and no new mitigation measures are involved, the subsequent project can be approved without additional environmental documentation. Where an EIR is required for a subsequent project, the EIR should implement the applicable mitigation measures developed in this Program EIR and focus its analysis on site-specific issues not previously addressed.

2.4 COMPLIANCE WITH CEQA

2.4.1 EIR SCOPING PROCESS

In compliance with the *CEQA Guidelines*, the City has maximized opportunities for the public to participate in the environmental review process. During preparation of this Program EIR, efforts were made to contact various Federal, State, regional, and local government agencies and other interested parties to solicit comments on the Project.

Due to the decision to prepare a Program EIR, an Initial Study Environmental Checklist was not prepared. This option is permitted under *CEQA Guidelines* Section 15063(a), which states that if the Lead Agency determines an EIR will be required for a project, the Lead Agency may skip further initial review and begin work on the EIR.

This Program EIR will focus on the following environmental issues:

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation and Traffic
- Utilities and Service Systems

NOTICE OF PREPARATION

Pursuant to *CEQA Guidelines* Section 15082, as amended, the City circulated a Notice of Preparation (NOP) to public agencies, special districts, and members of the public who had requested such notice for a 30-day period, beginning April 2, 2012 and ending May 1, 2012; refer to Appendix A, *Notice of Preparation*. The purpose of the NOP was to formally announce that the City was preparing a Draft Program EIR for the Project and that as Lead Agency, was

soliciting input regarding the scope and content of the environmental information to be included in the Program EIR. An Initial Study Checklist was not prepared or circulated with the NOP.

NOP AND SCOPING RESULTS

The City of Upland received NOP comments from the following individuals, groups, and agencies:

- City of Ontario;
- County of San Bernardino Department of Public Works – Flood Control;
- County of San Bernardino Department of Public Works – Land Development and Construction;
- County of San Bernardino Land Use Services Department;
- Cucamonga Valley Water District;
- Native American Heritage Commission;
- Omnitrans;
- Ontario-Montclair School District;
- South Coast Air Quality Management District;
- Southern California Association of Governments; and
- Southern California Edison.

The specific environmental concerns outlined in Table 2-1, *NOP Comments*, were raised in responses to the NOP. Table 2-1 summarizes the comment(s), identifies the relevant EIR section where the topic is addressed, and distinguishes between the topics that are relevant and addressed in this Program EIR and the topics that are relevant and addressed in the proposed planning documents. All NOP comment letters are included in Appendix B, *Notice of Preparation Comments*.

2.4.2 EIR DRAFT PUBLIC REVIEW

The Draft Program EIR is subject to a 45-day public review period by responsible and trustee agencies and interested parties. In accordance with *CEQA Guideline* Sections 15085(a) and 15087(a)(1), the City of Upland, serving as the Lead Agency, has: 1) published a Notice of Availability (NOA) to the public of a Draft Program EIR; and 2) prepared and transmitted a Notice of Completion (NOC) to the California State Clearinghouse. Proof of publication is available at the City of Upland Development Services Department.

The primary purpose of the EIR is to inform the public and decision makers about the potential impacts associated with Project implementation. Any public agency or members of the public desiring to comment on the Draft Program EIR must submit their comments in writing to the Lead Agency at the address specified on the NOC, prior to the end of the public review period. The Lead Agency will evaluate and prepare responses to all written comments received from both citizens and public agencies during the public review period.

Table 2-1
NOP Comments

Individual, Group or Agency	Comment	Comment Incorporated in EIR Section[1]	General Plan 2035[2]
City of Ontario	The traffic modeling and Level of Service analysis should be consistent with the San Bernardino County Congestion Management Program.	Section 5.4, *Traffic and Circulation*	
	The traffic analysis should identify impacts and required mitigation in Ontario resulting from the proposed General Plan.	Section 5.4, *Traffic and Circulation*	
	The traffic analysis should include the 30 Million Annual Passengers LA/Ontario Airport build out scenario.	Section 5.4, *Traffic and Circulation*	
	The Draft EIR should incorporate polices from Ontario Airport Land Use Compatibility Plan (ONT ALUCP) for areas within the ONT Airport Influence Area (AIA).	Section 5.1, *Land Use* Section 5.7, *Noise* Section 5.14, *Hazards and Hazardous Materials*	
	The Draft EIR should address the storm water runoff discharge into City of Ontario streets and storm drain systems utilizing the San Bernardino Hydrology Manual and provide mitigation measures.	Section 5.13, *Hydrology and Water Quality*	
County of San Bernardino Department of Public Works – Flood Control	The Department has no comments and reserves the right to review the Draft EIR submitted at a later date.	Comment Noted.	
County of San Bernardino Department of Public Works – Land Development & Construction	The Department requests that a copy of the Draft EIR and any technical studies/reports be submitted for review when available.	Comment Noted.	
County of San Bernardino Land Use Services Department	The County agrees with the determination to address in the Draft EIR each of the topics identified in the NOP.	Comment Noted.	
Cucamonga Valley Water District	The District will review sections of the Draft EIR that pertain to the District's service area or sphere of influence.	Comment Noted.	
Native American Heritage Commission	The Native American Heritage Commission (NAHC) Sacred Lands File (SLF) search indicates "No Native American Cultural Resources were identified within the area of potential effect (APE)."	Section 5.9, *Cultural Resources*	
	Early consultation with Native American tribes is best way to avoid unanticipated discoveries of cultural resources or burial sites once a project is underway. The NAHC urges the City to contact the persons listed on the Native American contacts regarding recommendations.	Section 5.9, *Cultural Resources*	
	Public Resources Code Section 5097.98, California Government Code 27491 and Health & Safety Code Section 7050.5 provide for provisions for inadvertent discovery of human remains and processes to be followed.	Section 5.9, *Cultural Resources*	

Table 2-1 [continued]
NOP Comments

Individual, Group or Agency	Comment	EIR Section[1]	Proposed Planning Documents[2]
	When Native American cultural sites and/or burial sites are prevalent, the NAHC recommends avoidance of the site.	Section 5.9, *Cultural Resources*	
Omnitrans	Land use policies that support connectivity of various modes of transportation, including bus, walking, and cycling per the City's future transit goals, bus rapid transit, and Metrolink are recommended for inclusion in the General Plan.	Not applicable to this Program EIR.	X
Ontario-Montclair School District	Requests copy of the Draft EIR and updated Business Plan.	Comment noted.	
	Traffic, noise, and potentially hazardous emissions impacts from commercial and other developments are of paramount concern to OMSD. OMSD requests the City study and consider potential impacts to schools located within or in close proximity to the City.	Section 5.4, *Traffic and Circulation* Section 5.5, *Air Quality* Section 5.7, *Noise* Section 5.14, *Hazards and Hazardous Materials*	
	OMSD requests a copy of the Draft EIR when circulated for public review.	Comment noted.	
	OMSD requests that the City allow a representative of the District to participate as a member of the General Plan Update committee or other committee or group.	Not applicable to this Program EIR.	X
South Coast Air Quality Management District	Identify any potential adverse air quality impacts (construction and operations) that could occur from all phases of the project and all air pollutant sources related to the project. Quantify PM 2.5 emissions and compare the results to the recommended PM 2.5 significance thresholds. Analyze regional air quality impacts. Calculate localized air quality impacts and compare to results to LSTs. Perform a mobile source health risk assessment. Identify possible mitigation measures.	Section 5.5, *Air Quality*	
Southern California Association of Governments	The proposed Project is regionally significant. Use a side-by-side comparison of all SCAG policies with a discussion of the consistency, inconsistency, or non-applicability of the policy and supportive analysis in table format. Use the SCAG List of Mitigation Measures extracted from the RTP.	Section 5.1, *Land Use*	
Southern California Edison	Incorporate general policy recommendations pertaining to future development projects' coordination with SCE.	Not applicable to this Program EIR.	X
	Requests to be provided any CEQA notices.	Comment noted.	

1 = The EIR section in which the analysis is provided.
2 = The comment is relevant to the GPU, ZCU, CAP, or CALUCP, not this Program EIR.

2.4.3 FINAL PROGRAM EIR

The Final Program EIR will consist of the Draft Program EIR, a list of persons and/or agencies commenting on the Draft Program EIR, responses to the comments received during the public review period, and revisions to the Draft Program EIR, as necessary. After the Final Program EIR is completed and at least ten (10) days prior to the EIR certification hearing, a copy of the response to comments made by public agencies on the Draft Program EIR will be provided to the commenting agencies.

2.5 INTENDED USES OF THIS PROGRAM EIR

The City of Upland, as the Lead Agency for this Project, will use this Program EIR in consideration of the proposed GPU, ZCU, CAP, and CALUCP. This document will provide environmental information to various other agencies affected by the Project or which are likely to have an interest in the Project.

Certain projects or actions undertaken by a Lead Agency require subsequent oversight, approvals, or permits from other public agencies, in order to be implemented. Such other agencies are referred to as Responsible and Trustee Agencies. Pursuant to *CEQA Guidelines* Sections 15381 and 15386, as amended, Responsible and Trustee Agencies are respectively defined as follows:

> *""Responsible Agency" means a public agency, which proposes to carry out or approve a project, for which [a] Lead Agency is preparing or has prepared an EIR or Negative Declaration. For the purposes of CEQA, the term "responsible agency" includes all public agencies other than the Lead Agency, which have discretionary approval power over the project."* (Section 15381)

> *""Trustee Agency" means a state agency having jurisdiction by law over natural resources affected by a project, which are held in trust for the people of the State of California. Trustee Agencies include; The California Department of Fish and Game, The State Lands Commission; The State Department of Parks and Recreation and The University of California with regard to sites within the Natural Land and Water Reserves System."* (Section 15386)

Various State and Federal agencies exercise control over certain aspects of the City and its Sphere of Influence. The public, private, and political agencies and jurisdictions with particular interest in the Project include the following, among others:

- Building Industry Association;
- Cable Airport;
- California Air Resources Board (CARB);
- California Department of Conservation;
- California Department of Fish and Game (CDFG);

- California Department of Transportation (Caltrans) District 8;
- California Department of Toxic Substances Control (DTSC);
- California Highway Patrol (CHP);
- California Environmental Protection Agency (CalEPA);
- California Regional Water Quality Control Board (RWQCB);
- Chaffey Joint Union High School District;
- Chino Basin Water Conservation District;
- City of Claremont;
- City of La Verne;
- City of Montclair;
- City of Ontario;
- City of Rancho Cucamonga;
- City of Upland Fire Department;
- City of Upland Police Department;
- County of Los Angeles;
- County of San Bernardino;
- Cucamonga Valley Water District;
- Inland Empire Utilities Agency;
- Metrolink;
- Metropolitan Water District;
- Omnitrans;
- Ontario-Montclair School District;
- San Antonio Water Company;
- San Bernardino Associated Governments (SANBAG);
- San Gabriel Valley Municipal Water District;
- South Coast Air Quality Management District (SCAQMD);
- Southern California Association of Governments (SCAG);
- Southern California Edison (SCE);
- Southern California Gas Company (SCG);
- State Clearinghouse Office of Planning & Research;
- Upland Unified School District;
- U.S. Department of the Army Corps of Engineers (ACOE);
- U.S. Fish and Wildlife Service (USFWS);
- U.S. Postal Service;
- U.S. Environmental Protection Agency (U.S. EPA); and
- West End Consolidated Water Company.

Some of the Federal, State, or regional agencies listed above may be Responsible or Trustee Agencies, and may use this Program EIR in their decision-making process or for informational purposes.

2.6 FORMAT OF THE PROGRAM EIR

Section 1.0, *Executive Summary*, summarizes the Project, environmental impacts, mitigation measures, and alternatives.

Section 2.0, *Introduction and Purpose*, provides an overview of the proposed Project, and the Program EIR's scope, use, and approach, including CEQA compliance information.

Section 3.0, *Project Description*, describes the environmental setting at the time this environmental analysis was commenced, and defines the proposed Project.

Section 4.0, *Basis of Cumulative Analysis*, describes the approach and methodology for the cumulative analysis.

Section 5.0, *Environmental Analysis*, for each environmental topic, this section evaluates the impacts associated with Project implementation. The existing regulatory and environmental settings and significance threshold criteria, which form the foundation of the environmental analysis are discussed. The Project's short-term, long-term, direct, indirect, and cumulative impacts are analyzed. Features incorporated into the GPU, ZCU, CAP, and CALUCP are described, and additional mitigation measures are recommended, which may be required to avoid or lesson impacts. The significant unavoidable impacts, if any, are identified, and the sources used throughout the analysis are cited.

Section 6.0, *Alternatives*, describes a reasonable range of alternatives to the Project that could avoid or substantially lessen the Project's significant impacts and still feasibly attain most of the Project's basic objectives.

Section 7.0, *Other CEQA Considerations*, discusses the Project's growth-inducing impacts; significant environmental changes and significant irreversible environmental changes that would be involved with the proposed Project, should it be implemented; and energy efficiency pursuant to *CEQA Guidelines* Appendix F.

Section 8.0, *Effects Found Not to be Significant*, provides an explanation of potential impacts that have been determined not to be significant.

Section 9.0, *Significant Environmental Effects Which Cannot Be Avoided if the Proposed Action is Implemented*, describes those impacts that remain significant and unavoidable following mitigation.

Section 10.0, *References*, lists the organizations and individuals contacted during preparation of the Program EIR and the report preparation personnel.

Section 11.0, *Mitigation Monitoring and Reporting Program*, will be provided in the Final Program EIR and will identify the milestones, methods, and responsible parties for monitoring and reporting mitigation.

Section 12.0, *Comments and Responses*, will be provided in the Final Program EIR and will include a list of commenters, the comment letters, responses to comments, and a comprehensive list of errata and changes to the Draft Program EIR that were incorporated into the Final Program EIR.

The Appendices Section will contain the technical documentation relevant to the Project and Program EIR.

2.7 INCORPORATION BY REFERENCE

Pertinent documents relating to this EIR have been cited in accordance with *CEQA Guidelines* Section 15148, which encourages "incorporation by reference" as a means of reducing redundancy and length of environmental reports. The documents listed below, which are available for public review at the City of Upland, Development Services Department, at 460 North Euclid Avenue, Upland, are hereby incorporated by reference into this EIR. Information contained within these documents has been utilized for each section of this EIR. A brief synopsis of the scope and content of these documents is provided below.

- *City of Upland General Plan*. The current *City of Upland General Plan* was adopted between 1982 and 2001. It states the City's policies regarding the maintenance and improvement of existing development and the location and characteristics of future development needed to achieve community goals. In essence, it provided a general, comprehensive, and long-range guide for community decision-making. The current General Plan consists of the following eight State-mandated and optional elements:

  - Land Use;
  - Circulation;
  - Scenic Highways;
  - Seismic Safety/Safety;
  - Open Space/Conservation;
  - Noise;
  - Air Quality; and
  - Housing.

  The most current Housing Element (2014-2021) is available as a separate document, which was adopted January 27, 2014 and included its own CEQA compliance document.

  Development in accordance with the current General Plan is anticipated to result in 28,398 dwelling units (DU), with a resultant population of approximately 80,366 persons (assuming 2.83 persons per household), and approximately 11,681,289 square feet (SF) of non-residential land uses, including the following: approximately 4,811,825 SF of commercial; 1,802,672 SF of office; and 5,066,792 SF of industrial uses. The current General Plan anticipated that development would occur throughout the City and within the SOI. The current General Plan was used throughout this EIR as a source of data.

- *City of Upland Municipal Code (Municipal Code)*. The *City of Upland Municipal Code* (UMC) consists of all of the City's regulatory, penal, and administrative ordinances. It is the method the City uses to implement control of land uses, in accordance with General Plan goals and policies. UMC Title 17, *Planning and Zoning*, identifies land uses permitted and prohibited according each parcel's zoning. Title 17 carries out the Upland General Plan Policies by regulating development and land uses within the City, consistent with the General Plan. Title 17 was adopted to protect and promote the public health, safety, comfort, convenience, prosperity, and general welfare of the City's residents and

businesses. The Project includes amendments to Title 17, which are necessary to maintain consistency with the proposed General Plan 2035, as required by State law.

- *Upland General Plan Update White Papers*. To assist in the General Plan Update process and provide understanding of various existing conditions and issues, the following White Papers were prepared by Design, Community & Environment, in Association with Michael Brandman Associates:

  - Economic Conditions (June 2009);
  - Circulation (June 2009);
  - Community Services and Facilities (January 2010);
  - Historic and Cultural Resources (January 2010);
  - Land Use (June 2009);
  - Natural Environment (January 2010); and
  - Urban Form and Community Character (June 2009).

  These White Papers were used throughout this EIR, as sources of existing conditions and issues.

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SECTION 3.0
Project Description

3.0 PROJECT DESCRIPTION

3.1 LOCATION AND ENVIRONMENTAL SETTING

The City of Upland (City) is situated in the westernmost part of San Bernardino County, approximately 35 miles southeast of Los Angeles, at the base of the San Gabriel Mountains; refer to Exhibit 3-1, *Regional Location*. The City encompasses approximately 15 square miles of land generally bounded by the San Gabriel Mountains on the north, Grove Avenue and the (I-10) Freeway on the south, Rancho Cucamonga on the east, and the Los Angeles County line on the west. An additional approximately three square miles (1,969 acres) are located in two unincorporated areas within the City's "Sphere of Influence" (SOI). Overall, the City's Planning Area encompasses a total of approximately 18 square miles; refer to Exhibit 3-2, *Upland Planning Area*. The areas surrounding Upland include unincorporated San Bernardino County to the north, the cities of Montclair and Ontario to the south, the City of Rancho Cucamonga to the east, and the cities of La Verne and Claremont to the west. Regional access to the City is provided via Interstate 10, Interstate 210, and Foothill Boulevard (State Route 66).

3.2 SUMMARY OF EXISTING LAND USES

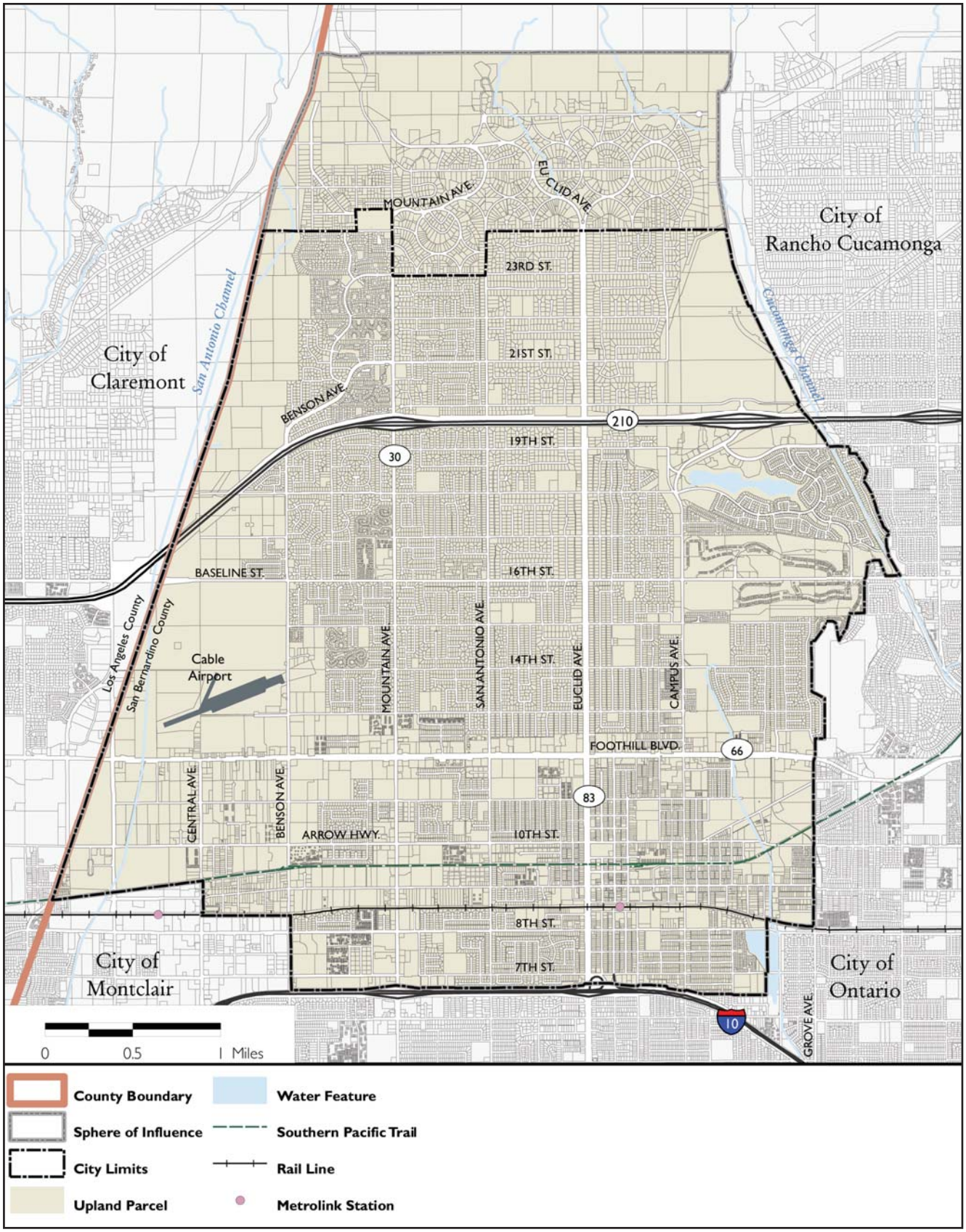
Table 3-1, *Existing Land Use Summary*, outlines existing (year 2008) on the ground land uses by use type and the representative proportion. The vast majority (approximately 95 percent) of the City is developed. Single-family residential uses comprise approximately 44 percent of the City, while commercial, office, industrial, and public/government uses comprise approximately 17.3 percent. Only approximately 4.6 percent of the City remains vacant.

3.3 BACKGROUND

The current City of Upland General Plan, adopted between 1982 and 2001, consists of the following eight State mandated and optional elements:

- Land Use
- Circulation
- Scenic Highways
- Seismic Safety/Safety
- Open Space/Conservation
- Noise
- Air Quality
- Housing

The Housing Element (2008-2014) was adopted July 27, 2009 and included its own CEQA compliance document. The Housing Element is available as a separate document.



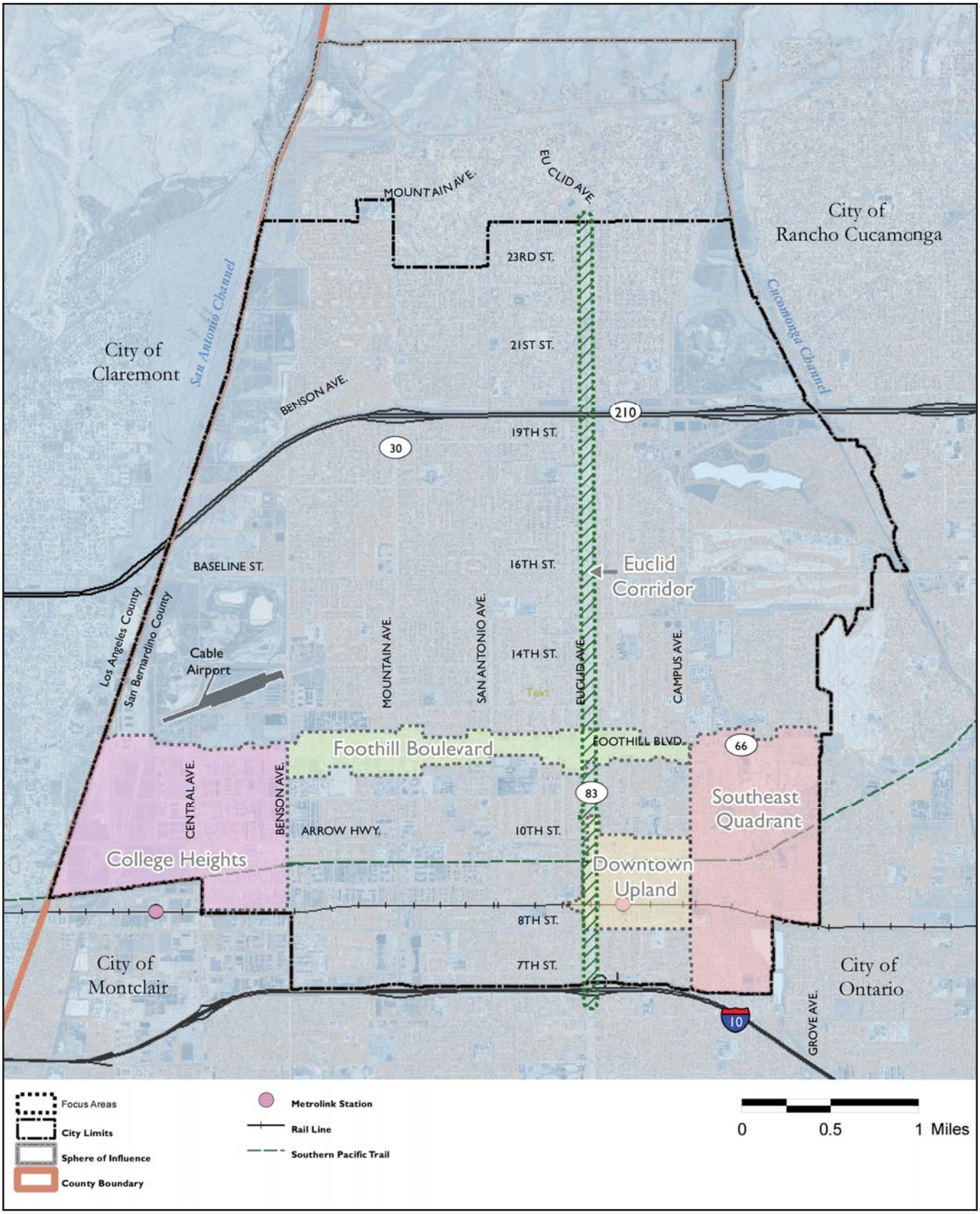
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Upland Planning Area

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Source: City of Upland, General Plan Update, February 18, 2013.

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Focus Areas

Exhibit 3-3

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Table 3-1
Existing Land Use Summary

Land Use Category	City		Sphere of Influence		Total	
	Acreage	Percent of Total Acres	Acreage	Percent of Total Acres	Acreage	Percent of Total Acres
Single-Family Residential	3,548	44.7%	645	42.4%	4,193	44.3%
Multi-Family Residential	737	9.3%	2	0.2%	739	7.8%
Mobile Home Park	112	1.4%	0	0.0%	112	1.2%
Mixed-Use	114	1.4%	0	0.0%	114	1.2%
Commercial	483	6.1%	3	0.2%	486	5.1%
Office	124	1.6%	1	0.1%	124	1.3%
Industrial	458	5.8%	1	0.1%	459	4.9%
Public/Government	514	6.5%	69	4.5%	583	6.2%
Special/Institutional	103	1.3%	7	0.5%	110	1.2%
Airport	77	1.0%	0	0.0%	77	0.8%
Park	242	3.1%	0	0.0%	243	2.6%
Open Space	1,184	14.9%	561	36.9%	1,745	18.4%
Agriculture	20	0.2%	1	0.1%	21	0.2%
Parking	16	0.2%	1	0.1%	17	0.2%
Vacant	213	2.7%	230	15.1%	442	4.7%
Total[1]	7,945	100.0%	1,522	100.0%	9,466	100.0%

Note:
1. Totals do not include right-of-way. It is acknowledged that the City's acreage calculation differs from the 10,966 acres noted in Table 3-2, *General Plan 2035 Anticipated Development*. This acreage difference is attributed to discrepancies between the County Assessor's parcel information and the City's GIS data.

Source: San Bernardino County Office of the Assessor, The Planning Center | DC&E, 2008.

As with national and regional economic trends, Upland's development market has slowed in recent years. This temporary lull has provided an ideal opportunity for the City to assess past development trends and plan for future development activity to ensure that land use changes contribute to the community's desired vision of Upland. The City initiated a comprehensive update of the General Plan in 2008. Therefore, the 2008 environmental setting will constitute the baseline physical conditions by which this EIR determines whether an impact is significant.

3.4 STATEMENT OF OBJECTIVES

The City of Upland's objectives for the General Plan 2035 are as follows:

- Update the City's baseline (i.e., existing) environmental conditions to the year 2008.
- Update the General Plan development projections for the year 2035, including projections for dwelling units, non-residential uses (square footage), population, and employment.

- Update the Land Use Element, including the establishment of Focus Areas with Policies specific to these areas.
- Create a new Community Character and Urban Design Element to identify, protect, and strengthen Upland's unique physical and visual resources, and guide the City's future physical development.
- Update the City's traffic model to reflect current conditions and plan for a multi-modal transportation system.
- Revise the General Plan noise and air quality databases based upon the updated traffic model.
- Update the General Plan for consistency with the proposed Cable Airport Land Use Compatibility Plan Update.
- Provide new Goals and Policies to address future development and growth within the City and SOI.
- Provide comprehensive and concise land use designations that better reflect the land use vision for the City.
- Incorporate sustainability Goals and Policies to balance current demands with future demands, as they pertain to the environment, economy, and social equity.
- Comply with CEQA Section 21000 et seq., which requires that environmental impacts be addressed and mitigated.
- Provide a legally defensible environmental foundation upon which discretionary actions may be evaluated.

The City of Upland's objectives for the Zoning Code Update are as follows:

- Ensure that future development reflects and implements the Upland General Plan 2035.
- Update the Code for consistency with the proposed Cable Airport Land Use Compatibility Plan Update.
- Ensure quality and environmentally sustainable future development.
- Improve clarity and consistency of language throughout the Code.
- Enhance the Zoning Code's user-friendliness.

- Streamline the permitting process and administration of the Code.

The City of Upland's objectives for the Climate Action Plan are to:

- Describe Upland's emissions sources;
- Provide projections of future emissions based on growth allowed by the General Plan;
- Provide clear guidance to City staff regarding when and how to implement key provisions of the plan;
- Recommend strategies, measures, and actions to achieve GHG reductions;
- Demonstrate Upland's commitment to comply with State GHG reduction efforts; and
- Define a strategy for turning this plan into action and transparently tracking and reporting progress toward the GHG reduction goals.
- Preserve local land use control over how GHG reductions are accomplished in the City; and
- Streamline the environmental review process.

The Cable Airport Land Use Compatibility Plan objectives are to provide a Plan that:

- Articulates procedural policies and compatibility criteria, established in accordance with the California State Aeronautics Act, applicable to airport land use compatibility planning in the vicinity of Cable Airport.
- Protects public health, safety, and welfare by ensuring the orderly expansion of the airport and adopting land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses.
- Can be used as the basis for determining the compatibility of new development in the Cable Airport influence area.
- Can be used, either directly or as reflected in the General Plan and Zoning Code, when making other planning decisions regarding proposed development of lands within the Cable Airport influence area.
- Can be used as the basis for reviewing proposed plans for development of Cable Airport that could have implications on land use compatibility around the airport.

- Coordinates with and assists other entities having jurisdiction over lands within the Cable Airport influence area to help them ensure compliance with the Plan's policies.

- Provides information to the City of Claremont regarding Cable Airport land use compatibility matters.

3.5 PROJECT CHARACTERISTICS

The project is comprised of four primary components: the General Plan Update (GPU 08-03); Zoning Code Update (ZCU 08-03); Climate Action Plan; and Cable Airport Land Use Compatibility Plan (CALUCP).

3.5.1 GENERAL PLAN 2035

The proposed City of Upland General Plan 2035 (General Plan 2035) is a comprehensive update of the existing General Plan (i.e., the various elements that were adopted between 1982 and 2001). The General Plan 2035, which specifically involves an update/reorganization of existing elements and addition of two elements, consists of the following nine State mandated and optional elements:

- Land Use;
- Community Character and Urban Design;
- Economic Sustainability;
- Circulation;
- Open Space and Conservation;
- Safety;
- Public Facilities and Services;
- Community Health; and
- Housing (updated and adopted as part of a separate process).

Major components of the updated General Plan include:

- Update existing conditions, with year 2008 serving as the baseline year.

- Update General Plan development projections for population, employment, residential, and non-residential development to the year 2035, the projected horizon year.

- Add, delete, or modify existing General Plan Goals, Policies, and implementation actions.

- Update the Land Use Element with reorganized and new land use designations.

- Update remaining or add new General Plan Elements to reflect current conditions and account for new development projections.

3.5.1.1 FOUNDATION FOR THE GENERAL PLAN 2035

As part of the General Plan Update, a visioning process was conducted to engage staff, elected officials, business leaders, community representatives, and residents. Fundamental to the City's vision for its future is the preservation and enhancement of the "small town" community character described by participants during the process. Although comparable in population and geographic area to other medium-sized cities, Upland possesses a quaint, hometown quality typically found in smaller communities. This small town quality is one that evokes a sense of place felt in the hearts of those who live, work, and play in Upland. This is what distinguishes Upland from other nearby urban areas.

Underlying the City's vision is a set of key themes that are identified below and incorporated throughout the General Plan:

- *Maintaining an Excellent Quality of Life*. Most important to Upland residents is maintaining an excellent quality of life. This quality of life is manifested in the City's natural environment, beautiful and safe neighborhoods, employment centers, "hometown" Downtown, cultural and historic heritage, and healthy citizens. This quality of life is also manifested in the provision of municipal services and facilities (i.e., police and fire protection, emergency medical services, library services, animal services, parks and sports fields, and infrastructure maintenance) in an efficient, cost-effective, and sustainable manner. The General Plan focuses on these assets, as it employs Policies and Actions to preserve and strengthen them, while continuously enriching Upland into the future.

- *Strengthening Community Identity*. Although there are a number of community assets and characteristics that make Upland a unique and desirable place to live, clearly articulating its unique community identity to both residents and visitors is an important General Plan theme. The General Plan contains strategies to strengthen Upland's assets and features that promote the "quaint" and historic sense of place. Strategies include building upon Upland's citrus heritage, strengthening wayfinding and key gateways into the City, revitalizing Downtown, protecting historic buildings, expanding cultural opportunities, and facilitating continuous, open dialogue with the City's civic and faith-based organizations, business community, residents, and local government.

- *Growing the Local Economy*. While Upland has several economic anchors including Downtown, San Antonio Hospital, Colonies at San Antonio, and Cable Airport, among others, increasing the City's tax base is necessary to generate the revenue needed to continue to provide the quality services and capital improvements desired by the community. The City adopted the Upland Downtown Specific Plan in 2011 to respond to the community's priority to revitalize Downtown. The General Plan reinforces this priority and establishes additional Goals, Policies, and Actions to revitalize other areas of the City, attract new and diverse businesses, improve the appearance of aging commercial corridors, and encourage Upland residents to shop locally. Through these strategies, the General Plan will help foster a more vigorous and healthy economy, balance land uses,

increase employment, and continue to provide the services that meet the diverse needs of existing and future populations.

- *Growing Green*. In 2006, the California State Legislature adopted the *California Global Warming Solutions Act of 2006*, Assembly Bill 32 (AB 32). AB 32 focuses on reducing greenhouse gas emissions (GHG) in California to 1990 state-wide levels by 2020. In addition, SB 375 enacted the Sustainable Communities and Climate Protection Act, which also seeks to curtail greenhouse gas emissions by engaging regional planning agencies to curb sprawl. In compliance with these regulatory requirements, a Climate Action Plan has been prepared and incorporated into the General Plan process. Accordingly, a key theme of the General Plan is to responsibly and proactively take measures to reduce GHG emissions and grow in sustainable ways. Policies and Actions to accomplish this are found in the Land Use, Open Space and Conservation, and Circulation Elements and are also integrated in appropriate sections throughout the General Plan. The General Plan will reduce GHG emissions primarily through land use patterns that support public transit, increased opportunities for walking and bicycling, encouraging "green building" practices and alternative energy systems, managing water use, and other measures.

  In addition to the economic and GHG reduction goals above, the General Plan provides other environmental and social goals, including the protection and enhancement of built and natural environments; promotion of community health; enhancement of the arts and culture; and the protection of residents, business and visitors from various natural and man-made hazards.

- *Responsive Leadership*. An important theme expressed throughout the visioning and General Plan update process is the public's confidence in the City's leadership. The community sees this process as a great opportunity to foster public and private partnerships that will lead the City in realizing the shared community vision and enhancing Upland's quality of life. The General Plan contains strategies that will allow the City to continue to provide quality leadership by managing and balancing growth, strengthening the economy, protecting resources, maintaining and managing infrastructure, and keeping the community safe and informed on issues that affect their quality of life. Through the General Plan implementation programs, City staff will continue to partner with businesses and organizations to realize the General Plan Policies and Actions in a timely, collaborative, measurable, and transparent manner.

3.5.1.2 CONTENTS OF THE GENERAL PLAN 2035

The General Plan 2035 includes the legally required General Plan elements, as well as optional elements that address components the community considers important. Once adopted, the optional elements have the same legal status as the mandatory elements. Each General Plan chapter has a specific purpose and focus, as described below. Together, they present a consistent policy platform, as required by law. No single element or subject supersedes any other, and all are internally consistent.

INTRODUCTION

The *Introduction* explains the General Plan's purpose and contents, including how it should be used, its relationship to California law, the planning process that was followed during its preparation, and the community vision that shaped its Goals and Policies.

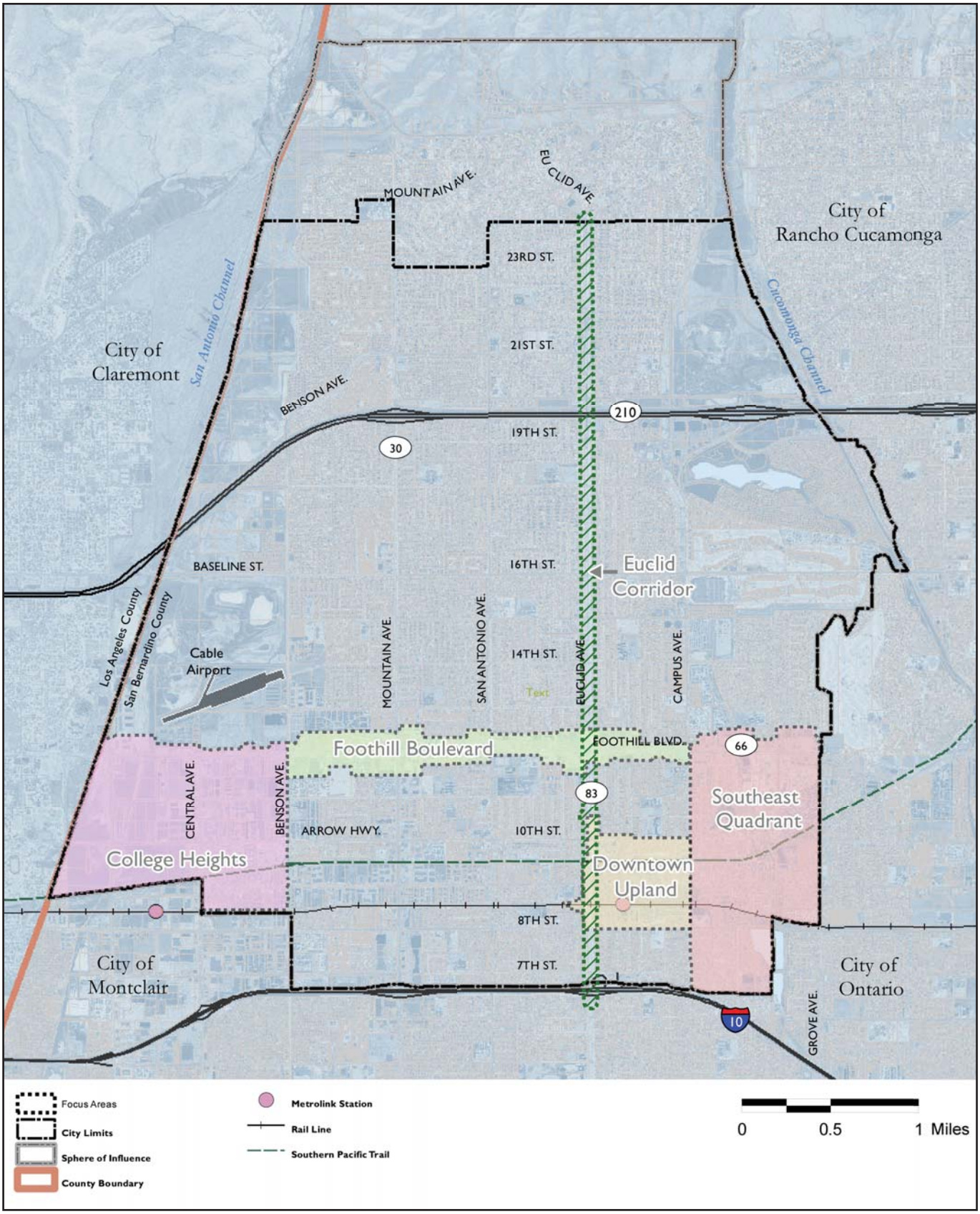
LAND USE ELEMENT

The *Land Use Element* regulates the community's growth to achieve a balanced and orderly pattern of development. It promotes a stable and livable environment by preserving existing residential neighborhoods, while ensuring compatibility in the development of new residential and non-residential land-uses for citizens to live and work locally and access commercial and recreational opportunities. Through a mix of well-designed and complementary land uses, the Land Use Element promotes the viability of alternative modes of travel to the motor vehicle, which is necessary for Upland to meet specific greenhouse gas emissions targets and ensure a high quality of life for its citizens.

Focus Areas

The City has defined five areas for special focus in the City: Foothill Boulevard; Southeast Quadrant; College Heights; Euclid Avenue; and Historic Downtown Upland; refer to Exhibit 3-3, *Focus Areas*. Focus Areas are locations in the City that are given more focused policy direction to guide future growth and/or preservation in a manner consistent with the community's vision for each area. The policy direction is based on conditions or issues unique to each Focus Area and supplements the citywide Goals and Policies contained in the other elements. The Policies work to enhance the functionality and visual quality of land uses, circulation, streetscape, and character, and strengthen the commercial economy and sustainability of each Focus Area. Descriptions and visions for each focus area are provided below.

Foothill Boulevard. As part of Historic Route 66, Foothill Boulevard has always been Upland's most important east-west corridor. It plays a key role in establishing the identity and economic vitality of Upland. It features a vibrant mix of uses, providing amenities for the citizens of Upland, as well as being a location for an increase of multi-family residential uses. As such, it would provide the best example of the pedestrian and bicycle-friendly environment that Upland is fostering through the General Plan, as well as maintaining and encouraging new housing, retail, and commercial development. The streetscape design will foster a cohesive and unified visual character along the length of Foothill Boulevard, providing visual interest and contributing to defining the character and identity of Foothill Boulevard.



Source: City of Upland, General Plan Update, February 18, 2013.

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Focus Areas

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Southeast Quadrant. The Southeast Quadrant is the eastern gateway into Upland, and home to Upland's largest nongovernmental employer, San Antonio Community Hospital, and largest public park, Memorial Park. Although predominately residential, the hospital, commercial uses, and small industrial parks make the Southeast Quadrant a major employment base. The medical industry has great potential to expand and continue to provide high quality jobs and services to residents of Upland and the region. The Policies focus on expanding the employment base, creating a "front door" for the hospital and Memorial Park, protecting existing residential neighborhoods, creating opportunities for new residential development, and improving connectivity and the public realm to achieve a safe and comfortable walking environment.

College Heights. As a location of Upland's major industrial employers, and given its proximity to the Montclair Transportation Center and Claremont Colleges, College Heights is an important employment center in the City and a prime location for new transit-oriented development. The Land Use Plan supports the expansion of existing commercial uses and industrial parks, while also encouraging new mixed-use and residential development near the Montclair Metrolink station. Behind the commercial uses, light industrial/business parks and industrial uses provide valuable employment opportunities and services within the City. Because of the already broad range of uses in College Heights, an important focus of the General Plan is to enhance compatibility and multi-modal accessibility throughout the area. New development in College Heights will focus on the pedestrian realm, improve connectivity, and create inviting frontages along major streets. College Heights will continue to evolve as an economically and environmentally sustainable Upland community.

Euclid Avenue. Euclid Avenue is a 200 foot-wide corridor that is listed on both the National Register of Historic Properties and the State List of Historic Sites. The corridor is significant as an early example of a planned center parkway and is part of an innovative planned community designed by George Chaffey as a model colony in a rural community. The large stately buildings, beautiful trees, landscaped median and bridle path each contribute to making this corridor one of the most scenic in Southern California. Euclid Avenue serves as a primary gateway into Upland and Downtown and serves as the entrance to Mount Baldy. An important focus of the General Plan is to ensure Euclid Avenue remains as a beautiful and historic highway through preservation of existing historic resources and thoughtfully designed new development.

Historic Downtown Upland. Downtown Upland is recognized as the community's historic heart. With the arrival of the railroad and regional growth in the citrus industry in the late 1800s, Downtown is where growth began in Upland. Remnants of early community life still remain in Downtown, which encompasses many of the City's historic districts and structures. Upland residents cherish their agricultural small town roots and recognize the value of having a unique, historic downtown. A Specific Plan was completed in 2011 to build upon Downtown's rich history and establish a vision, goals and policies, standards and guidelines, infrastructure improvements, and implementation strategies to facilitate the rejuvenation of existing businesses, the attraction of new uses, streetscape enhancements, and the preservation of Downtown's historic and cultural character. This General Plan reinforces the Specific Plan's policies to prioritize the attraction of new multi-family housing and desirable commercial uses in order to

stimulate economic revitalization and ensure the continual improvement to Upland's hometown downtown.

COMMUNITY CHARACTER AND URBAN DESIGN ELEMENT

The *Community Character and Urban Design Element* preserves and builds upon Upland's "sense of place" and unique identity. This element will influence the community's future physical form by guiding the desired quality and character of future development, and protecting important aspects of the natural and built environment that define Upland's image and spirit. This element gets to the heart of Upland's vision statement, which is to preserve and enhance Upland's small town community character and it's attributes, which evoke a unique sense of place, beautiful and safe neighborhoods, vibrant centers and districts, thriving and diverse corridors, quality parks and open spaces, a scenic and natural environment, and historic and cultural resources.

ECONOMIC SUSTAINABILITY ELEMENT

The *Economic Sustainability Element* establishes Policies and guidance to support a sustainable local economy that provides an array of quality job and business opportunities for residents, entrepreneurs, and investors across multiple local- and regional-serving industries. This Element establishes Goals and Policies to provide diverse retail and other commercial services that meet consumer needs and resident preferences. Additionally, this Element establishes local government policies and services that prioritize job retention, expansion, and attraction, as well as public decision-making that considers the City/community's long-term economic and fiscal health.

CIRCULATION ELEMENT

The *Circulation Element* establishes the plan for mobility and circulation within the City to adequately accommodate future growth consistent with the Land Use Element. The primary goal of this Element is to provide a comprehensive, multimodal transportation system that provides all users with safe connections to homes, job centers, schools, community centers, open spaces, recreation areas, and visitor destinations. This Element provides Goals and Policies that address the City's: roadway system; alternative transportation modes (i.e., bicycle, pedestrian, and transit facilities); transportation safety; parking; and freight movement.

OPEN SPACE AND CONSERVATION ELEMENT

The *Open Space and Conservation Element* provides policy guidance to support the City's goal of environmental sustainability, in order that the future generations can enjoy the same, or better, air quality and natural resources than the present. This Element establishes Goals and Policies to protect Upland's existing natural resources, such as open space and vegetation, and reduce vehicle trips by fostering walking, biking, and transit use. Trees and landscaping in Upland, along with natural open spaces, are also addressed.

SAFETY ELEMENT

Upland is susceptible to natural hazards, such as earthquakes, flooding, and wildfires, and man-made hazards, such as those caused by exposure to harmful noise sources, hazardous materials, illness, and crime. The *Safety Element* provides guidance to protect Upland from these potential natural and man-made hazards. This Element describes the City's efforts to continue their collaboration with outside agencies and educate the community to ensure ongoing emergency preparedness, prevention, and response in the event of a hazardous incident.

PUBLIC FACILITIES AND SERVICES ELEMENT

Upland provides services for fire protection, law enforcement, recreation, child-care, and educational programs, and partners with the school districts, outside agencies, private sector, and utility companies for the provision of other key services that are necessary for maintaining a high quality of life and attracting residents to the City. This Element identifies Goals and Policies aimed toward providing excellent facilities and services, while working jointly to fulfill Upland's long-term commitment to conservation of natural resources and providing a safe and healthful environment.

COMMUNITY HEALTH ELEMENT

The *Community Health Element* is an optional General Plan element. This Element recognizes that the City's individual and corporate health is tied to their development pattern, orientation of land uses, park system, food environment, and air and water quality, as well as lifestyle choices made on a daily basis. This Element provides Goals and Policies to encourage a safe and healthful environment that promotes healthy living. This includes guidance for the natural and built environments, health care facilities and access, and lifestyle choices. The Community Health Element's Goals and Policies are intended to complement the direction provided in other General Plan elements.

HOUSING ELEMENT

The *Housing Element* provides programs and Policies that assist the community, region, and State in meeting the goal of providing housing affordable to all socioeconomic segments of the population. This Element addresses citywide housing and population demographics, regional fair-share housing allocations, and implementation strategies to assist the City in providing a full range of housing opportunities. Strategies and programs focus on: strong and healthy neighborhoods with well-maintained housing, ample public services, open space and infrastructure that provide a quality place to live; a diverse supply of housing that is designed, built and located in a manner that is consistent with land use, zoning, circulation, and open space goals of the City; and opportunities or moderate and lower income residents and households with special needs to rent, purchase or maintain adequate housing in the community. The Housing Element has been updated in a separate process and is not analyzed within this Program EIR.

3.5.1.3 GENERAL PLAN 2035 LAND USE PLAN

This proposed General Plan 2035 will supersede the previous General Plan and its various elements that were adopted between 1982 and 2001. This General Plan 2035 may contain similar Policies or other components of the previous plan; however, it has been tailored to meet the City's present issues and needs, and those in the foreseeable future. The Upland General Plan is not a static reflection of general Policies; it is a dynamic, practical document with strategies for achieving the community's overall vision. The General Plan Land Use Map identifies the type, location, and density/intensity of future development within the City; refer to Exhibit 3-4, *General Plan Land Use Map*.

General Plan 2035 Land Use Designations

State General Plan law requires the Land Use Element to indicate the standards for building intensity (i.e., residential densities and non-residential building intensities) allowed in the City. Land use designations describe the type and intensity of development allowed in a given area. While terms like "residential," "commercial," or "industrial" are generally understood, State General Plan law requires a clear and concise description of the land use categories that are depicted on the General Plan Land Use Map (Exhibit 3-4).

The General Plan Land Use Element and Land Use Map contain the following land use designations.

RESIDENTIAL LAND USE DESIGNATIONS

The proposed residential designations include six distinct designations of varying density.

Single-Family Low (0-4 du/ac) (SFR-L)

This is a single-family suburban designation, expected to be detached units. It supports 0 to 4 dwelling units per adjusted gross acre. The purpose of this land use designation is to preserve existing single-family suburban residential neighborhoods. This designation replaces the following existing land use designations: Single-Family Residential 0-2, 0-3, and 0-4 du/ac.

Single-Family Medium (4-10 du/ac) (SFR-M)

This designation supports 4 to 10 dwelling units per adjusted gross acre. This classification is intended for new and existing single-family neighborhoods with slightly higher densities. This designation is mainly located in the older existing neighborhoods and in transition zones between lower-density residential uses and higher-density commercial, industrial, and multi-family residential land uses. This designation replaces the following existing land use designations: Single-Family Residential 4-6 and 7-10 du/ac.

Mobile Home (8-14 du/ac) (MH)

This designation is for mobile homes. It supports 8 to 14 dwelling units per adjusted gross acre.

Multi-Family Low (10-20 du/ac) (MFR-L)

This land use designation supports vertical attached multi-family development (i.e., townhomes), between 10 to 20 dwelling units per adjusted gross acre. The purpose of this land use designation is to support slightly more dense multi-family development. This designation replaces the following existing land use designations: Multi-Family Condominium 7-12 and 12-20 du/ac, and Multi-Family Residential 7-12 and 12-20 du/ac.

Multi-Family Medium (20-30 du/ac) (MFR-M)

This land use designation supports a variety of residential development types, including vertical and horizontal attached units (i.e., stacked flats, etc.) as well as detached products. This medium density residential development tends to be located on major corridors, near major commercial areas, and near transit stations and opportunities (i.e., bus lines). It supports 20 to 30 dwelling units per adjusted gross acre. The purpose of this land use designation is to provide for a relatively high density residential environment. This is a new higher-density residential designation that does not exist in the current General Plan.

COMMERCIAL LAND USE DESIGNATIONS

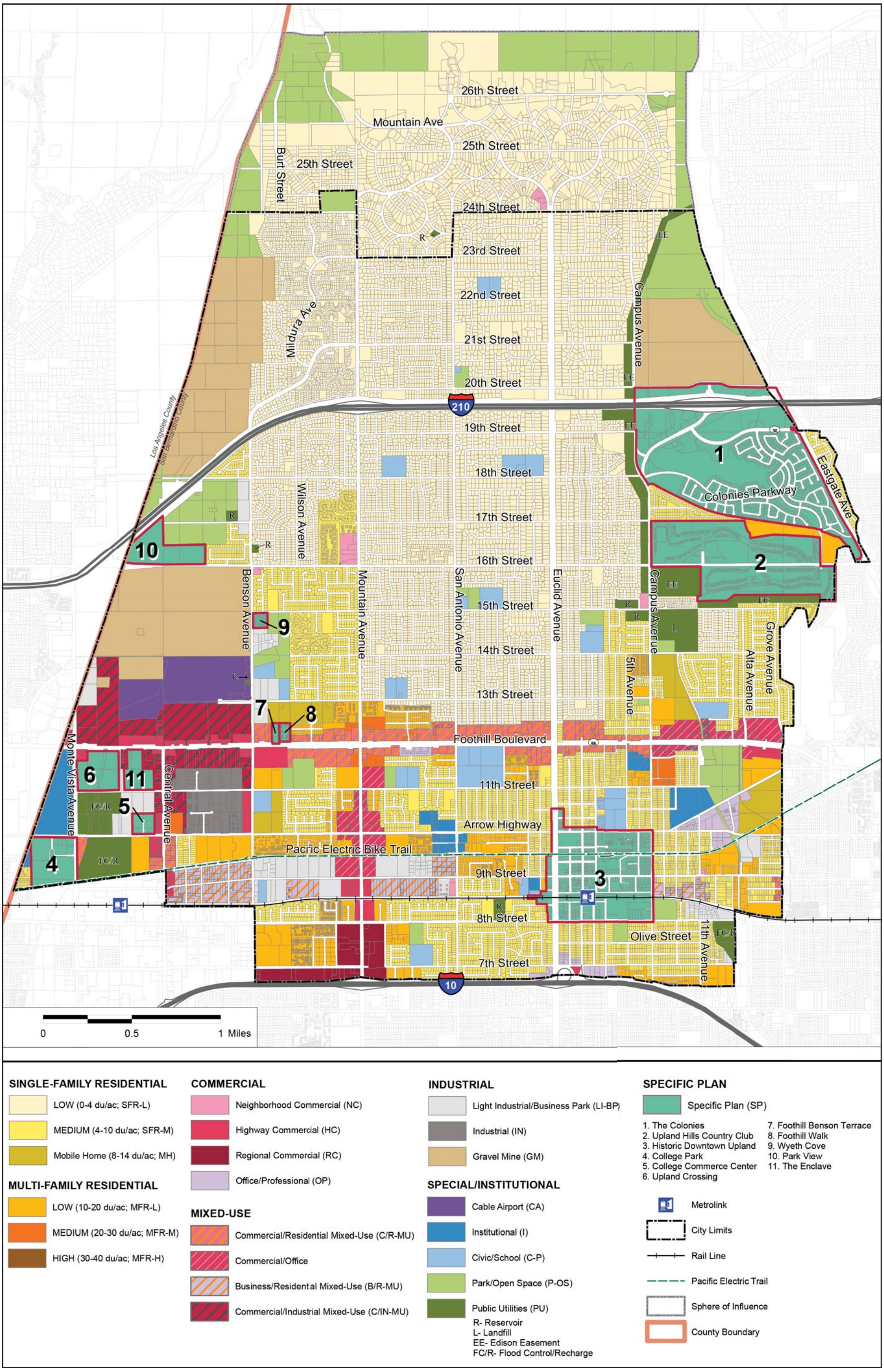
The proposed commercial designations are diverse and provide locations for an array of local- and regional-serving commercial establishments in Upland.

Neighborhood Commercial (NC)

This designation is for shopping centers for daily shopping needs with a service radius of approximately one mile. Typical uses include supermarkets, drug stores, and a variety of smaller shops. These neighborhood amenities should be provided throughout the City, generally on lots no greater than 5.0 acres. The FAR is 0.5. This designation replaces the existing Neighborhood Shopping and Neighborhood Conservation designations.

Highway Commercial (HC)

This designation is to provide commercial uses for Upland residents' daily and occasional needs. It is applied only in existing major commercial areas. Highway commercial areas include a wide variety of commercial, office, and restaurant uses oriented to retail trade and services. The FAR is 1.0. This designation replaces the existing Highway Commercial designation.



SINGLE-FAMILY RESIDENTIAL

- LOW (0-4 du/ac; SFR-L)
- MEDIUM (4-10 du/ac; SFR-M)
- Mobile Home (8-14 du/ac; MH)

MULTI-FAMILY RESIDENTIAL

- LOW (10-20 du/ac; MFR-L)
- MEDIUM (20-30 du/ac; MFR-M)
- HIGH (30-40 du/ac; MFR-H)

COMMERCIAL

- Neighborhood Commercial (NC)
- Highway Commercial (HC)
- Regional Commercial (RC)
- Office/Professional (OP)

MIXED-USE

- Commercial/Residential Mixed-Use (C/R-MU)
- Commercial/Office
- Business/Residential Mixed-Use (B/R-MU)
- Commercial/Industrial Mixed-Use (C/IN-MU)

INDUSTRIAL

- Light Industrial/Business Park (LI-BP)
- Industrial (IN)
- Gravel Mine (GM)

SPECIAL/INSTITUTIONAL

- Cable Airport (CA)
- Institutional (I)
- Civic/School (C-P)
- Park/Open Space (P-OS)
- Public Utilities (PU)

R- Reservoir
L- Landfill
EE- Edison Easement
FC/R- Flood Control/Recharge

SPECIFIC PLAN

- Specific Plan (SP)

1. The Colonies
2. Upland Hills Country Club
3. Historic Downtown Upland
4. College Park
5. College Commerce Center
6. Upland Crossing
7. Foothill Benson Terrace
8. Foothill Walk
9. Wyeth Cove
10. Park View
11. The Enclave

- Metrolink
- City Limits
- Rail Line
- Pacific Electric Trail
- Sphere of Influence
- County Boundary

Source: City of Upland, August 20, 2015.

Proposed General Plan 2035 Land Use Map

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Regional Commercial (RC)

This designation is intended for the development of regional shopping centers and accompanying uses that are visible from a regional standpoint, such as near freeways and major arterials. Such uses include department stores, home furnishings and appliance stores, apparel stores, specialty retail stores, and restaurants. The FAR is 0.5.

Office/Professional (OP)

While office uses are supported in all commercial designations, this designation provides areas to be used predominantly for professional and administrative offices, supporting retail and related uses. Mixed office and commercial uses are supported as well. The FAR is 0.5. This designation replaces the existing Commercial Professional and Office Only designations.

INDUSTRIAL LAND USE DESIGNATIONS

The proposed industrial land use designations support the industrial economy in the City.

Light Industrial/Business Park (LI-BP)

This designation is intended to accommodate office and industrial uses that produce minimal traffic, noise, odors, or pollutants and generate employment opportunities in the City. Supported land uses include light manufacturing, assembly, processing and office. The FAR is 0.5. This designation replaces the existing Light Industrial, Neighborhood Industrial and Light Industrial/Neighborhood designations.

Industrial (IN)

This designation is for industrial or manufacturing uses located in College Heights, many of which may generate traffic noises or odors but are important employment generators in the City. The FAR is 0.5.

Gravel Mine (GM)

This is a new land use designation for the lands used for gravel mining in the northeastern and western parts of Upland.

MIXED-USE LAND USE DESIGNATIONS

These designations are intended to foster developments that provide a mix of related land uses within close proximity and walking distance, to encourage more walking and reduce traffic and GHG emissions associated with driving.

Commercial/Residential Mixed-Use (C/R-MU)

This designation supports a combination of retail, service commercial and medium- to high-density multi-family residential. The preference for land uses within this designation is to provide integrated (i.e., horizontal) mixed-uses. The Commercial/Residential Mixed-Use designation is intended to support the development of compact, walkable, and pedestrian-oriented districts. Maximum residential density is 20 dwelling units per gross acre and FAR is 1.0. This designation replaces the existing Residential/Commercial Specific Plan designation.

Business/Residential Mixed-Use (B/R-MU)

This designation is intended for areas in which business and/or light industrial uses are compatible with multi-family or single-family residential. Supported uses include light manufacturing, assembly, processing, office, and multi-family and single-family residential. Maximum residential density will be 20 dwelling units per gross acre and FAR is 0.5. This designation replaces the existing Neighborhood Business Specialty and Industrial/Loft Mixed Use designations.

Commercial/Office Mixed-Use (C/O-MU)

This designation would accommodate multi-story office buildings along Foothill Boulevard near San Antonio Hospital, and along Mountain Avenue near the I-10 Freeway, to support regional employment opportunities. Commercial uses are also supported within this designation, and are expected to be integrated into the office complex. The FAR is 1.5.

Commercial/Industrial Mixed-Use (C/I-MU)

This designation would accommodate a variety of industrial and regional retail uses and would support commercial activities to satisfy a range of shopping needs for residents of the community. It is also intended to encourage development of business in the City and to maximize the potential for job generation. Uses supported under this category include commercial and industrial. Industrial uses would include: limited general industrial, manufacturing, assembly, warehousing, multi-tenant industrial, research and development, and airport –related uses. Commercial activities include: retail commercial and durable sales goods, tourist-related commercial, entertainment, recreational uses, administrative and professional offices, commercial activities, business support services, food and institutional uses, as well as residential, subject to a reasonable minimum increment of land area as well as a special use permit process. The FAR is 1.0. This designation replaces the existing Commercial/Industrial Specific Plan designation.

SPECIAL/INSTITUTIONAL LAND USE DESIGNATIONS

Institutional (I)

This designation is for large private institutions, including the hospital and churches.

Civic/Schools (C-S)

This designation is for major public uses or institutions, including the Civic Center, schools, and fire stations. This designation combines the existing Public and School designations into one designation.

Park/Open Space (P-OS)

Parks/Open Space are designated green areas. This designation encompasses active and passive public parks of all sizes and other forms of open space, such as natural hillside areas and retention basins. Residential, commercial, and industrial activities are not supported. This designation combines the existing Park and Open Space designations into one designation.

Public Utilities (PU)

This designation is for landfills, flood control/recharge facilities and public utilities, including gas, electricity, and water. This designation combines the existing Reservoir, Land Fill, Edison Easement and Flood Control/Recharge designations into one designation.

Cable Airport (CA)

This designation is for Cable Airport.

Specific Plan (SP)

This designation is for the multiple special plan areas of the City, which have specific land use designations and development standards. These specific plans include Historic Downtown Upland, the Colonies, College Park, Foothill Walk, Foothill Benson Terrace, Wyeth Cove, Upland Crossing, College Commerce Center, and Park View.

3.5.1.4 GENERAL PLAN 2035 GROWTH AND DEVELOPMENT

The General Plan 2035 anticipates that development would occur throughout the City and within the SOI. Additionally, the Focus Areas are locations in the City that have the potential to change

significantly over the life of the General Plan. Table 3-2, *General Plan 2035 Anticipated Development*, summarizes the anticipated development.

Table 3-2
General Plan 2035 Anticipated Development

Land Use Designations	City			Sphere of Influence			Total		
	Acres	Dwelling Units	Non-Residential Square Feet	Acres	Dwelling Units	Non-Residential Square Feet	Acres	Dwelling Units	Non-Residential Square Feet
Residential									
Single-Family Low	3,531	7,974	NA	1,142	1,822	NA	4,673	9,796	NA
Single-Family Medium	1,180	6,361	NA	NA	NA	NA	1,180	6,361	NA
Mobile Home	110	1,232	NA	NA	NA	NA	110	1,232	NA
Multi-Family Low	468	7,909	NA	NA	NA	NA	468	7,909	NA
Multi-Family Medium	46	592	NA	NA	NA	NA	46	592	NA
Multi-Family High	0	0	NA	NA	NA	NA	0	0	NA
Commercial									
Neighborhood Commercial	21	4	103,331	4	NA	27,323	25	4	130,654
Regional Commercial	68	0	1,232,445	NA	NA	NA	68	0	1,232,445
Highway Commercial	76	6	480,800	NA	NA	NA	76	6	480,800
Office/Professional	47	71	412,671	NA	NA	NA	47	71	412,671
Industrial									
Light Industrial/Business Park	190	8	1,270,183	NA	NA	NA	190	8	1,270,183
Industrial	74	16	901,951	NA	NA	NA	74	16	901,951
Gravel Mine	778	0	0	NA	NA	NA	778	0	0
Mixed-Use (MU)									
Business/Residential MU	109	466	613,111	NA	NA	NA	109	466	613,111
Commercial/Residential MU	169	811	1,238,159	NA	NA	NA	169	811	1,238,159
Commercial/Industrial MU	166	14	3,710,465	NA	NA	NA	166	14	3,710,465
Commercial/Office MU	116	100	1,554,857	NA	NA	NA	116	100	1,554,857
Special/Institutional									
Institutional	104	60	91,684	NA	NA	NA	104	60	91,684
Civic/Schools	192	6	6,675	NA	NA	NA	192	6	6,675
Park/Open Space	830	0	86,040	372	NA	NA	1202	0	86,040
Public Utilities	254	123	145,878	1	NA	NA	255	123	145,878
Cable Airport	115	2	37,948	NA	NA	NA	115	2	37,948
Specific Plan									
Specific Plan	802	2,724	322,912	NA	NA	NA	802	2,724	322,912
Total[1]	***9,446[2]***	***28,478***	***12,209,107***	***1,520***	***1,822***	***27,323***	***10,966***	***30,300***	***12,236,430***

NA = not applicable.

Notes:

1. Refer to Appendix C, *General Plan 2035 Buildout Methodology Memorandum*, provides an overview of the methodology for quantifying dwelling units and non-residential floor area that will be added after General Plan Update.
2. The total does not include right-of-way. It is acknowledged that this acreage calculation differs from the 10,997 acres noted in Table 3-3. This acreage difference is attributed to discrepancies between the County Assessor's parcel information and the City's GIS data.

Table 3-3, *General Plan 2035 Growth Above Existing Conditions*, summarizes the growth above existing conditions that would occur with implementation of the General Plan 2035. As indicated in Table 3-3, the anticipated growth over existing (2008) conditions is: 3,026 additional dwelling units; and 6,402,019 additional square feet of non-residential uses.

Table 3-3
General Plan 2035 Growth Above Existing Conditions

Land Use	Single-Family (d.u.)	Multi-Family (d.u.)	Non-Residential (s.f.)
City			
Residential	540	1,890	0
Commercial	0	0	2,803,977
Office	0	0	491,587
Industrial	0	0	3,079,132
Total City	*540*	*1,890*	*6,374,695*
Sphere of Influence	596	0	27,323
Total Planning Area	***1,136***	***1,890***	***6,402,019***

3.5.2 ZONING CODE UPDATE

While a general plan is a long-range policy document that looks at the future of a community, a zoning ordinance is the local law that details the immediate, allowable uses for each property within the City. Upland's Zoning Ordinance is codified in Title 17, *Planning and Zoning*, of the Upland Municipal Code (UMC). UMC Title 17 identifies land uses permitted and prohibited according to the zoning of each parcel, which is illustrated on the City of Upland Zoning Map. UMC Title 17 is intended to carry out the Upland General Plan Policies by regulating development and land uses within the City, consistent with the General Plan.

The General Plan 2035 proposes to establish new policies and land use designations in portions of the City, as part of the community's long-range vision. When the General Plan 2035 is adopted with its new policies and designations, some of the resulting changes would create inconsistencies with the existing Zoning Ordinance's regulations and districts. Thus, the Zoning Ordinance's role as an implementing tool of the General Plan 2035 would be hindered. Because Upland is a general law city, its Zoning Ordinance must comply with its General Plan. State law, through its requirement "that zoning be in conformance with the General Plan," formally recognizes that the City's overall planning goals, objectives, and policies presented in the General Plan cannot be attained unless the regulatory mechanisms which establish specific development standards and restrictions for the location, distribution, scheduling, and maintenance of land uses also lead to their attainment. Therefore, the Project also involves the Zoning Code Update (ZCU), which is a comprehensive update to UMC Title 17. Overall, the Zoning Code is being updated to correspond to an implement the General Plan. The proposed Zoning Code is available for public review at the City of Upland Development Services Department and on the City's website (www.ci.upland.ca.us).

ZONING CODE UPDATE PROPOSED ACTIONS

The ZCU proposes the following actions to implement the General Plan 2035:

- Amend the Zoning Map and zoning district standards to ensure consistency with the Land Use Element;
- Create new zoning districts and development standards to implement the proposed General Plan (refer to Table 3-4);
- Include zoning standards to ensure the quality and environmental sustainability of future development;
- Reorganize the Zoning Code to a more intuitive format, improving it's clarity and consistency; and
- Integrate illustrations to enhance the Code's user-friendliness.

ZONING CODE AND ZONING MAP KEY REVISIONS

In addition to style and format changes, the ZCU includes various key revisions to existing standards and new or added provisions. Since the ZCU is a comprehensive re-write and organizational update, the summary presented below is not intended to be an all-inclusive listing of all revisions or changes, but rather an overview of the proposed noteworthy revisions.

Organization/Format

The proposed format, which includes the following parts, is a comprehensive update and significant change from the existing Zoning Code:

- Part 1: Enactment and Applicability;
- Part 2: Zoning Districts, Land Uses, and Development Standards;
- Part 3: General Regulations;
- Part 4: Special Land Use Regulations;
- Part 5: Land Use and Development Procedures;
- Part 6: Zoning Ordinance Administration; and
- Part 7: Definitions.

Although the document may be further streamlined in the future, the proposed Zoning Code improves upon the existing Code by:

- Consolidating and grouping similar topics;
- Eliminating redundancy; and

- Updating, clarifying, and adding development standards to address community issues and new development objectives.

New Zones and Development Standards

Proposed Zoning Code Part 2 contains the proposed zoning districts that will be used to achieve the growth vision for the City that is captured in the General Plan 2035. Table 3-4, *Proposed Zoning Districts*, outlines the existing zoning districts, as well as the proposed zoning districts with their corresponding proposed General Plan 2035 land use designations. The proposed zoning districts indicated in Table 3-4 are illustrated in Exhibit 3-5, *Proposed Zoning Map*.

The City's development capacity based on the proposed Zoning Map would be consistent with/less than the City's development capacity based on the proposed General Plan 2035 Land Use Map; see Table 3-2. While many of the City's existing single-family residential areas would remain unchanged, the following new mixed-use zoning districts are proposed to implement the City's overall vision:

- *Commercial/Industrial Mixed-Use Zone*. Intensify and concentrate industrial development in College Heights (west of Benson Avenue to the City limits and south of Cable Airport to the City limits) to preserve and enhance the City's employment base;

- *Commercial/Residential Mixed Use Zone*. Allow commercial, residential, and mixed use development on Foothill Boulevard between Benson and Campus Avenues and on Central Avenue between Arrow Highway and the Pacific Electric Trail;

- *Commercial/Office Mixed-Use Zone*. Allow increased office development in the vicinity of San Antonio Community Hospital and along Mountain Avenue between Foothill Boulevard and 9th Street; and

- *Business/Residential Mixed-Use Zone*. Allow small-scale mixed residential and business in the City's existing industrial areas along 9th Street.

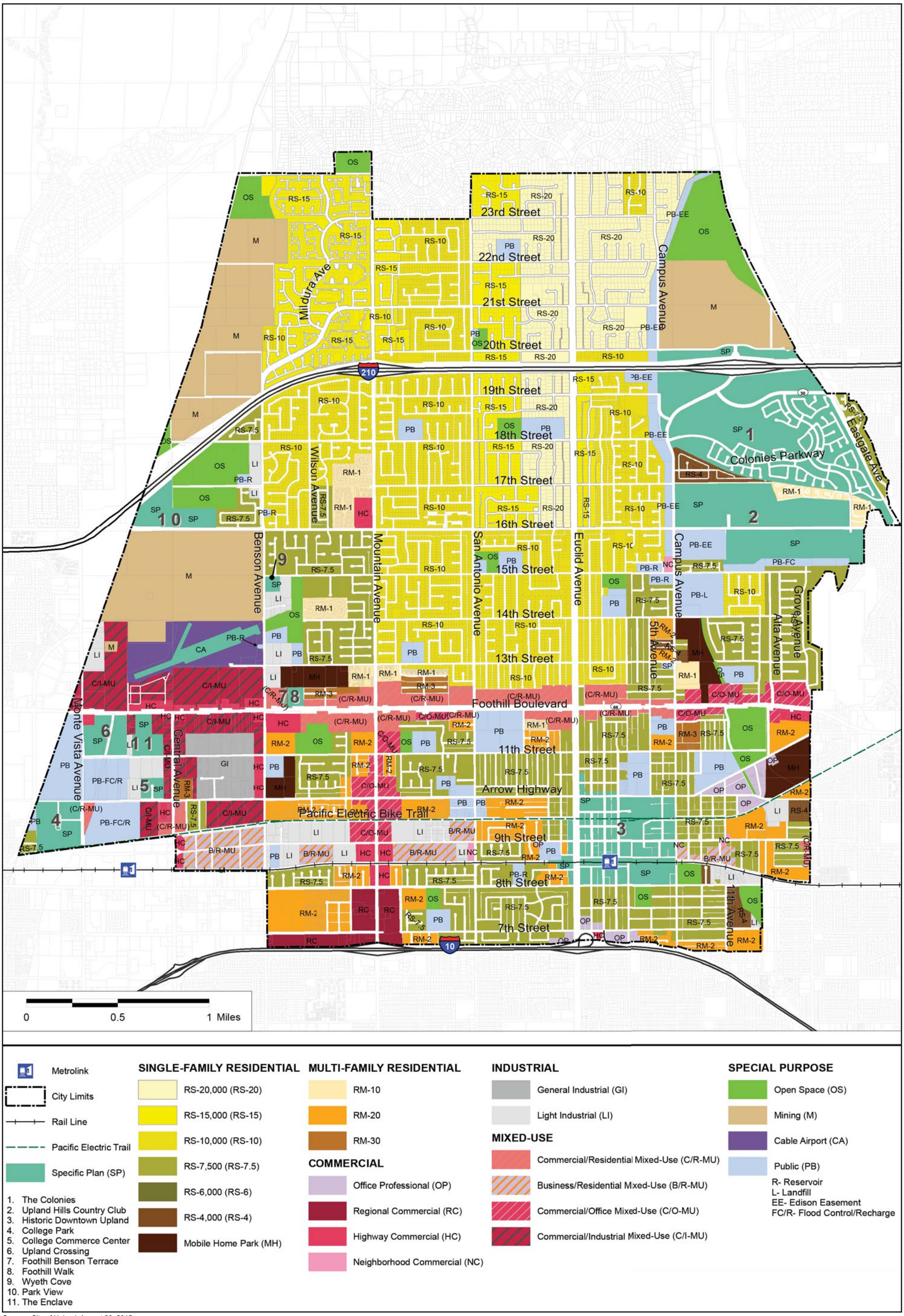
On the proposed Zoning Map, the boundaries of the Scenic Corridor Overlay Zone have been expanded to include properties within 250 feet of Foothill Boulevard. The Scenic Corridor Overlay Zone is intended to protect and enhance the unique visual qualities of the Euclid Avenue and Foothill Boulevard corridors within Upland. Properties within the Scenic Corridor Overlay Zone are subject to special land use regulations, development standards, and findings required for project approval.

Chapter 17.14 (Outdoor Lighting) of the proposed Zoning Code establishes minimum requirements for outdoor lighting in order to reduce light trespass and glare, and to protect the health, property, and the well-being of residents and visitors. Included in this chapter is the requirement to adequately shield and direct non-residential outdoor lighting such that no direct light falls outside the property line or into the public right-of-way. The chapter also identified prohibited types of lighting and establishes special lighting standards for parking and high travel areas and recreational facilities.

Table 3-4
Proposed Zoning Districts

Existing Zoning District	Proposed Zoning District	Proposed General Plan Land Use Designation
Residential Zones		
RS-20, RS-15, RS-10	RS-20, RS-15, RS-10	Single-Family Residential Low (SFR-L)
RS-7.5, RS-6, RS-4.3	RS-7.5, RS-4	Single-Family Residential Medium (SFR-M)
RS-MH, RM-3.6 MH, RM-4.4 MH	Mobile Home Park (MH)	Mobile Home (MH)
RM-4.4, RM-4.4 CO, RM-3.6, RM-3.6CO	RM-1	Multi-Family Low (MFR-L)
RM-2.0, RM-2.0CO	RM-2	
RM-1.5	RM-3	Multi-Family Residential Medium (MFR-M)
Mixed-Use Zones		
MU	Commercial/Residential Mixed-Use (C/R-MU)	Commercial/Residential Mixed-Use (C/R-MU)
IN, BN, NB-S, IM Overlay	Business/Residential Mixed-Use (B/R-MU)	Business/Residential Mixed-Use (B/R-MU)
MU, CP, CP-S	Commercial/Office Mixed-Use (C/O-MU)	Commercial/Office Mixed-Use (C/O-MU)
MU, CC, IC	Commercial/Industrial Mixed-Use (C/I-MU)	Commercial/Industrial Mixed-Use (C/I-MU)
Commercial and Industrial Zones		
CN, (CN)S	Commercial Neighborhood (CN)	Neighborhood Commercial (NC)
CL, CH, (CH)S	Highway Commercial (HC)	Highway Commercial (H-C)
(CH)S	Regional Commercial (RC)	Regional-Commercial (R-C)
OP, (OP)S	Office Professional (OP)	Office/Professional (OP)
ML, ML/N, MRD, IC, IN	Light Industrial (LI)	Light Industrial/Business Park (LI-BP)
MG (only in Code, not on Map)	General Industrial (GI)	Industrial (IN)
Special Purpose Zones		
CA, MAV, AVR	Cable Airport (CA)	Cable Airport (CA)
I , SP	Public/Institutional (PB)	Institutional (I), Civic/Schools (C/S), Public Utilities (PU)
OS	Open Space (OS)	Park/Open Space (P-OS)
	Gravel Mine (GM)	Gravel Mine (GM)
Overlay Zones		
--	Airport Compatibility (-AC)	--
SP, Colonies, Canyon Ridge	Specific Plan (-SP)	Specific Plan (SP)
Scenic Corridor	Scenic Corridor (-SC)	--
Deleted Zones		
TC Town Center (replaced with Specific Plan); AG-40 Agriculture (replaced with underlying General Plan land use and associated zone); and AG-C-40 Poultry and Rabbit Zone.		

Source: Written Communication: Kimball, Shannon, The Planning Center, February 13, 2013.



Source: City of Upland, August 20, 2015.

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Part 2 of the proposed Zoning Code contains new design guidelines for multi-family residential, mixed-use, commercial, and industrial development. These guidelines provide an added level of definition for the intended development character consistent with the General Plan. The guidelines establish general criteria for achieving a high quality design expression in site and building design while allowing reasonable flexibility in the implementation of developments within the residential zones. The design guidelines are intended to assist project applicants during the project design phase and City staff and decision makers in the review and approval process. Design guidelines address the following topics:

- Site Design
- Building Design
- Architectural Style
- Private and Common Outdoor Living Space
- Parking
- Transitions to adjacent residential neighborhoods
- Design of corner sites
- Pedestrian orientation

Section 17.07.040 (Industrial Buffer Yards) contains new requirements for industrial land uses to install an area of plantings and walls that shield neighboring residential properties from negative impacts created by industrial land uses.

Standards for Specific Land Uses

Proposed Zoning Code Part 4 contains standards for specific uses to address potential issues associated with certain land uses. Standards for land uses not contained in the existing Zoning Code include the following:

- *Community Assembly*. Chapter 17.24 establishes minimum standards to ensure that community assembly activities do not create unreasonable impacts or endanger public health, safety or welfare in accordance with California Government Code Section 15035.

- *Cottage Food Operations*. Chapter 17.25 establishes minimum standards to ensure that cottage food operations within residences do not create unreasonable impacts or endanger public health, safety, or welfare and in accordance with California Government Code Section 15035.

- *Live/Work Units*. Chapter 17.28 provides standards for the development of new live/work units and for the reuse of existing commercial and industrial structures to accommodate live/work opportunities.

- *Emergency Shelters*. Chapter 17.42 17.42 establishes minimum performance standards for emergency shelters in compliance with California Government Code Section 65583(a)(4).

Historic Preservation

The regulations pertaining to historic preservation included in UMC Chapters 17.17, 17.44.120, 17.44.130, and 17.44.140 have been strengthened, as follows:

- *Order of Preference for Alterations*. An order of preference for the alteration of historic resources is established, as follows:

    - Deteriorated historic features shall be repaired rather than replaced.
    - Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and materials.
    - Where the use of like materials is not feasible, the use of simulated materials may be used, provided that the replacement of missing features with simulated, as opposed to like materials, shall be substantiated by documentary and physical evidence submitted as part of the permit application.

- *Restoration Guidelines*. The Secretary of the Interior's Standards for Rehabilitation are included to provide guidelines for making changes to historic resources. This is consistent with provisions that were included in the Historic Downtown Upland Specific Plan.

- *Requirement for Certificate of Appropriateness*. This Certificate would replace and expand upon the existing design review process for alterations to historic resources identified in the City's Historic Resources Survey and Local Register.

Development Process

Proposed Zoning Code Part 5 contains the proposed development review process. A new "development review plan" process is proposed to combine the existing site plan and design review processes into a single process that considers site layout in conjunction with building design.

Approval Levels

Proposed Zoning Code Part 5 also contains the process for reviewing and approving projects, which is proposed to be improved and streamlined by:

- Shifting decision-making authority from staff to the Planning Commission for uses that merit additional review and oversight, such as alcoholic beverage sales. Also, the request for a Finding of Public Convenience and Necessity for off-site alcoholic beverage sales in an area that is already over-concentrated per the California State Department of Alcoholic Beverage Control would be reviewed by the Planning Commission (instead of the City Council) in conjunction with a proposed project (i.e., liquor store, convenience store, etc.).

- Shifting decision-making authority from the Planning Commission to Development Services Director for desirable uses that have a minimal potential to adversely affect the community. In conjunction with this shift, an Administrative Use Permit is proposed to allow the Director to review certain types of uses and apply conditions of approval to ensure they operate in a manner that is compatible with the community.

- Eliminating the Administrative Committee as a decision-making authority and authorizing the Development Services Director as the decision-making body on site plans and minor activities such as lot line adjustments. The Director would be required to seek technical input and recommendations from affected disciplines including Engineering, Building, Fire, Public Works, Police, etc. and take action on the project. This will streamline and expedite the process by:

    - Eliminating the need to convene staff merely to hold formal, monthly Administrative Committee meetings to approve projects; and

    - Allowing the Director to sign an approval letter upon receipt of technical recommendations from staff in affected disciplines.

3.5.3 CLIMATE ACTION PLAN

In order to address greenhouse gas (GHG) emissions, the City of Upland recognizes the efforts needed to incorporate more GHG emission controls in its future. As one component of these efforts, the City has developed a Climate Action Plan (CAP). The CAP provides a framework for reducing GHG emissions. The CAP recommends GHG emissions targets that are consistent with the State of California's reduction targets and presents a number of strategies that would enable the City to meet the recommended targets. The CAP also suggests best practices for addressing climate change impacts, and provides recommendations for measuring progress.

The CAP is intended to address the main sources of the GHG emissions, which include emissions from the energy consumed in buildings and for transportation, as well as the solid waste sent to landfills. The purpose of the CAP is to guide and enhance development, and ultimately the implementation of actions that will reduce the City's GHG emissions. The CAP has been designed to support the following functions:

- Describe Upland's emissions sources;
- Provide projections of future emissions based on growth allowed by the General Plan;
- Provide clear guidance to City staff regarding when and how to implement key provisions of the plan;
- Recommend strategies, measures, and actions to achieve GHG reductions;
- Demonstrate Upland's commitment to comply with State GHG reduction efforts; and
- Define a strategy for turning this plan into action and transparently tracking and reporting progress toward the GHG reduction goals.

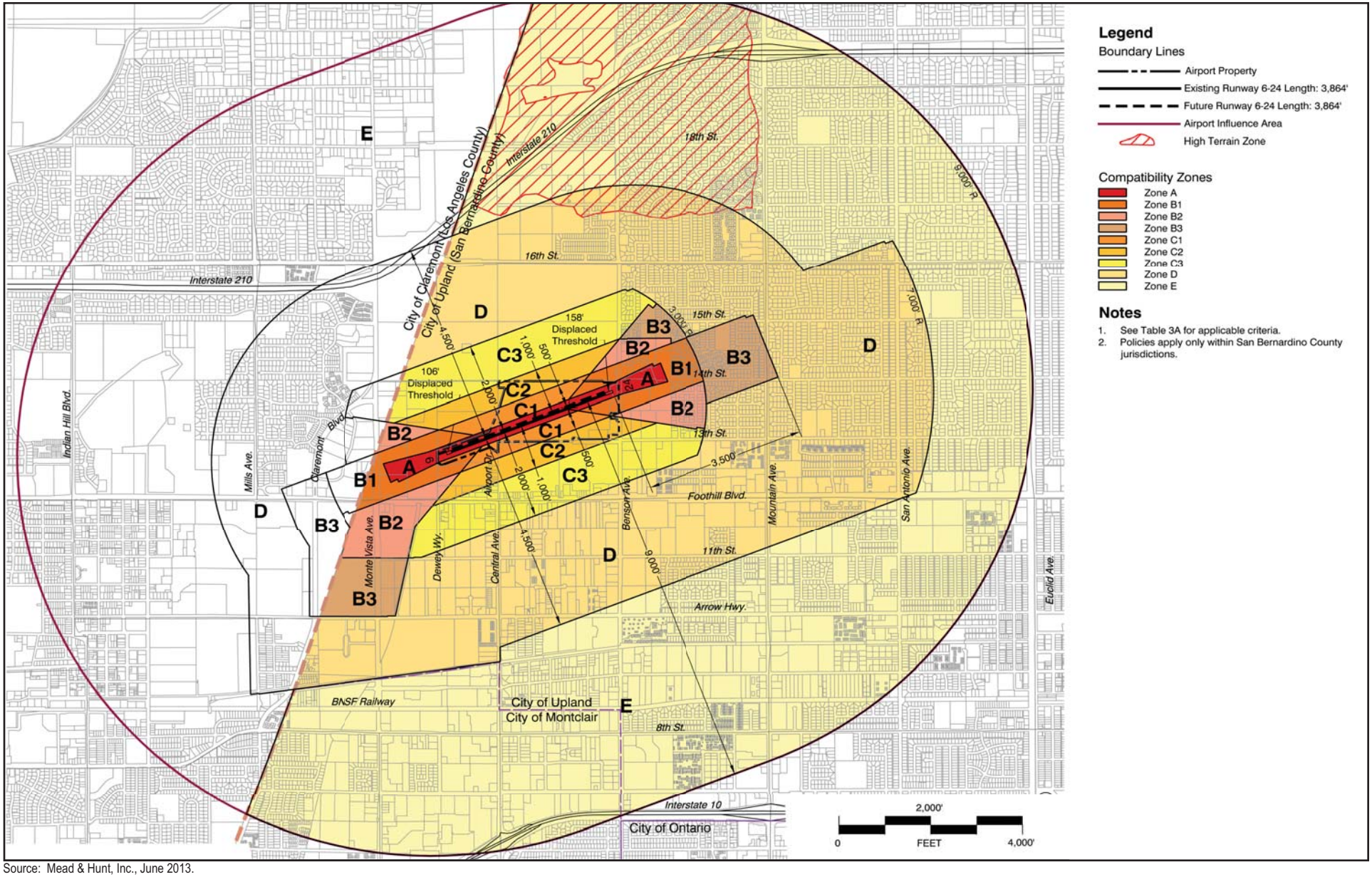
3.5.4 CABLE AIRPORT LAND USE COMPATIBILITY PLAN

Cable Airport encompasses 105 acres situated at the southwest portion of Upland, at 1749 West 13th Street. Cable Airport is the largest privately owned airport open to the public in the country, housing over 450 aircraft. As required by State law, the *Cable Airport Land Use Compatibility Plan* (CALUCP) (Mead & Hunt, September 2014 Draft) was prepared to provide guidance to affected local land use jurisdictions with regard to airport land use compatibility matters involving Cable Airport. Although the CALUCP is separate and distinct from general plans and zoning ordinances, consistency among all the documents is expected.

This CALCUP contains a main body (Chapters 1 to 3), a Supporting Data section, and appendices. Chapter 1 is introductory, and Chapters 2 and 3 contain the CALUCP's central components (i.e., procedural policies and compatibility criteria). The Supporting Data section summarizes background information regarding Cable Airport and the surrounding land uses, discusses airport land use compatibility planning concepts/strategies, and describes impacts created by Cable Airport activity. The Appendices contain copies of relevant state statutes and other general information pertaining to airport land use compatibility planning.

The CALUCP's basic function is to promote compatibility between Cable Airport and the land uses that surround it. The CALUCP is prospective in that it seeks to avoid future compatibility conflicts rather than to remedy existing incompatibilities. Also, the CALUCP is land use oriented in that the compatibility measures it defines are directed towards future land use development, not airport activity. The CALUCP does not place any restrictions on the airport's present role, configuration, or use, although, it does consider the Cable Airport Master Plan's (April 2011) proposed runway re-alignment and projected activity growth. Specifically, the Master Plan indicates that the airport experienced 41,000 operations in 2009 (base year) and is forecast to increase to as many as 103,300 annual aircraft operations in 2030.

The CALUCP's central components are its procedural policies (CALUCP Chapter 2) and its compatibility criteria (CALUCP Chapter 3). The geographic extent of the procedural policies and compatibility criteria together constitute the Cable Airport Influence Area; see Exhibit 3-6, *Cable Airport Influence Area*. The procedural policies establish the processes to be used by Upland and other affected jurisdictions in the review of future general plan or specific plan amendments and individual development actions within the Airport Influence Area for consistency with the compatibility criteria. Policies addressing the review of certain types of potential airport development are also indicated. The compatibility criteria set limits on future land use development within the Airport Influence Area in response to noise, safety, airspace protection, and overflight impacts of current and future airport activity. The general plans of Upland and Montclair must be consistent with these criteria in terms of future land use development.



Source: Mead & Hunt, Inc., June 2013.

It is noted, although, the Airport Influence Area encompasses lands within both San Bernardino and Los Angeles Counties, the CALUCP applies only to jurisdictions within San Bernardino County, and specifically to the cities of Upland and Montclair, together with any special district (i.e., college, school, etc.) that exists or may be established or expanded into the Airport Influence Area. The Compatibility Plan does not apply to federal, state, or tribal lands.

RELATIONSHIP TO UPLAND GENERAL PLAN 2035 AND ZONING CODE

Pursuant to Government Code Section 65302.3, general plans (and any applicable specific plans) must be consistent with the compatibility plan. To this end, Upland's General Plan Update has occurred in conjunction with the CALUCP Update, and the General Plan 2035 uses CALUCP guidance to help ensure that future land use development around the airport is compatible with airport activity. As previously noted, the consistency requirement pertains only to future land use development; there is no requirement for existing development to be removed or modified to eliminate incompatibilities that may already exist. Further, general plans can show such land uses as continuing despite their non-conformance. Such conflicts would not constitute inconsistencies between a general plan and the CALUCP. To meet the consistency test, a general plan must: 1) specifically address compatibility planning issues, either directly or through reference to a zoning ordinance or other policy document; and 2) avoid direct conflicts with compatibility planning criteria.

Compatibility planning issues can be reflected in a general plan through: incorporation of policies into existing general plan elements; adopting a general plan airport element; adopting a compatibility plan as stand-alone document; and/or adopting an airport combining district or overlay zoning ordinance.

The City of Upland will use multiple formats to ensure consistency with the CALUCP. The City will adopt the CALUCP as a stand-alone policy document, simultaneous with the General Plan and Zoning Code Updates. The General Plan 2035 Land Use Element establishes a policy to ensure land uses surrounding Cable Airport comply with the CALUCP's policies and restrictions, particularly the basic compatibility criteria. Lastly, as part of the Zoning Code Update, the City proposes to adopt an Airport Overlay Zone. Thus, the proposed General Plan 2035 and Zoning Code will become the mechanisms through which the CALUCP's compatibility policies are implemented.

KEY REVISIONS TO THE CALUCP

The CALUCP is used in conjunction with the review of projects near Cable Airport to ensure they do not: 1) conflict with airport operations; or 2) result in impacts related to noise, safety, airspace protection, and overflights.

Because Cable Airport recently received Federal Aviation Administration approval of an updated airport master plan, the CALUCP sets forth compatibility criteria for both existing and proposed airport configuration.

Format/Organization

The proposed format is a comprehensive update of the existing plan, which was adopted in 1981. The core policies in the proposed document are found in CALUCP Chapters 2 and 3, which discuss project review procedures and compatibility policies.

Review Procedures

Planning Division staff will be responsible for determining compatibility of all projects except those listed in CALUCP Section 2.2. Projects listed in Section 2.2 will be reviewed by the Airport Land Use Committee. Generally these types of projects are also reviewed at the Planning Commission level or pose a potential compatibility conflict because of their size or operational characteristics. Every effort will be made to ensure that projects do not pose any potential conflicts. However, in the event that a project cannot be modified to be compatible and/or the Airport Land Use Committee cannot find the project to be compatible, the project applicant will have the option of appealing their decision to an adhoc Mediation Board. This Board is required by State law and would be comprised of one representative each from the City of Upland, City of Montclair, Cable Airport Management, County of San Bernardino Department of Airports, and the California Division of Aeronautics.

Compatibility Policies

CALUCP Table 1, Map 1, and the specific policies for compatibility in Sections 3.1 through 3.5 set forth the primary compatibility policies. Table 1 provides guidance on which uses may be located in each of the zones shown on Map 1 and the intensity/density limits by zone. This type of detailed information will enable staff to ascertain the compatibility of a proposed use or structure. CALUCP Sections 3.1 through 3.5 provide additional development criteria to evaluate and ensure compatibility, such as the requirement to install noise reduction features.

3.5.5 ASSUMPTIONS FOR ENVIRONMENTAL ANALYSIS

The analysis of project impacts is based upon various assumptions regarding existing and future conditions in Upland. Unless otherwise stated, the assumptions are as specified in Table 3-5, *General Plan 2035 Growth Assumptions*.

It is noted, for each environmental issue addressed in Section 5.0, the assumptions for project impact analyses are explained. The analyses are based on the project conditions that would result in the greatest impact for each environmental issue to ensure a "worst-case" evaluation of potential environmental impacts. For instance, the General Plan 2035's maximum development capacity (i.e., 3,026 additional dwelling units and 6,402,019 additional square feet of non-residential uses by 2035) is assumed for traffic and other issue areas, although, development may not occur to the allowed maximums. Similarly, since the City's development capacity based on

the proposed Zoning Map would be consistent with/less than the City's development capacity based on the proposed General Plan 2035 Land Use Map, the development capacity based on the General Plan 2035, which would be the most development-intensive of the two scenarios, is assumed in the impact analyses.

Table 3-5
General Plan 2035 Growth Assumptions

Description	2008 Existing Conditions	2035 General Plan	Change
Housing (Dwelling Units)			
City	26,048	28,478	+2,430
Sphere of Influence	1,226	1,822	+596
Total Housing	*27,274*	*30,300*	*+3,026*
Vacancy Rate	5.0%	5.0%	--
Households (Occupied Dwelling Units)			
City	24,746	27,054	+2,309
Sphere of Influence	1,165	1,731	+566
Total Households	*25,910*	*28,785*	*+2,875*
Average Size (Persons per Household)	2.83	2.83	--
Population (Persons)[1]			
City	70,030	76,563	+6,533
Sphere of Influence	3,296	4,898	+1,602
Total Population	*73,326*	*81,462*	*+8,135*
Non-Residential Uses (Square Feet)			
City	5,834,412	12,209,107	+6,374,695
Sphere of Influence	0	27,323	+27,323
Total Non-Residential Uses	*5,834,412*	*12,236,430*	*+6,402,018*
Employment (Jobs) [2]			
City	12,458	24,182	+11,724
Sphere of Influence	0	63	+63
Total Employment	*12,458*	*24,245*	*+11,787*
Vacant Acreage (Acres)[3]	442.4	22.1	-420.3

Notes:
1. Assumes 2.83 persons per household and 5.0 percent vacancy rate.
2. Assumed employment per 1,000 square feet: 4.0 employees for office; 2.0 to 2.5 employees for retail; and 1.0 to 1.5 employees for industrial uses.
3. Assumes 95 percent of vacant parcels would be developed.

Source: The Planning Center | DC&E, 2012.

SECTION 4.0
Basis of Cumulative Analysis

4.0 BASIS OF CUMULATIVE ANALYSIS

4.1 INTRODUCTION

CEQA Guidelines Section 15355 defines cumulative impacts as "*two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts . . .*" The following elements are necessary in an adequate discussion of cumulative impacts, as noted in *CEQA Guidelines* Sections 15130(b) through 15130(e).

(b) The discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided for the effects attributable to the project alone. The discussion should be guided by standards of practicality and reasonableness, and should focus on the cumulative impact to which the identified other project contribute rather than the attributes of other projects which do not contribute to the cumulative impact. The following elements are necessary to an adequate discussion of significant cumulative impacts:

(1) Either:

(A) A list of relevant past, present and probable future projects, producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency, or

(B) A summary of projections contained in an adopted General Plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area-wide conditions contributing to the cumulative impact.

(2) When utilizing a list, as suggested in paragraph (1) of subdivision (b), factors to consider when determining whether to include a related project should include the nature of each environmental resources being examined, the location of the project and its type. Location may be important, for example, when water quality impacts are at issue since projects outside the watershed would probably not contribute to a cumulative effect. Project type may be important, for example, when the impact is specialized, such as a particular air pollutant or mode of traffic.

3) Lead agencies should define the geographic scope of the area affected by the cumulative effect and provide a reasonable explanation for the geographic limitation used.

(4) *A summary of the expected environmental effects to be produced by those projects with specific reference to additional information stating where that information is available; and*

(5) *A specific analysis of the cumulative impacts of the relevant projects. An EIR shall examine reasonable, feasible options for mitigating or avoiding the project's contribution to any significant cumulative effects.*

(c) *With some projects, the only feasible mitigation for cumulative impacts may involve the adoption of ordinances or regulations rather than the imposition of conditions on a project-by-project basis.*

(d) *Previously approved land use documents such as general plans, specific plans, and local coastal plans may be used in cumulative impact analysis. A pertinent discussion of cumulative impacts contained in one or more previously certified EIRs may be incorporated by reference pursuant to the provisions for tiering and program EIRs. No further cumulative impact analysis is required when a project is consistent with a general, specific, master or comparable programmatic plan where the lead agency determines that the regional or areawide cumulative impacts of the proposed project have already been adequately addressed, as defined in Section 15152(f), in a certified EIR for that plan.*

(e) *If a cumulative impact was adequately addressed in a prior EIR for a community plan, zoning action, or general plan, and the project is consistent with that plan or action, then an EIR for such a project should not further analyze that cumulative impact, as provided by Section 15183(j).*

4.2 CUMULATIVE ANALYSIS IN THIS EIR

Cumulative impacts may be discussed in terms of the proposed General Plan 2035 (GPU), Zoning Code Update (ZCU), Climate Action Plan (CAP) and Cable Airport Land Use Compatibility Plan (CALUCP) (proposed Project) impacts, in combination with impacts anticipated for future development (including approved and planned development within the project area and surrounding affected area), and impacts associated with growth within the region. The geographic area for each impact varies, depending on the nature of the impact, whether it is regional, such as air quality, or local, such as noise.

Quantification can be difficult for cumulative impacts, as it requires speculative estimates of impacts including the following, among others: the geographic diversity of impacts (impacts of future development may affect different areas); variations in time of impacts; and data for buildout projections may change following subsequent approvals. However, every attempt has been made herein to make sound qualitative judgments of the combined effects of, and relationship between, land uses and potential impacts.

This EIR assesses the overall environmental effects of the proposed project at a programmatic-level of detail. This EIR evaluates the overall (cumulative) effects of development in accordance with the General Plan 2035's land use designations, land use assumptions, and goals, policies, and actions, the Zoning Code Update's proposed zoning districts and regulations, and the CAP and CALUCP. Therefore, the environmental analysis in Section 5.1 through Section 5.22 of this EIR considers Project impacts in combination with regional impacts, where applicable, that could be expected in association with other San Bernardino County cities.

The Southern California Association of Governments (SCAG) is the responsible agency for developing and adopting regional household, population, and employment growth forecasts for local governments, from San Bernardino County, among others. The City of Upland is a member agency of the San Bernardino Associated Governments (SANBAG), one of 14 Subregional Organizations that make up SCAG. SANBAG is the council of governments and transportation planning agency for San Bernardino County. Therefore, in compliance with *CEQA Guidelines* Section 15130(1)(b), this EIR section describes the project's environmental effects in combination with the effects of regional buildout, as forecasted in the Southern California Association of Governments (SCAG) Adopted 2012 Regional Transportation Plan (RTP) Growth Forecasts.

Table 4-1, *SANBAG Growth Forecasts*, outlines SCAG's adopted household, population, and employment growth forecasts for the SANBAG Subregion (County of San Bernardino). As shown in Table 4-1, SCAG forecasts the County's households will increase to approximately 847,000 by 2035, with a resultant population of approximately 2,750,000 persons. Between 2013 and 2035, the County's households and population are forecast to grow approximately 37 percent and 32 percent, respectively. Additionally, SCAG forecasts the County's employment will increase to approximately 1,059,000 jobs by 2035, a growth of approximately 51 percent (358,000 jobs) over 2013 conditions.

Table 4-1
SANBAG Growth Projections

Year	Households (Occupied Housing)	Housing (Dwelling Units)	Population (Persons)	Employment (Jobs)
2013 Existing Conditions	616,124[1]	704,540[1]	2,076,274[1]	701,000[2]
2035 SCAG Forecasts[3]	847,000	968,000[4]	2,750,000	1,059,000
2013 – 2035 Change	*+230,876*	*+263,460*	*+673,726*	*+358,000*
2013 – 2035 % Change	*+37%*	*+37%*	*+32%*	*+51%*

Notes:
1. State of California, Department of Finance, E-5 Population and Housing Estimates for Cities, Counties, and the State — January 1, 2011- 2013. Sacramento, California, May 2013.
2. 2008 estimate (Southern California Association of Governments, Adopted 2012 Integrated Growth Forecast, http://www.scag.ca.gov/forecast/index.htm, Accessed October 23, 2013).
3. Southern California Association of Governments, Adopted 2012 Integrated Growth Forecast, http://www.scag.ca.gov/forecast/index.htm, Accessed October 23, 2013.
4. SCAG provides household forecasts, however, no housing forecasts. Therefore, the 2035 housing forecasts were extrapolated, based on 847,000 households (SCAG) and 12.5 percent vacancy rate (CA Department of Finance).

The growth projections shown in Table 4-1 for the County are inclusive of the following 2035 growth forecasts[1] for the City (see also Tables 5.2-3, 5.2-4, and 5.2-6):

- 31,300 households, or 21 percent growth (5,390 households) over 2008;
- 32,947 dwelling units, or 21 percent growth (5,673 dwelling units) over 2008;
- 80,200 persons, or 15 percent growth (10,170 persons) over 2008; and
- 33,400 jobs, or 168 percent (20,942 jobs) over 2008.

[1] Exclusive of Sphere-of-Influence.

SECTION 5.0
Environmental Analysis

5.0 ENVIRONMENTAL ANALYSIS

The next subsections of this EIR contain detailed environmental analyses of the existing regulatory and environmental settings, Project impacts (including direct and indirect, short-term and long-term, and cumulative), Project features (General Plan 2035 Policies and Actions, and Zoning Code Update, Climate Action Plan, Cable Airport Land Use Compatibility Plan standards and guidelines), recommended mitigation measures, and significant unavoidable impacts. This EIR analyzes those environmental issue areas as stated in the Notice of Preparation (Appendix A, *Notice of Preparation*), where potentially significant impacts could occur. Specifically, this EIR examines the following environmental factors:

5.1 Land Use and Planning;
5.2 Population, Housing, Employment;
5.3 Aesthetics;
5.4 Transportation and Traffic;
5.5 Air Quality;
5.6 Greenhouse Gas Emissions;
5.7 Noise;
5.8 Geology and Soils;
5.9 Cultural Resources;
5.10 Biological Resources;
5.11 Agriculture and Forestry Resources;
5.12 Mineral Resources;
5.13 Hydrology and Water Quality;
5.14 Hazards and Hazardous Materials;
5.15 Water;
5.16 Wastewater;
5.17 Fire Protection;
5.18 Police Protection;
5.19 Schools;
5.20 Parks and Recreation;
5.21 Solid Waste; and
5.22 Electricity and Natural Gas.

Each environmental issue is addressed in a separate section of this EIR and is organized into seven subsections, as follows:

- *"Existing Regulatory Setting"* describes the federal, state, regional, or local regulations and plans that are applicable.

- *"Existing Environmental Setting"* describes the physical conditions that exist at this time and that may influence or affect the issue under investigation.

- *"Significance Thresholds and Criteria"* provides the thresholds and criteria that are the basis of conclusions of significance. The primary sources used in crafting the thresholds and criteria include: the *CEQA Guidelines*; local, state, federal, or other standards applicable to an impact category; and officially established significance thresholds. *". . . An ironclad definition of significant effect is not possible because the significance of any activity may vary with the setting."* (*CEQA Guidelines* Section 15064[b]). Principally, *". . . a substantial, or potentially substantial adverse change in any of the physical conditions within an area affected by the project, including land, air, water, flora, fauna, ambient noise, and objects of historic and aesthetic significance"* constitutes a significant impact (*CEQA Guidelines* Section 15382).

- *"Impacts and Mitigation Measures"* evaluates the Project's environmental impacts in consideration of all phases, including planning, acquisition, development, and operation. This subsection also discusses the potential changes to the existing physical environmental conditions, which may occur if the proposed Project is implemented. Evidence, based on factual and scientific data, is presented to show the cause and affect relationship between the proposed Project and the potential changes in the environment. All of the potential direct and reasonably foreseeable indirect effects are considered. The exact magnitude, duration, extent, frequency, range, or other parameters are ascertained, to the extent possible, to determine their significance.

  The Project's environmental effects are categorized as either "less than significant" or "potentially significant impact." For the less than significant category, a brief discussion is provided of the reasons that the project's possible significant effects were found not to be significant. For the potentially significant category, the discussion identifies and focuses on the Project's significant environmental effects. The Project's direct and indirect significant environmental effects are clearly identified and described, giving due consideration to both the short- and long-term effects.

  The "General Plan Policies and Actions" outlines the General Plan Update Policies and Actions (Project features) that are proposed to: avoid a significant adverse impact; minimize a significant adverse impact; or reduce or eliminate a significant adverse impact over time by preservation and maintenance operations.

  The "Mitigation Measures" lists the proposed Mitigation Measures that would be required of the project to: avoid a significant adverse impact; minimize a significant adverse impact; rectify a significant adverse impact by restoration; reduce or eliminate a significant adverse impact over time by preservation and maintenance operations; or compensate for the impact by replacing or providing substitute resources or environment.

  The "Level of Significance" presents the significance determination. This statement identifies which impacts would remain after the application of mitigation measures and whether the remaining impacts are or are not considered significant. When impacts, despite the inclusion of mitigation measures, cannot be mitigated to a level considered less than significant, they are identified as "significant unavoidable impacts."

- *"Cumulative Impacts and Mitigation Measures"* describes potential environmental changes to the existing physical conditions that may occur as a result of the proposed project combined with all other reasonably foreseeable planned and approved future projects producing related or cumulative impacts, as set forth in Section 4.0. A cumulative impact analysis is provided only for those thresholds that result in a less than significant, potentially significant, or significant unavoidable impact. A cumulative impact analysis is not provided for Effects Found Not to be Significant, which result in no project-related impacts.

- *"Significant Unavoidable Impacts"* describes impacts that would be significant and cannot be feasibly mitigated to less than significant, so would therefore be unavoidable. To approve a project with unavoidable significant impacts, the lead agency must adopt a Statement of Overriding Considerations. In adopting such a statement, the lead agency is required to balance the project's benefits against its unavoidable environmental impacts in determining whether to approve the project. If the project's benefits are found to outweigh the unavoidable adverse environmental effects, the adverse effects may be considered "acceptable" (*CEQA Guidelines* Section 15093[a]).

- *"Sources Cited"* lists all documents, reference materials, or other information utilized in the section, such as websites.

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SECTION 5.1
Land Use

5.1 LAND USE

This section identifies the existing onsite and surrounding land use conditions, evaluates the Project's consistency with applicable land use plans, policies, or regulations, and when necessary, recommends mitigation measures to avoid or lessen the significance of potential impacts. Information in this section is based upon the *City of Upland General Plan* and the *City of Upland Municipal Code*, among other planning documents.

5.1.1 EXISTING REGULATORY SETTING

REGIONAL/MULTI-JURISDICTIONAL PLANS AND POLICIES

Regional plans/policies created by planning agencies such as the Southern California Association of Governments (SCAG) and the South Coast Air Quality Management District (SCAQMD) influence land use planning in the City of Upland.

Southern California Association of Governments

Regional planning agencies such as the Southern California Association of Governments (SCAG) recognize that planning issues extend beyond the boundaries of individual cities. Efforts to address regional planning issues such as affordable housing, transportation, and air pollution have resulted in the adoption of regional plans that affect the City of Upland.

SCAG has evolved as the largest council of governments in the United States, functioning as the Metropolitan Planning Organization for six counties (Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial) and including 184 cities. The region encompasses a population exceeding 15 million persons in an area of more than 38,000 square miles. As the designated Metropolitan Planning Organization, the Federal government mandates SCAG to research and draw up plans for transportation, growth management, hazardous waste management, and air quality. These mandates led SCAG to prepare comprehensive regional plans to address these concerns.

SCAG is responsible for the maintenance of a continuous, comprehensive, and coordinated planning process resulting in a Regional Transportation Plan (RTP) and a Regional Transportation Improvement Program (RTIP). SCAG is responsible for the development of demographic projections, and is also responsible for development of the integrated land use, housing, employment, transportation programs, measures, and strategies for portions of the South Coast Air Quality Management Plan (AQMP).

SAN BERNARDINO ASSOCIATED GOVERNMENTS

Upland is a member agency of the San Bernardino Associated Governments (SANBAG), one of 14 Subregional Organizations that make up SCAG. SANBAG is the council of governments and transportation planning agency for San Bernardino County. SANBAG is responsible for cooperative regional planning and furthering an efficient countywide multi-modal transportation system. As the County Transportation Commission, SANBAG supports freeway construction projects, regional and local road improvements, train and bus transportation, railroad crossings, call boxes, ridesharing, congestion management efforts, and long-term planning studies. SANBAG administers Measure I, the half-cent transportation sales tax approved in 1989. SANBAG has performed transportation and regional planning services within the 20,000-square-mile County of San Bernardino, the largest county in the contiguous United States.

REGIONAL COMPREHENSIVE PLAN

SCAG's 2008 Regional Comprehensive Plan (RCP) addresses regional issues such as housing, traffic/transportation, water, and air quality. The RCP serves as an advisory document to local agencies in the Southern California region for their information and voluntary use for preparing local plans and handling local issues of regional significance. The RCP presents a vision of how Southern California can balance resource conservation, economic vitality, and quality of life. The RCP identifies voluntary best practices to approach growth and infrastructure challenges in an integrated and comprehensive way. It also includes goals and outcomes to measure progress toward a more sustainable region.

2012-2035 Regional Transportation Plan/ Sustainable Communities Strategy

The Regional Transportation Plan (RTP) is a long-range transportation plan that is developed and updated by SCAG. The RTP provides a vision for transportation investments throughout the region. Using growth forecasts and economic trends that project out over a 20-year period, the RTP considers the role of transportation in the broader context of economic, environmental, and quality-of-life goals for the future, identifying regional transportation strategies to address the region's mobility needs. The RTP is updated every four years to reflect changes in economic trends, State and Federal requirements, progress made on projects, and adjustments for population and jobs. Transportation projects must be included in the RTP in order to qualify for Federal and State funding.

On April 4, 2012, SCAG's Regional Council adopted the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS): Towards a Sustainable Future. The RTP/SCS is the culmination of a multi-year effort involving stakeholders from across the SCAG Region. The RTP/SCS includes a financially constrained plan and a strategic plan. The constrained plan includes transportation projects that have committed, available or reasonably available revenue sources, and thus are probable for implementation. The strategic plan lists additional transportation investments that the region would pursue if additional funding and regional commitment were secured.

The SCS is a new element of the RTP that demonstrates the integration of land use, transportation strategies, and transportation investments within the RTP. This new requirement was put in place by the passage of SB 375, with the goal of ensuring that the SCAG region is able to meet its regional greenhouse gas reduction targets set by the California Air Resources Board (ARB) (8.0 percent reduction by 2020 and 13 percent reduction by 2035). The SCS exceeds the targets issued by ARB, resulting in a 9.0 percent reduction by 2020 and 16 percent by 2035.

INTERGOVERNMENTAL REVIEW

SCAG's Intergovernmental Review (IGR) Section is responsible for performing consistency review of regionally significant local plans, projects, and programs with SCAG's adopted regional plans. The criteria for projects of regional significance are outlined in CEQA Guidelines Sections 15125 and 15206, and include projects that directly relate to the policies and strategies contained in the Regional Comprehensive Plan and Guide and the Regional Transportation Plan. There are two sets of minimum criteria for classification of projects as regionally significant:[1] Criteria 1 through 12 are recommended for use by CEQA Guidelines Section 15206; Criteria 13 through 22 reflect SCAG's mandates and regionally significant projects that directly relate to policies and strategies contained in the RCPG.

The proposed plan, project, or program is directed to demonstrate how it is consistent with the 2012–2035 RTP/SCS, which is established through consistency with 2012–2035 RTP/SCS Goals and Adopted Growth Forecasts. SCAG encourages the use of the SCAG List of Mitigation Measures extracted from the 2012–2035 RTP/SCS Program Environmental Impact Report to aid with demonstrating consistency with regional plans and policies.

SCAG Compass Growth Visioning Program

In an effort to maintain the region's prosperity, continue to expand its economy, house its residents affordably, and protect its environmental setting as a whole, SCAG has brought together the goals and ideas of interdependent subregions, counties, cities, communities, and neighborhoods. This process is called Southern California Compass, and the result is a shared "Growth Vision" for Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties. SCAG began Compass in 2002, spearheaded by the Growth Visioning Subcommittee, which consists of civic leaders from throughout the region. Creating a shared regional vision is an effective way to begin addressing issues such as congestion and housing availability that may threaten the region's livability.

In the short-term, SCAG's growth visioning process has found common ground in a preferred vision for growth and has incorporated it into immediate housing allocation and transportation planning decisions. In the long-term, the Growth Vision is a framework that will help local jurisdictions address growth management cooperatively and will help coordinate regional land

[1] Southern California Association of Governments Website, Intergovernmental Review Section, http://scag.ca.gov/igr/clist.htm, Accessed December 6, 2013.

use and transportation planning. The result of this growth visioning effort is SCAG's Growth Vision Report (GVR).

The Growth Vision Report presents the comprehensive Growth Vision for the six-county SCAG region as well as the achievements of the Compass process. It details the evolution of the draft vision, from the study of emerging growth trends to the effects of different growth patterns on transportation systems, land consumption, and other factors. The Growth Vision Report concludes with a series of implementation steps – including tools for each guiding principle and overarching implementation strategies – that will guide Southern California toward its envisioned future.

South Coast Air Basin Air Quality Management Plan

The South Coast Air Quality Management District (SCAQMD) and SCAG are designated by the State of California to develop regional air quality plans for the South Coast Air Basin (SCAB) to ensure attainment of national and state ambient air quality standards. Every three years, the SCAQMD prepares an overall plan, or Air Quality Management Plan (AQMP), for the air quality improvement to be submitted for inclusion in the State Implementation Plan (SIP). Each iteration of the plan is an update of the previous plan. The most current SCAQMD AQMP was adopted by the AQMD Governing Board on June 1, 2007.

Strategies for controlling air pollutant emissions in the AQMP are grouped into three "tiers," based on their anticipated timing for implementation. Tier I consists of the implementation of best available current technology and management practices that can be adopted within the next five years. Tier II is based on anticipated advancements in current technology and vigorous regulatory action, and Tier III controls consist of development of new technology. In total, the three tiers include 123 recommended control measures.

In order to achieve the goals and objectives of the AQMP at the local level, all cities and counties must adopt Air Quality elements, ordinances, or plans that fully address air quality and help to implement AQMP measures for achieving compliance with state and federal standards. Local responsibilities for achieving compliance with national and state ambient air quality standards primarily focus on measures that control "indirect sources" such as "facility, building, structure, installation, real property, road, or highway which attracts, or may attract mobile sources of pollution. Such term includes parking lots, parking garages and other facilities subject to any measure for management of parking supply." Refer to Section 5.5, Air Quality.

Southern California Regional Rail Authority/Metrolink

The Southern California Regional Rail Authority (SCRRA), a Joint Powers Authority, operates Metrolink, a regional rail system, including commuter and other passenger services, linking communities to employment and activity centers. SANBAG is one of five county transportation planning agencies that make up the SCRRA/Metrolink. SCRRA was formed to develop a regional transit service to reduce the congestion on highways and improve mobility throughout the Southern California region.

Metrolink trains serve more than 55 stations in the greater Los Angeles area on several regional lines, including the San Bernardino Line. Metrolink's San Bernardino Line (San Bernardino to Los Angeles) traverses the southern portion of the City. There are 13 stations located along the San Bernardino Line, including the Upland Metrolink Train Station, which is located in the Historic Downtown Upland Specific Plan area. More specifically, the Metrolink Station, which is owned by the City of Upland, is located at 300 East A Street, just east of Euclid Avenue. A total of 170 free parking spaces are provided in three Metrolink parking lots located on A Street.

The SCRRA Board adopted the SCRRA Strategic Assessment on January 26, 2007. The document provides long-term growth options for Metrolink that balance the demand for growth with the operational and fiscal context in which that growth will occur. The Strategic Assessment is a conceptual plan for the development of the Metrolink commuter rail system through 2030.

Cable Airport Land Use Compatibility Plan

Cable Airport is located in the southwest portion of the City, northeast of the Foothill Boulevard/Monte Vista Avenue intersection. Encompassing 105 acres, Cable Airport is the largest privately owned airport in the country. Cable Airport, which is a general aviation airport that is home to over 450 aircraft, provides private aircraft tie-down, aircraft rentals, and flying lessons. The airport is classified as an uncontrolled field, given that there is no one in the tower directing traffic into and out of the airport. During special events (i.e., the Air Fair), the FAA sets up a temporary control tower for the day. At all other times, pilots are responsible for watching for other aircraft in the pattern. Pilots are required to follow rules for operating out of uncontrolled fields.

The current Cable Airport Land Use Compatibility Plan (CALUCP) was adopted by the West Valley Planning Agency Airport Land Use Commission in December 9, 1981. Specifically, the ALUP "seeks to protect the public from the adverse effects of aircraft noise, to ensure that people and facilities are not concentrated in areas susceptible to aircraft accidents, and to ensure that no structures affect navigable airspace.

ALUP Figure 3, *Planning Area Boundaries,* delineates the ALUP's area of influence. These boundaries were established by analyzing normal flight patterns, approach and take off surfaces, and noise and safety regulations. The planning area is comprised of Clear Zones, Safety Areas, and Noise Impact Zones.

ALUP Section 5.3, *Land Use Standards*, contains standards that define land uses, which are not compatible within the Clear Zones and Safety Areas. The objective of Clear Zones is to ensure that land uses around the airport will be compatible with airport operations.

LOCAL PLANS AND POLICIES

City of Upland General Plan

Adopted in June 1982, the City of Upland General Plan identified the desired future relationship between people and their various needs. The purpose of the General Plan was to provide a general, comprehensive, and long-range guide for community decision-making. Moreover, the General Plan was intended to meet the following objectives, among others:

- To identify the community's environmental, social, and economic goals.
- To state the City's policies regarding the maintenance and improvement of existing development and the location and characteristics of future development needed to achieve community goals.
- To promote a pattern of development consistent with goals and policies of the State and with regional needs.

The Planning Area for the 1982 General Plan included both the incorporated City Limits and the SOI Sphere of Influence (SOI)[2]; refer to Exhibit 3-1. The Planning Area addressed in the 1982 General Plan is comprised of approximately 11,512 acres (approximately 18 square miles) of which approximately 9,543 acres (approximately 15 square miles) are located within the City Limits and approximately 1,969 acres (approximately three square miles) are located within two unincorporated areas in the City's "Sphere of Influence" (SOI). The County of San Bernardino is responsible for final land use decisions within the SOI.

Eight elements make up the 1982 Upland General Plan, as follows:

- Land Use Element;
- Housing Element;
- Circulation Element;
- Scenic Highways Element;
- Seismic Safety/Safety Element;
- Open Space/Conservation Element;
- Noise Element; and
- Air Quality Element.

Each element contains goals, strategies (i.e., policies), and implementation measures, according to specified issues.

[2] The Sphere of Influence encompasses those areas which the Local Agency Formation Commission (LAFCO) has designated, for the purposes of comprehensive planning, as being reserved for potential future annexation to the City.

LAND USE ELEMENT

Adopted in 1996, the Land Use Element describes broad categories of "land use." A land use designation refers to the broad category of land use planned or designated for areas throughout the City. The Upland General Plan Land Use Map relates the General Plan's policies and actions to general areas and locations in the Planning Area. It is a graphic representation of the distribution of land use designations, as forecasted for the Planning Area's buildout, according to General Plan Policies. In essence, it is general and conceptual in nature, and intended to serve as a guide to future growth management and the City's "vision." Upland's existing land use categories are illustrated in Exhibit 5.1-1, *Current General Plan Land Use Map*, and outlined in Table 5.1-1, *Current General Plan Land Use*, including the acreage contained in each category and its percentage of the City's total land area. As indicated in Table 5.1-1, the largest land use category is single-family residential, representing approximately 52 percent of the City's land area. The open space and commercial land use categories also comprise substantial portions of the City, representing approximately 16 and 8.0 percent of the City's land area, respectively.

Table 5.1-1
Current General Plan Land Use

Land Use Designation	Acres	Percent of Total
Single Family Residential	4,933.0	51.7%
Multi-Family Residential	528.1	5.5%
Sub-Total Residential	*5,461*	*57%*
Commercial	781.6	8.2%
Office	45.5	0.5%
Industrial	236.6	2.5%
Specific Plans	695.3	7.3%
Public/Government	274.1	2.9%
Special/Institutional	346.3	3.6%
Parks	149.8	1.6%
Open Space	1,489.8	15.6%
Sub-Total Non-Residential	*4,019*	*43%*
Total	***9,480***	***100%***

Source: Design, Community, & Environment, *Land Use White Paper Table LU-2 (1996 General Plan Land Use Designations)*, June 2009.

Land Use Categories

The Land Use Element increases compatibility between land uses throughout the City. The Land Use Element, as shown on the General Plan is comprised of six (6) major categories: Residential, Commercial, Industrial, Public Facilities, and Special Land Uses. All these categories are further divided according to more specific intensity information. The various land use categories used within the City are as follows:

Residential

Low- and medium-density residential land uses are expressed in terms of the number of families or dwelling units (DD) which are permitted on each acre of land as follows:

- Single-family Residential 0-2, 0-3, 0-4, and 4-6 dwelling units per acre (du/ac);
- Single-Family Residential 7-10 du/ac;
- Single-family Mobile Home Park 8-14 du/ac;
- Multi-Family Condominium 7-12 du/ac and 12-20 du/ac; and
- Multi-Family Residential 7-12 du/ac and 12-20 du/ac.

Neighborhood Conservation

The Neighborhood Conservation designation (along with the Neighborhood Business Specialty and Neighborhood Industrial (IN) categories) form a hierarchy of categories intended to conserve the City's southeast quadrant as a mixed-use neighborhood.

Commercial/Office

Highway Commercial. This category includes those commercial uses that are conducive to highway uses for frontage or efficiency reasons, and those uses that are too intensive to consider for neighborhoods.

Neighborhood Shopping Center. Includes those commercial uses that provide convenient shopping facilities for neighborhoods. These centers are generally sensitive to neighborhood concerns.

Commercial and Professional. These areas are preserved for the development of professional and administrative offices and related uses.

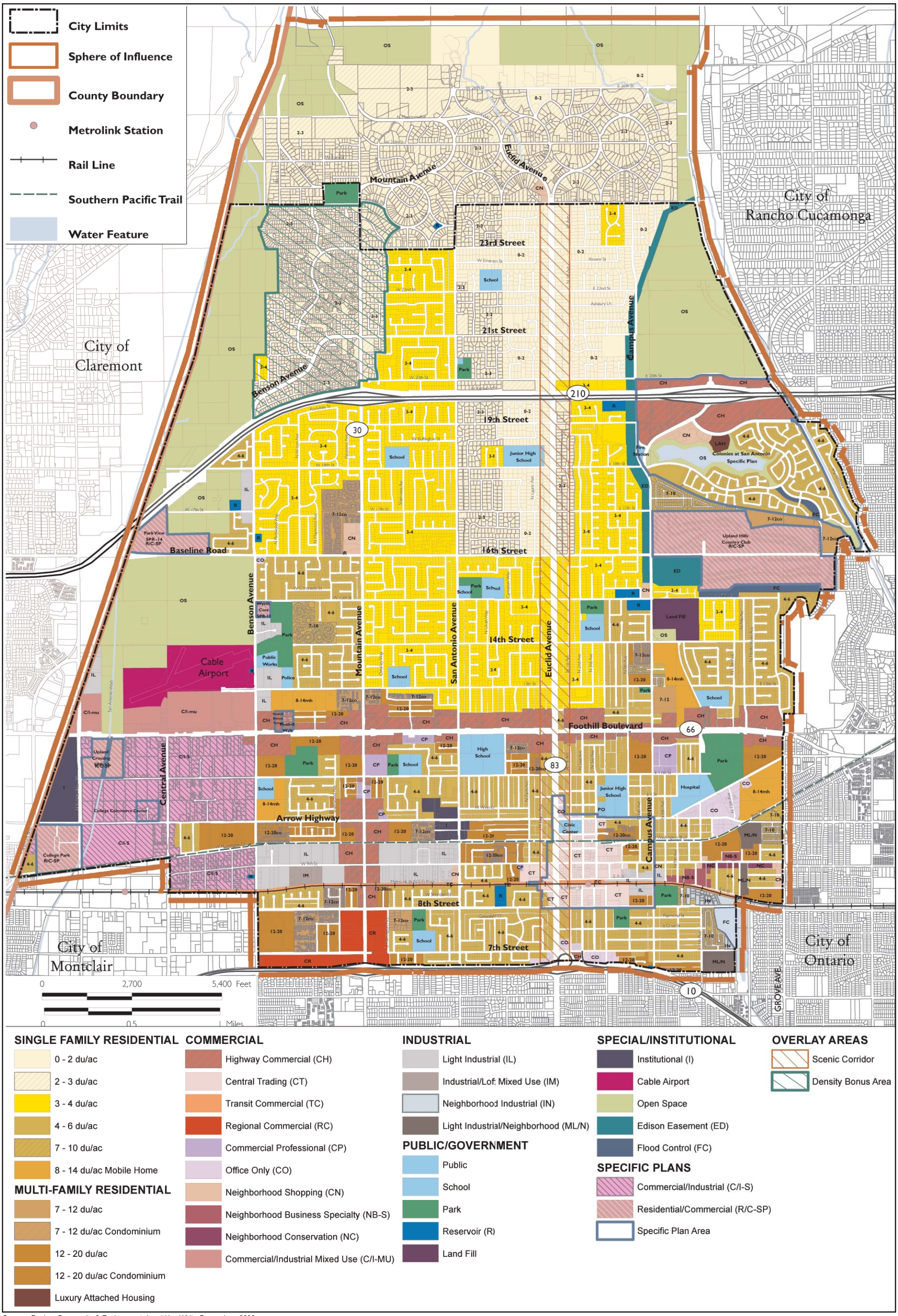
Central Trading Area. This designation identifies the historic central business district of Upland (Town Center). In addition to commercial types of uses, this designation allows for a limited amount of residential uses in low to medium densities.

Office Only. This designation is specifically aimed at office use, and intends to limit the type of use to professional offices.

Institutional/Institutional (SP). This land use designation is intended to facilitate expansion and development of a range of institutional uses.

Residential/Commercial (SP). This designation is applied to the San Antonio Lakes Specific Plan Area and is intended to facilitate the development of high quality residential, commercial, and open space uses.

Commercial/Industrial Mixed Use (S). This designation accommodates a variety of industrial and regional retail uses and supports commercial activities to satisfy a range of shopping needs for community residents.



Source: Design, Community & Environment, *Land Use White Paper*, June 2009.

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Transit Commercial. This designation identifies two areas: one is located immediately adjacent to the Central Trading Area and the Atchison Topeka and Santa Fe Railroad lines; and the second area is located between Euclid Avenue and Third Avenue along the Southern Pacific Railroad right-of-way. These areas are suitable locations for some type of commuter rail use.

Neighborhood Business Specialty. The Neighborhood Business Specialty designation in the southeast quadrant is intended to provide incentives for the residents and business owners to conserve the existing single-family character of the area.

Industrial

Neighborhood Industrial (IN). The Neighborhood Industrial (IN) designation is intended to provide a location for industrial uses, offices, and support administrative services for industrial uses.

Light Industrial-Neighborhood. This designation is intended to provide for the development of industrial uses which include fabrication, manufacturing, assembly or processing of materials that are in already processed form and which do not in their maintenance, assembly, manufacture or plan operation create smoke, gas, odor, dust, sound, vibration, soot, or lighting to any degree which might be termed obnoxious or offensive to persons residing in, or conducting business in, either this or any other of the City's land use categories.

Light Industrial. These areas are appropriate for limited industrial operations such as research and development, processing, assembly, and/or storage of products and, in some instances, limited retail "on-sale" of such projects.

Industrial/Artist Loft. This designation is intended to facilitate the adaptive reuse of otherwise obsolete structures and to promote the growth of arts and crafts in the community.

Public Facilities

This area is comprised of the Civic Center complex, schools, city and neighborhood parks, flood control channels, and reservoir uses.

Special Land Uses

These are areas located throughout the City with special characteristics such as scenic corridors; density bonus areas; or privately owned but publicly used (quasi-public) facilities such as an airport, hospitals, churches, golf courses, and electrical transmission lines.

Current General Plan Development Potential

Table 5.1-2, *Current General Plan Development Potential*, outlines the current General Plan's development potential, based on the 1996 Land Use Element and subsequent General Plan Amendments. As indicated in Table 5.1-2, the current General Plan has a development potential

of approximately 28,398 dwelling units and approximately 5.8 million square feet of non-residential development. The current General Plan anticipates that development would occur throughout the City and within the SOI.

Table 5.1-2
Current General Plan Development Potential

Land Use Designation	Dwelling Units	Square Feet
Residential	28,398	
Commercial		4,811,825
Office		1,802,672
Industrial		5,066,792
Total	***28,398***	***11,681,289***

Source: Written Correspondence: Fulton, Bill and Kimball, Shannon, *Proposed City-Wide Alternatives Memorandum*, January 14, 2010.

HOUSING ELEMENT

The City of Upland 2008-2014 Housing Element, which covers the planning period of July 1, 2008 through June 30, 2014, was adopted on July 27, 2009. The Housing Element is specifically concerned with identifying ways in which the housing needs of existing and future residents can be met. The Housing Element identifies strategies and programs that focus on the following:

- Conserving and improving existing affordable housing;
- Providing adequate housing sites;
- Assisting in the development of affordable housing;
- Removing governmental and other constraints to housing development; and
- Promoting equal housing opportunities.

Important goals of the Housing Element are to preserve the character of existing single-family residential neighborhoods, continue to improve the higher density neighborhoods, and promote sustainable development and jobs/housing balance principles. Diversity in the types of housing in the City is necessary, in order to accommodate a population with varying socioeconomic needs. The Housing Element provides policies and programs to address these issues. The major components of the Housing Element include a Housing Needs Assessment (an analysis of the City's demographic and housing characteristics, and trends) and a Housing Resources Evaluation (an evaluation of resources available to address housing goals (Section).

CIRCULATION ELEMENT

The Circulation Element concerns itself with the movement of people and goods along Upland's transportation network. The Circulation Element for the current General Plan was updated and adopted by the City Council in April, 1996. The Element evaluates the City's transportation

circulation needs and recommends circulation improvements to accommodate the future demand for transportation service generated by the General Plan Land Use Element. Upland's transportation network consists of highways, streets, pedestrian paths, bikeways, air transport, buses, rails, and paratransit service.

SCENIC HIGHWAYS ELEMENT

The Scenic Highways Element, which was adopted in 1982, ascribes value and importance to visual resources, as seen from the community's well-traveled roadways. Upland does not yet have highways eligible for State designation, although, there are local routes possessing scenic significance. This Element identifies those local routes and corridors having scenic values and aesthetic appeal to community residents and visitors, and protects and enhances those visual resources located along those community roadways possessing scenic beauty.

SEISMIC SAFETY/SAFETY ELEMENT

The Seismic Safety Element and Safety Element are combined, in order to address the full range of potential hazards. The Seismic Safety Element identifies and appraises the City's various potential seismic hazards, and aims at reducing the loss of life and property, and disruption of socio-economic networks.

The Safety Element is intended to principally protect the community from fires and geologic hazards. It focuses principally on fires in wildland areas adjacent to urban development or geologic hazards. The planning guidelines it contains are intended to prevent and reduce death, injuries, damage to property and the social dislocation caused by fire, geologic hazards, other public safety hazards.

OPEN SPACE/CONSERVATION ELEMENT

The Upland General Plan (1982) Open Space and Conservation Element designates, as appropriate, open space land for the following purposes:

1. Preservation of natural resources (e.g., plant and animal life, ecological areas, etc.);
2. Managed production of resources (e.g., forests, agricultural lands, mineral deposits, etc.);
3. Outdoor recreation (i.e., scenic, historic, cultural areas, park and recreation areas, etc.); and
4. Public health and safety (e.g., earthquake fault zones, flood plains, etc.).

The preservation of open space lands also considers the conservation of natural resources, including water, soil, agricultural, and mineral resources, fish and wildlife, and rare and endangered plants.

Among other goals, the current Open Space Element intends to provide a sufficient range of recreation opportunities to meet the needs of all Upland residents, and protect and maintain natural resources in the City with emphasis on those scarce resources that requires special control and management.

Two supplements were added to the Open Space and Conservation Element: Local Parks Inventory and Assessment (1985); and Mineral Resources (1986). The Local Parks Inventory and Assessment supplement addresses the hierarchy of parks in terms of size, area served, and location factors. It provides an inventory of the City's parks and analyzes the City's park needs. The Mineral Resources supplement includes classification information to illustrate the available supply and demand for the City's aggregate resources, which include high quality rock, sand, and gravel deposits. The Element also incorporates mineral resource information transmitted to the City by the State Board of Mining and Geology, and suggests goals, objectives, and policies for use and conservation of the City's mineral resources.

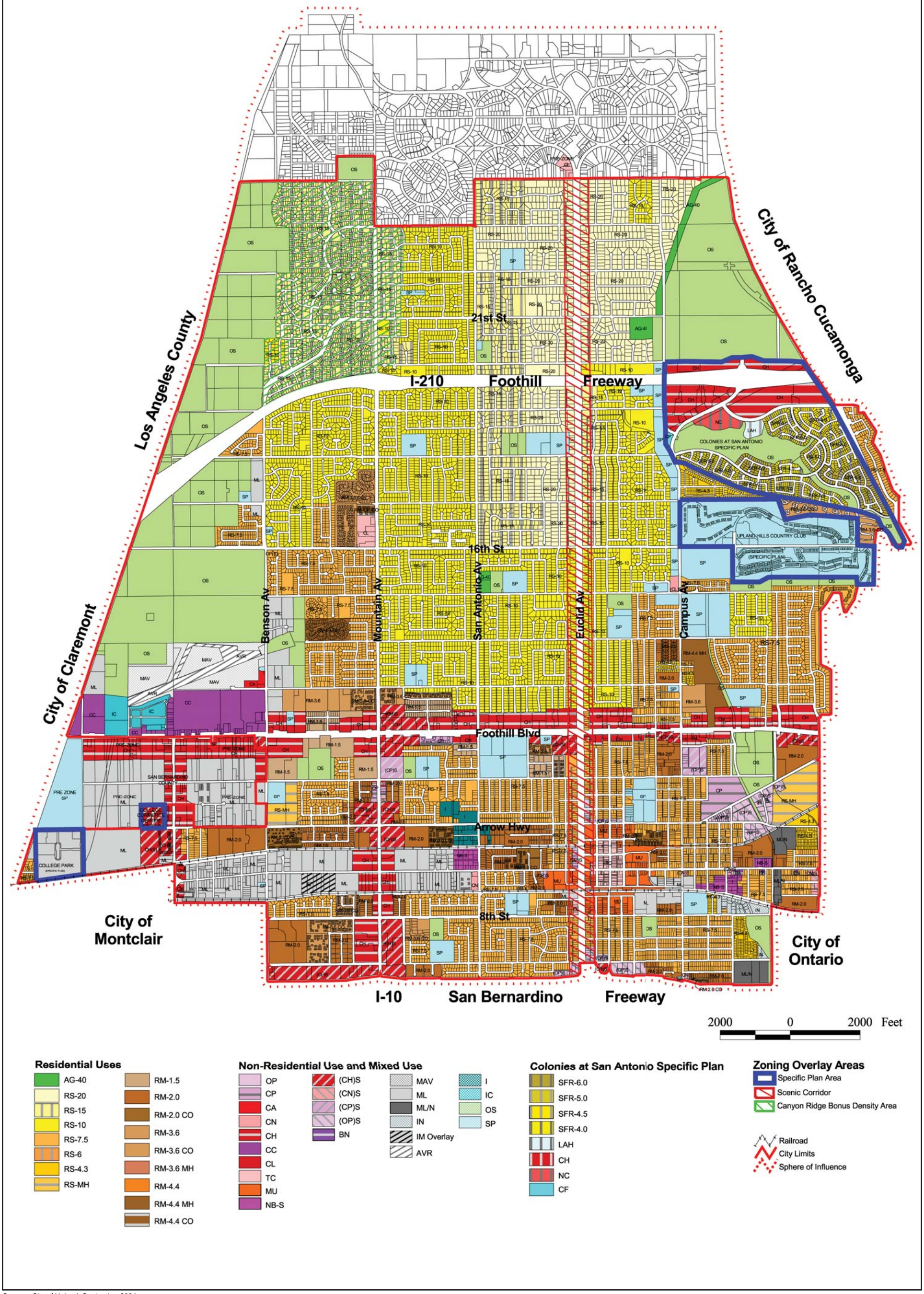
NOISE ELEMENT

The Upland General Plan Noise Element (1982) is intended to protect residents from noise that would jeopardize their health and welfare. The Element places value on the well-being and health of the citizens residing in the City by mitigating noise problems. It considers noise generated from several sources and examines methods to mitigate problems for the benefit of community residents and to better the quality of life in the City.

CITY OF UPLAND ZONING CODE

The Upland Zoning Code (UZC) is found in Title 17, *Planning and Zoning*, of the Upland Municipal Code. The intent and purpose of the UZC are to promote and protect "the public health, safety and welfare of the people of the City, and to provide for the social, physical and economic advantages resulting from comprehensive and orderly planned use of land resources, a planning ordinance establishing objectives and policies of the general plan; authorization for commissions and committees and defining the powers and duties of the commissions and committees; dividing the City into zones; adopting a map of such land use zones; governing the use of land for residential and nonresidential purposes; establishing standards of design and improvement of land subdivision; prescribing penalties for violations of the ordinance; and repealing all ordinances in conflict therewith, is adopted by the City Council."

In contrast to the General Plan, zoning refers to particular land uses, which are legally permitted or prohibited on any given parcel of land. Zoning is the method the City uses to control land uses in accordance with the City's General Plan goals and policies. The City of Upland 2004 Zoning Map is the City's regulatory mechanism that dictates specific and immediate control of land uses and identifies distinct uses permitted within each zone; see Exhibit 5.1-2, *Current Zoning Map*. The Zoning Map depicts a specific location for each land use classification and the Zoning Code establishes space requirements and development standards applicable to each district. In contrast with the Land Use Map, which is general and conceptual in nature, the Zoning Map is specific in nature and intended to serve as an implementing tool of the General Plan. The City's zoning districts are illustrated on the Zoning Map and outlined below, according to their respective UZC Chapter.



Source: City of Upland, September 2004.

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- Chapter 17.34 AG-40 Agriculture Zone;
- Chapter 17.36 AG-C-40 Poultry and Rabbit Zone;
- Chapter 17.38 RS Single-Family Residential Developments, General;
- Chapter 17.40 RS-20 Residential, Single-Family Zone;
- Chapter 17.42 RS-15 Residential, Single-Family Zone;
- Chapter 17.44 RS-10 Residential, Single-Family Zone;
- Chapter 17.46 RS-7.5 Residential, Single-Family Zone;
- Chapter 17.48 RS-6 Residential, Single-Family Zone;
- Chapter 17.50 RS-(Mh) Single-Family Mobilehome Zone;
- Chapter 17.52 RS-4.3 Residential, Single-Family Zone;
- Chapter 17.54 RM Multiple-Family Residential Zones;
- Chapter 17.56 RM-Co Multiple-Family Residential Condominium Zone;
- Chapter 17.58 IM Industrial/Loft Joint Live/Work Artists Units;
- Chapter 17.60 Commercial Zones—General;
- Chapter 17.62 OP Office And Professional Zone;
- Chapter 17.64 CP Commercial And Professional Zone;
- Chapter 17.66 CN Commercial, Neighborhood Stores Zone;
- Chapter 17.68 CL Limited Commercial Zone;
- Chapter 17.70 CC Community Commercial Zone;
- Chapter 17.72 CG General Commercial Zone;
- Chapter 17.74 CH Highway Commercial Zone;
- Chapter 17.76 CA Airport Commercial Zone;
- Chapter 17.78 I Institutional Zone;
- Chapter 17.80 Indoor Marketplaces;
- Chapter 17.82 Industrial Zones - General;
- Chapter 17.84 MRD Industrial, Research and Development Zone;
- Chapter 17.86 IN Neighborhood Industrial;
- Chapter 17.88 ML Light Industrial Zone;
- Chapter 17.90 MLN Light Industrial-Neighborhood Zone;
- Chapter 17.92 MG Industrial, General Zone;
- Chapter 17.94 MAV Industrial, Airport Zone;
- Chapter 17.96 IC Community Industrial Zone;
- Chapter 17.98 Special Purpose Zones—General;
- Chapter 17.100 OS Open Space Zone;
- Chapter 17.102 SP Special Land Use Zone;
- Chapter 17.104 AVR Aviation Runway Zone;
- Chapter 17.106 P Parking Zone;
- Chapter 17.108 ( )-S Supplemental Use Zone;
- Chapter 17.110 (SC) Scenic Corridor Zone—Overlay;
- Chapter 17.114 BN Ninth Street Neighborhood Business Zone;
- Chapter 17.116 NB/S Neighborhood Business Specialty;
- Chapter 17.118 MU Mixed Use Zone; and
- Chapter 17.120 Second Dwelling Units in Single-Family Residential Zones.

It is noted, because the UZC was not updated upon adoption of the 1996 Land Use Element, it contains many outdated zoning districts, development standards, and implementation processes.

OTHER REGULATORY DOCUMENTS/PROCEDURES

The following additional regulatory documents guide development in specific areas:

Development Application and Review Procedures

All land use and development proposals are subject to the City's application and review procedures. These are intended to: ensure a clear understanding of the specific requirement which must be met in connection with the approval of various land uses and development proposals; to expedite decisions on such projects; ensure that land uses and development proposals comply with all applicable local guidelines, standards, and ordinances; minimize adverse effects on surrounding properties; and ensure consistency between such projects and the city's objectives for high aesthetic and functional standards as set forth in the general plan.

Design Review Process

Design review is conducted for development proposals by the City of Upland's Planning Division at the staff level. City staff uses the Zoning Ordinance and any other applicable City regulations or policies, such as specific plans, to evaluate the design of proposed projects. Pursuant to UZC Chapter 17.06, *Design Review*, plans and proposals for certain new development projects and the reconstruction or remodeling of existing developments are subject to review and approval by the City, in order to ensure that the design of building sites within the City, and all appurtenant structures, landscaping and signage, is consistent with City goals and objectives.

For projects requiring review by Upland's Administrative Committee, the Administrative Committee will also provide input regarding the proposed project's design. The City's Planning Division also enforces historic preservation. As part of the planning approvals process, any development projects submitted to the Planning Division that propose modifications to historic buildings are sent to the City's Historical Design Review Board for review.

Foothill Boulevard Vision Plan

The Foothill Boulevard Vision Plan (Vision Plan), which was adopted in 1993, includes transportation, streetscape design, and land use strategies to improve the Foothill Boulevard's operation, visual quality, and vitality. The Vision Plan includes land use strategies to encourage commercial, plaza, and mixed-use development, as well as senior multi-family housing and professional uses. The Vision Plan has only been implemented in certain areas, primarily portions of the roadway adjacent to Euclid Avenue. Its intent has evolved over the years, making the existing policies outdated.

Historic District Regulations

There are currently nine designated historic districts in the City, as illustrated in Exhibit 5.9-1, *Historic Districts*, and discussed in the *Historic Districts* Section below.

Upland Municipal Code (UMC) Chapter 17.150, *Historic Preservation*, was adopted for the purpose of establishing policy and procedures for the preservation, restoration, and rehabilitation of buildings, structures, districts, sites, and objects with historical or architectural significance. The policy and process are necessary in order to preserve Upland's cultural heritage. This Chapter is further intended to identify, protect, and enhance buildings, structures, objects, features, sites, places, and areas that reflect special elements of the City's architectural, cultural, and historical past. UMC Chapter 17.150 also addresses alterations to designated cultural resources, infill development within a designated historic district, or a potential historic district as designated by the General Plan, and maintenance and repairs to a designated cultural resource.

UMC Chapter 17.152, *Demolition of Historic Buildings*, is intended to preserve Upland's cultural heritage, by prohibiting homes within these districts from being demolished without Planning Commission review. Infill development within any historic district requires approval through the design review process and must be compatible with the area's architectural character.

Specific Plans

Specific plans regulate land use and contain both policies and regulations to implement a focused development scheme in a defined area. Specific Plans allow for deviation and flexibility from conventional zoning. The Specific Plans that have been adopted for several of the City's important areas (see Exhibit 5.1-3, *Specific Plan Areas*) not only implement the General Plan, but also influence development as an alternative to conventional zoning. In Upland, Specific Plans emphasize the importance of cohesive design and compatibility of land uses. Many include specific design guidelines that regulate building type, architectural styles, and materials. The City has accomplished a variety of land use and economic goals through adoption and implementation of Specific Plans.

Upland Town Center: Interim Design Guidelines

The Interim Design Guidelines are intended to preserve the cultural and historic identity of the Upland Town Center (Upland's historic core in downtown). The Guidelines contain information for developers regarding the design review process and standards that are required for building modifications and new construction. Among other standards, the guidelines affect the urban form and character of downtown by addressing façade and color modifications, changes to pavement surfaces and roofs, and signage. The Interim Design Guidelines also contain appendices regarding the maintenance of historic buildings and historic preservation standards. Although never adopted, the Guidelines capture the essence of desired development in the downtown and could be used to inform the development of formal design standards.

5.1.2 EXISTING ENVIRONMENTAL SETTING

EXISTING LAND USES

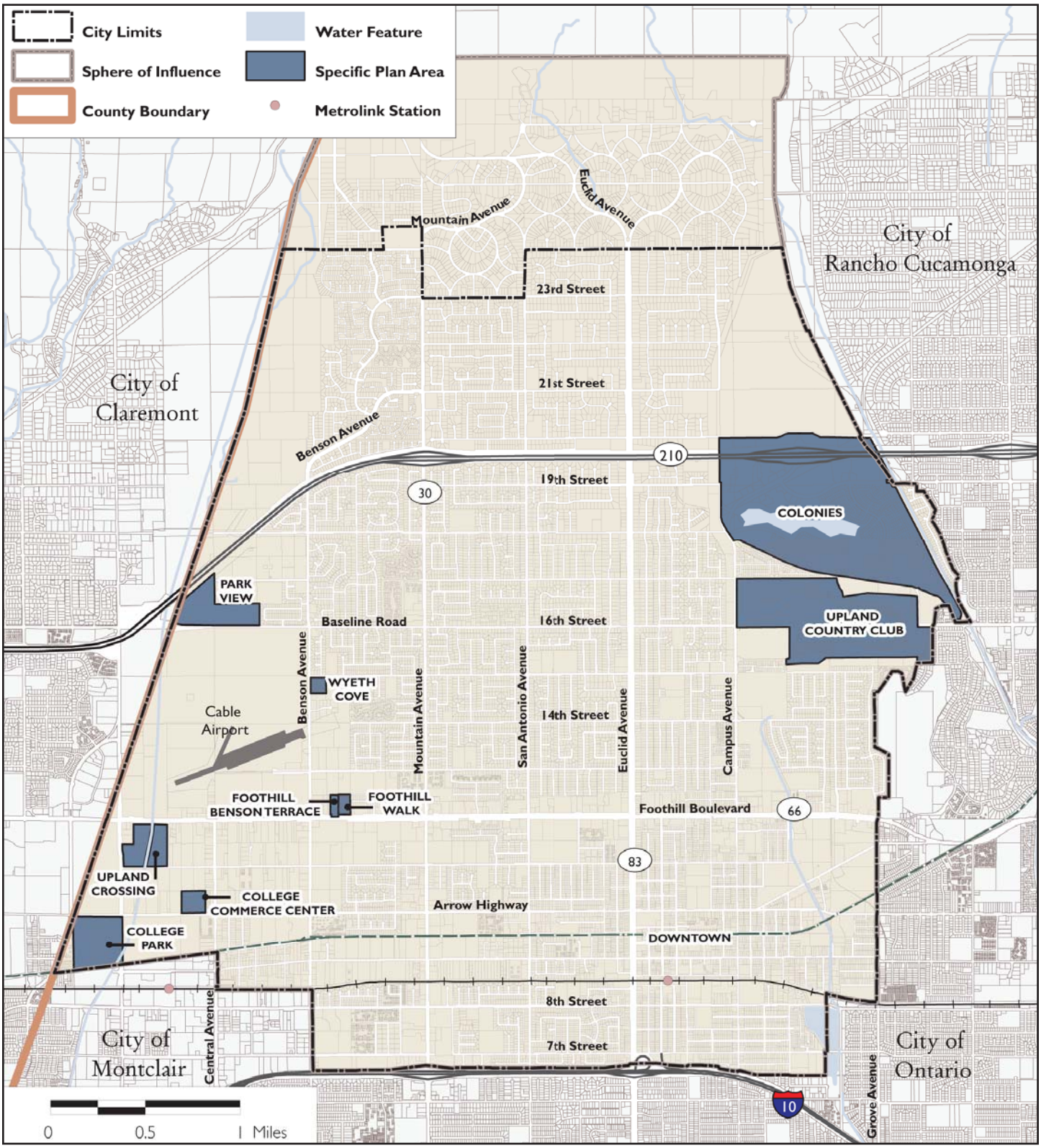
Development patterns vary considerably between the northern and southern portions of Upland. Stable single-family residential neighborhoods make up the majority of the land area north of Foothill Boulevard, while more diverse land uses, including distinct residential neighborhoods, commercial centers, and various public and institutional uses, make up the area south of Foothill Boulevard. The City's highest concentration of commercial development is located along Foothill Boulevard, also known as Historic Route 66. Commercial and office uses are also located along Arrow Highway and in the historic downtown.

Upland's existing land uses, including their corresponding acreages and proportion of the City's total land area, are illustrated in Exhibit 5.1-4, *Existing Land Uses*, and outlined in Table 5.1-3, *Existing Land Uses*. As indicated in Table 5.1-3, approximately 44 percent of the City's land area consists of parcels containing single-family residential uses. Many of these are established residential neighborhoods with little room for additional growth, and are not anticipated to change significantly in the future. Multi-family residential uses and mobile home parks make up a much smaller percentage of the City's total area. Combine, the City's residential uses encompass approximately 53 percent of the land area.

Table 5.1-3
Existing Land Uses

Land Use Designation	Acres	Percent of Total
Single-Family Residential	4,192.5	51.7%
Multi-Family Residential	739.5	5.5%
Mobile Home Park	111.8	8.2%
Sub-Total Residential	4943.8	52.9%
Mixed Use	114.4	0.5%
Commercial	485.8	2.5%
Office	124.4	7.3%
Industrial	459.1	2.9%
Public/Government	582.4	3.6%
Special/Institutional	110.5	1.6%
Airport	77.1	15.6%
Parks	242.7	2.5%
Open Space	1759.9	18.4%
Agriculture	20.7	0.2%
Parking	16.9	0.2%
Vacant	442.4	4.6%
Right-of-way	65.6	1.7%
Total	***9,542.0***	***100%***

Source: Design, Community, & Environment, *Land Use White Paper Table LU-1 (Existing Land Use)*, June 2009.



Source: Design, Community & Environment, *Land Use White Paper*, June 2009.

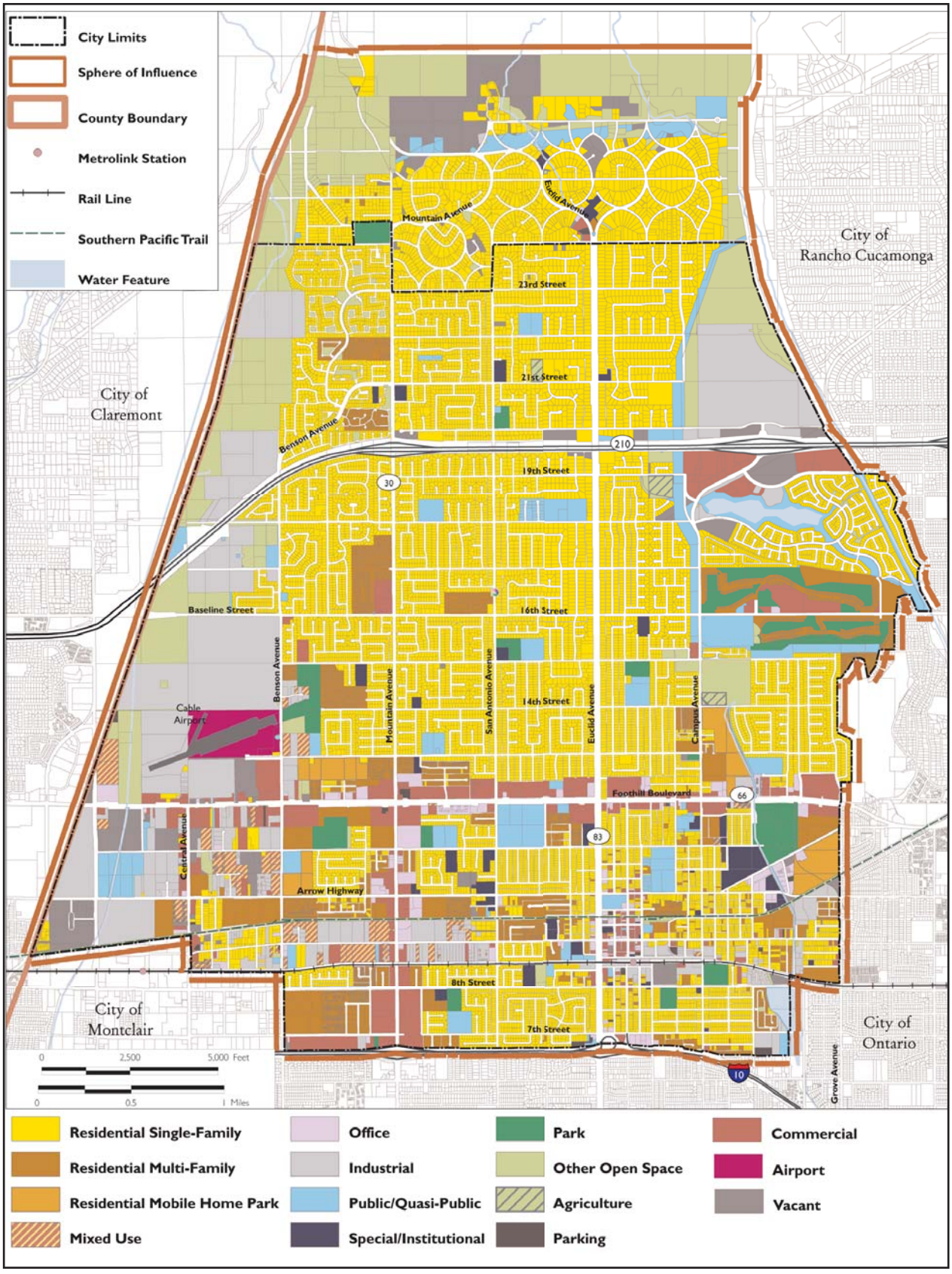
PLANNING DOCUMENTS PROJECT
PROGRAM ENVIRONMENTAL IMPACT REPORT

Specific Plan Areas

Exhibit 5.1-3

RBF CONSULTING A Baker Company

03/15 • JN 10-108374 | 130261



Source: Design, Community & Environment, *Land Use White Paper*, June 2009.

PLANNING DOCUMENTS PROJECT
PROGRAM ENVIRONMENTAL IMPACT REPORT

Existing Land Use

Exhibit 5.1-4

RBF CONSULTING A Baker Company

03/15 • JN 10-108374 | 130261

Commercial uses, which occupy approximately five percent of the City's total land area, are concentrated along major transportation corridors, such as Foothill Boulevard, Mountain Avenue, and Arrow Highway. Commercial development is also located near the Interstate 10 (I-10) and State Route 210 (SR-210) freeway off-ramps. Upland's newest retail shopping center, The Colonies, is located off the Campus exit of SR-210. Other non-residential land uses are found primarily in the southern portions of the City. The southwestern portion of Upland contains most of the City's industrial uses, Cable Airport, several gravel mining pits, and a variety of more recent residential projects. The City's southeast area contains the Civic Center Complex, San Antonio Community Hospital, historic downtown, and Metrolink rail station. The historic downtown contains a variety of historic, cultural, commercial, and civic uses and is considered the heart of the community.

Open space areas comprise approximately 18 percent of the City. Open space areas are primarily located near the northeastern and northwestern City limits; however, these areas offer limited public benefit as they include the privately-owned gravel mining operations, the 13th Street Reservoir, and vacant land. By contrast, the City's public parks are located throughout the City.

Upland is mostly built-out, with less than five percent of the City's land area (mostly located south of Foothill Boulevard) remaining vacant. With almost one-half of the vacant land permitted for development, the amount of developable land in the City is further reduced. These parcels range in size from very small (less than 0.10 acre) to almost 50 acres in the SOI area.

As previously noted, the City's SOI encompasses approximately 1,969 acres located north of the northern City limits, generally north of 23rd/24th Streets.

HISTORIC DISTRICTS

There are currently nine designated historic districts in the City. As illustrated in Exhibit 5.9-1, *Historic Districts*, many of these are intersected by Euclid Avenue and contained within a "historic core" located between A and 9th Streets. These areas are located south of Foothill Boulevard, in primarily residential neighborhoods around Euclid Avenue, and contain historically significant and architecturally-distinct homes and buildings. Historic districts in Upland include the following:

- Arrow/Laurel District;
- Magnolia District;
- Civic Center East District;
- Pleasant View District;
- Victorian Row District;
- Old Town District;
- Citrus/Transportation District; and
- Stowell District.

Development Trends

Consistent with national and regional economic trends, Upland's development market has slowed in recent years. This temporary lull presents an opportunity for the City to assess past development trends (and plan for future development activity).

NON-RESIDENTIAL DEVELOPMENT TRENDS

A number of non-residential trends have land use implications as well. Commercial projects have slowed considerably, but there still remains demand for additional office and industrial space in the City. Although, there has been less than 150,000 square feet of non-residential development in the City over the past five years, the majority of this development has been office buildings along Foothill Boulevard. Non-residential development that is permitted but not yet built primarily consists of industrial buildings just south of Foothill on Eleventh Street. The most recent commercial development permits have been for renovation projects along Foothill Boulevard.

5.1.3 SIGNIFICANCE THRESHOLDS AND CRITERIA

The issues presented in the Initial Study Environmental Checklist (Appendix G of the *CEQA Guidelines*) have been utilized as thresholds of significance in this Section. Accordingly, land use and planning impacts resulting from the Project implementation may be considered significant if they would:

- Disrupt or physically divide an established community including a low-income or minority community.

- Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.

- Conflict with any applicable habitat conservation plan or natural community conservation plan, and/or policies by agencies with jurisdiction over the project; refer to Section 8.0, *Effects Found Not to be Significant*.

Based on these significance thresholds and criteria, the Project's effects have been categorized as either "no impact," a "less than significant impact," or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact.

5.1.4 PROJECT IMPACTS AND MITIGATION MEASURES

PHYSICALLY DIVIDE AN ESTABLISHED COMMUNITY

- **WOULD THE PROJECT DISRUPT OR PHYSICALLY DIVIDE AN ESTABLISHED COMMUNITY?**

Impact Analysis: The Project anticipate that development would occur throughout the City and within the SOI. However, there are five special focus areas in the City: Foothill Boulevard; Southeast Quadrant; College Heights; Euclid Avenue; and Historic Downtown Upland; refer to Exhibit 3-3, *Focus Areas*. The GPU has taken a focused development strategy that would be implemented through these five Focus Areas targeted for land use change. The majority of the City's new development would occur through infill development and adaptive reuse, primarily in the Focus Areas. Given Upland's urbanized nature, those parcels anticipated to accommodate development are generally surrounded by existing development, thus, would not physically divide an established community. Moreover, the GPU proposes the following goals, which emphasize connectivity between land uses:

- Goal LU-5: A community that facilitates options for the use of cars, walking, biking, and the use of public transportation.
- Goal CIR-1: A transportation network that provides mobility and access for all modes of travel including automobiles, transit, bicyclists, pedestrians, and freight vehicles.
- Goal CIR-2: An interconnected network of bicycle, pedestrian, and transit facilities that accommodate and encourage travel through non-automotive modes.
- Goal CC-3: Districts that achieve cohesive design to reinforce a unique and vibrant sense of place in the community.
- Goal CC-7: A City with excellent connectivity and walkability throughout.

To this end, the GPU proposes Policies CC-3.1, CC-3.5, CC-7.2, and LU-5.1, which encourage development that is integrated with the surrounding neighborhoods, enhances connectivity/compatibility with the surrounding area, and provides connectivity by incorporating pedestrian and vehicle connections that link to the adjacent streets and pedestrian network. Implementation of the CAP and CALUP would not physically divide an established community. Therefore, Project implementation would have a less than significant impact with regard to division of an established community.

General Plan 2035 Policies and Actions:

Policy CC-3.1 Diverse Districts. Encourage development of citywide districts that address different community needs and market sectors, and complement and are well integrated with the surrounding neighborhoods.

Policy CC-3.5 Cohesive Design. Encourage individual development projects to be designed as part of a larger district, in which they enhance multi-modal and visual connectivity and compatibility with the surrounding area.

Policy CC-7.2 Connectivity. Require new development to incorporate sufficient, attractive and well-marked pedestrian and vehicle connections that link to the adjacent streets and pedestrian network.

Policy LU-5.1 Complementary Uses. Encourage the development of complementary land uses, such as grocery stores, basic commercial services, parks and recreational fields, and schools in close proximity to residential uses.

Mitigation Measures: No further mitigation is required beyond implementation of the GPU Policies.

Level of Significance After Mitigation: Not Applicable.

FEDERAL AND STATE LAND USE PLANS, POLICIES, OR REGULATIONS

- **WOULD THE PROJECT CONFLICT WITH FEDERAL OR STATE REGULATIONS?**

Impact Analysis: The GPU has refined and supplemented Goals, Policies, and Actions regarding future development within the planning area. The GPU would have a beneficial effect by making the General Plan a more effective tool for reviewing future projects and coordinating with other jurisdictions and regulatory agencies on regional planning and environmental matters. The GPU contains Goals, Policies, and Actions, and the ZCU, CAP, and CALUCP contain standards and guidelines, that continue to support current procedures followed by the City when development applications are reviewed, and referral to appropriate Federal and State agencies is necessary to ensure consistency between City and other agency regulations and requirements. Table 5.1-4, *Project Consistency With Federal and State Regulations*, presents an analysis of the Project's consistency with specific Federal and State regulations/plans. As concluded in Table 5.1-4, the Project is consistent with the relevant regulations/plans, thus, a less than significant impact would occur in this regard.

General Plan 2035 Policies and Actions: Refer to the GPU Policies and Actions referenced in Section 5.5, *Air Quality*, Section 5.10, *Biological Resources*, and Section 5.13, *Hydrology and Water Quality*.

Mitigation Measures: Refer to the Mitigation Measures specified in Sections 5.5, 5.10, and 5.13.

Level of Significance After Mitigation: Less Than Significant Impact.

Table 5.1-4
Project Consistency With Federal and State Regulations

Plan or Policy	Consistency Statement
Federal Regulations	
Clean Air Act	Consistent. The GPU contains Goals, Policies, and Actions, and the ZCU contains standards, to protect air quality consistent with the Clean Air Act, including: 1) management of air pollutants to meet air quality standards; 2) land use and transportation measures to reduce vehicle trips and congestion; and 3) encouraging alternative modes of transportation (i.e., walking, biking, and public transit use); see Section 5.5, *Air Quality*. Therefore, the Project is consistent with the Clean Air Act.
Clean Water Act (Section 404)	Consistent. The GPU contains Goals, Policies, and Actions designed to protect water resources and enhance water quality; see Section 5.13, *Hydrology and Water Quality*. Therefore, the Project is consistent with the Clean Water Act.
National Pollutant Discharge Elimination System (NPDES) Permit Program	Consistent. The GPU provides Goals, Policies, and Actions designed to protect water quality; see Section 5.13. Development in accordance with the Project would be required to implement storm water management practices during and after construction in accordance with the NPDES permit program. Therefore, the Project is consistent with the NPDES program.
Federal Endangered Species Act (FESA)	Consistent. Rare/endangered plant and animal species are anticipated to occur within Upland. All future development in accordance with the Project would be subject to compliance with the FESA. This would include requiring mitigation of any significant impacts to any rare/endangered species. Therefore, the Project is consistent with FESA; see Section 5.10, *Biological Resources*.
State Regulations	
California Endangered Species Act (CESA)	Consistent. Rare/endangered plant and animal species are anticipated to occur within Upland. All future development in accordance with the Project would be subject to compliance with the CESA. This would include requiring mitigation of any significant impacts to any rare/endangered species. Therefore, the Project is consistent with FESA; see Section 5.10, *Biological Resources*.
California Wetlands Policy	Consistent. Any impacts to wetlands resulting from development in accordance with the Project would require preparation of a delineation report and jurisdictional determination by the USACE, RWQCB, and CDFW. Potential impacts to wetlands would be subject to compliance with the CDFW streambed alteration agreement and Federal and State laws that protect jurisdictional waters of the United States. These agreements require avoidance of wetlands and implementation of mitigation measures for any related wetlands impacts.

REGIONAL/MULTI-JURISDICTIONAL LAND USE PLANS, POLICIES, OR REGULATIONS

Southern California Association of Governments

- **WOULD THE PROJECT CONFLICT WITH SCAG'S 2012-2035 RTP/SCS GOALS AND ADOPTED GROWTH FORECASTS?**

Impact Analysis: SCAG's IGR Section is responsible for performing a consistency review of local plans, projects, and programs with regional plans. According to SCAG's criteria for classification of projects as regionally significant, Criteria 1, which is "a proposed local general plan, element, or amendment thereof for which an EIR was prepared," is relevant to the Project. Because the Project satisfies Criteria 1 above, it is considered regionally significant and must demonstrate its consistency with the 2012 RTP/SCS, which is established through consistency with 2012 RTP/SCS Goals and Adopted Growth Forecasts. Table 5.1-5, *Project Consistency With SCAG's 2012-2035 RTP/SCS*, provides an analysis of the Project's consistency with the 2012 RTP/SCS Goals and Adopted Growth Forecasts. As concluded in Table 5.1-5, the Project is consistent with the 2012 RTP/SCS Goals and growth forecasts, resulting in a less than significant impact in this regard. Additionally, the GPU includes relevant Goals, Policies, and Actions that reflect/respond to SCAG's goals. The Land Use Element is intended to establish the overall policy direction for land use planning decisions in the City. As such, the Land Use Element's Goals, Policies, and Actions shape and reflect the Goals, Policies, and Actions contained in the other General Plan Elements. In addition, the proposed Land Use and Housing Elements' Policies address regional jobs/housing balance objectives, through the provision of housing for all income levels, while providing a range of housing types, employment generating land uses, and opportunities for mixed-use developments. The Circulation Element's Goals, Policies, and Actions are aimed at providing a multi-modal transportation network that is safe and efficient, and reduces traffic congestion. The Air Quality Element outlines the City's efforts to participate in programs aimed at improving regional air quality. Additionally, the City's CAP describes measures intended to reduce the City's greenhouse gas (GHG) emissions. The Healthy Community Element consolidates many of the other General Plan Elements' concepts to promote the health, safety, and general welfare of Upland's residents, workers, and visitors.

Table 5.1-5
Project Consistency With SCAG's 2012-2035 RTP/SCS

Goal #	Goal	Determination of Consistency
Regional Transportation Plan/Sustainable Communities Strategy: Goals[1]		
RTP/SCS G1	Align the plan investments and policies with improving regional economic development and competitiveness.	Consistent: The Project is forecast to provide 11,787 new jobs, thereby improving regional economic development.

Table 5.1-5 [continued]
Project Consistency With SCAG's 2012-2035 RTP/SCS

Goal #	Goal	Determination of Consistency
RTP/SCS G2	Maximize mobility and accessibility for all people and goods in the region.	Consistent: The GPU proposes Goal CIR-1, which is a transportation network that provides mobility and access for all modes of travel including automobiles, transit, bicyclists, pedestrians, and freight vehicles. In furtherance of this goal, the GPU proposes Policies CIR-1.1, which requires the City's roadways to accommodate transit, bicyclists, and pedestrians within the public right-of-way. Goal CIR-2 is an interconnected network of bicycle, pedestrian, and transit facilities that accommodate and encourage travel through non-automotive modes. The following Policies and Actions are proposed in furtherance of Goal CIR-2: Policy CIR-2.1, Transit Facilities; Policy CIR-2.2, Coverage and Frequency of Transit Service; Policy CIR-2.3, Transit Access; Policy CIR-2.4, Future Gold Line; Policy CIR-2.5, Future Gold Line Station; Policy CIR-2.6, Accessible Transit; Policy CIR-2.7, Regional Participation; Policy CIR-2.8, Bicycle System; Policy CIR-2.9, Bicycle Facilities; Policy CIR-2.10, Pedestrian System; Policy CIR-2.11, Intersections and Crossing Locations; Policy CIR-2.12, Regional Bicycle and Pedestrian Connections; and Actions CIR-2.1 through CIR-2.5.
RTP/SCS G3	Ensure travel safety and reliability for all people and goods in the region.	Consistent: The GPU proposes Goal CIR-3, which is a transportation system that ensures safety for all modes of travel. To this end, Policy CIR-3.2 requires that pedestrian, vehicular, and bicycle circulation on both public and private property be coordinated and designed to maximize safety, comfort, and aesthetics while maintaining consistency with applicable Federal, State, and San Bernardino legislation and requirements. Also, proposed Goal CIR-5 is a transportation system, which accommodates the efficient movement of freight vehicles on appropriate routes. To this end, Policy CIR-5.1 requires that the City's truck routes be designated to provide for the effective transport of goods, while minimizing negative impacts on local circulation and noise-sensitive land uses. Additionally, the GPU proposes Policy HC-1.3, which is to enhance and improve the safety, convenience, and accessibility of roadways with trees, sidewalks, bicycle lanes, and other amenities to encourage pedestrian, bike, and transit activity.
RTP/SCS G4	Preserve and ensure a sustainable regional transportation system.	Consistent: In furtherance of this Goal, Section 5.2 includes an analysis of the Project's impacts to CMP facilities, which form part of the regional transportation system. As concluded in Section 5.2, the addition of Project generated trips is forecast to result in a less than significant impact at CMP facilities.
RTP/SCS G5	Maximize the productivity of our transportation system.	Consistent: Refer to Responses to Goals RTP/SCS G2 and G5.

Table 5.1-5 [continued]
Project Consistency With SCAG's 2012-2035 RTP/SCS

Goal #	Goal	Determination of Consistency
RTP/SCS G6	Protect the environment and health for our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking).	Consistent: Refer to Response to Goal RTP/SCS G2. Additionally, the GPU identifies the following Goals, Policies, and Actions, in furtherance of RTP/SCS G6: • Goal HC-1: A City that incorporates and prioritizes health and wellness principles in City planning decisions affecting land use, housing, transportation, parks, neighborhoods, services, and the environment (see Action HC-1.1). • Goal HC-3: Clean and healthful natural environment that promotes the health and well-being of Upland residents and workforce and distinguishes Upland as a healthful place to live and work (see Policy HC-3.1). • Goal HC-7: A community that is safe and welcoming to residents of all ages and contributes to a healthy and active lifestyle (see Policy HC-7.5). • Goal LU-1: A viable community with a mix of land uses and building types that offer a wide range of choices to live, work, shop and participate in civic, cultural, open space, and recreational opportunities (see LU-1.3). • Goal LU-4: A community whose land use patterns focus growth in ways that are supportable and environmentally responsible, including the implementation of smart growth practices and the reduction of greenhouse gas emissions consistent with Assembly Bill (AB) 32, Senate Bill (SB) 375, the Regional Transportation Plan and Sustainable Community Strategy (see Policies LU-4.1 to 4.4). • Goal LU-5: A community that facilitates options for the use of cars, walking, biking, and the use of public transportation (see Policies LU-5.1 to 5.4). • Goal OSC-4: Healthful air quality in Upland and the surrounding region, and reduced locally generated pollutant emissions (see Policies OSC-4.1 to 4.19 and Actions 4.1 to 4.9). • Goal OSC-5: Greenhouse gas emissions will be at 1990 levels by 2020 (see Policies OSC-5.1 to 5.12 and Actions 5.1 to 5.8). • Goal OSC-6: A community that minimizes the consumption of nonrenewable energy resources (see Policies OSC-6.1 to 6.6 and Actions 6.2 to 6.7).
RTP/SCS G7	Actively encourage and create incentives for energy efficiency, where possible.	Consistent: The GPU proposes Goal OSC-6, which is a community that minimizes the consumption of nonrenewable energy resources. Policies OSC-6.1 to 6.6 and Actions 6.2 to 6.7 are proposed in furtherance of this goal.
RTP/SCS G8	Encourage land use and growth patterns that facilitate transit and non-motorized transportation.	Consistent: Refer to Responses to Goals RTP/SCS G2 and G6.

Table 5.1-5 [continued]
Project Consistency With SCAG's 2012-2035 RTP/SCS

Goal #	Goal	Determination of Consistency
RTP/SCS G9	Maximize the security of the regional transportation system through improved monitoring, rapid recovery planning, and coordination with other security agencies.	Not Applicable: This policy addresses the security of the regional transportation system, which is beyond the Project's scope.
Regional Transportation Plan/Sustainable Communities Strategy: Adopted Growth Forecasts For El Segundo[2]		
Adopted Growth Forecasts:	Because the proposed General Plan's buildout horizon year is 2035, SCAG's 2035 population, household, and employment growth forecasts were used to determine consistency, as follows: 2035 Population: 80,200 Households: 31,300 Employment: 33,400	Consistent: Table 5.2-8, *Project Compared to SCAG*, compares the General Plan 2035's household, population, and employment projections for the City with SCAG's 2035 forecasts. As indicated in Table 5.2-8, the General Plan 2035 is forecast to result in 27,054 households (28,478 dwelling units), with a resultant population of approximately 76,563 persons. SCAG forecasts the City will grow to 31,300 households by 2035 (an extrapolated 32,947 dwelling units), with a resultant population of approximately 80,200 persons. Comparatively, the General Plan 2035's household and population forecasts are less than SCAG's 2035 forecasts. As also indicated in Table 5.2-8, the General Plan 2035 is forecast to result in 24,182 jobs in the City. SCAG forecasts the City's job market will grow to 33,400 jobs by 2035. Comparatively, the General Plan 2035's employment forecast is less than SCAG's 2035 forecast. The City's current jobs/housing ratio is approximately 0.48, indicating the City is currently housing rich with insufficient employment opportunities for its residents to potentially work within the City. The General Plan 2035 is anticipated to increase the Planning Area's housing stock by 11 percent (3,026 dwelling units) and employment by 95 percent (11,787 jobs), resulting in a forecast jobs/housing ratio of approximately 0.80. The General Plan 2035 would improve the Planning Area's jobs/housing balance by providing more employment opportunities for residents to potentially work in the area. Planning area residents who currently commute to work in Riverside or Los Angeles Counties could potentially remain in the area to work due to the availability of approximately 11,787 new jobs. Thus, the General Plan 2035 would beneficially impact the City's jobs/housing balance, by improving the jobs/housing ratio when compared to existing conditions. Therefore, the proposed Project would not conflict with SCAG's Adopted 2012 Integrated Growth Forecast.

Notes:
1. Southern California Association of Governments Website, *2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS): Towards a Sustainable Future*, http://rtpscs.scag.ca.gov/Pages/default.aspx, Accessed December 6, 2013.
2. Southern California Association of Governments Website, *Adopted 2012 RTP Growth Forecast*, http://www.scag.ca.gov/forecast/index.htm, Accessed December 6, 2013.

General Plan 2035 Policies and Actions:

Policy CIR-1.1 Roadway System. Require the City's roadways to:

a. Provide accommodations for transit, bicyclists, and pedestrians within the public right-of-way.
b. Comply with Federal, State, San Bernardino County, and local standards for roadway design, maintenance and operation.
c. Strive to maintain LOS D at all intersections outside of the Downtown Specific Plan area and the Transit Priority Roadways except where such improvements are physically infeasible or would negatively impact bicyclists, pedestrians, or transit patrons.
d. Strive to maintain LOS E at all intersections within the Downtown Specific Plan area and intersections along the Transit Priority Roadways.
e. Provide future capacity as envisioned with the Future Roadway System map.

Policy CIR-2.2 Coverage and Frequency of Transit Service. Coordinate with regional transit operators to maintain and improve the coverage and frequency of transit service in the City.

Policy CIR-2.3 Transit Access. Locate community-serving facilities in transit-ready areas that are served by transit or can be made accessible to transit.

Policy CIR-2.4 Future Gold Line. Support the future alignment of the Ontario Airport Extension of the Metro Gold Line to be located adjacent to the existing Metrolink rail line through Upland.

Policy CIR-2.5 Future Gold Line Station. Support the location of the future station to be near the existing Metrolink station in downtown Upland.

Policy CIR-2.6 Accessible Transit. Provide pedestrian access to all transit facilities and maintain pedestrian facilities that are safe, attractive, and well lit.

Policy CIR-2.7 Regional Participation. Actively participate in regional planning efforts related to transit service within Upland.

Policy CIR-2.8 Bicycle System. Implement and maintain a comprehensive bicycle system pursuant to the City's Bicycle and Pedestrian Master Plan, the San Bernardino County Non-Motorized Transportation Plan and Caltrans standards to reduce slope, sharp curves, and interference from vegetation, pedestrians, and motor vehicle traffic.

Policy CIR-2.9 Bicycle Facilities. Incorporate bicycle facilities into the design of land use plans and capital improvement projects, including:

a. End of trip facilities (bicycle lockers, showers, and changing rooms) within non-residential sites;
b. Bicycle parking within new multi-family and non-residential sites;
c. Publicly accessible bicycle parking; and,
d. Signage for all bicycle routes.

Policy CIR-2.10 Pedestrian System. Maintain a network of sidewalks, crosswalks, and other pedestrian facilities throughout the City as specified in the County's Non-Motorized Transportation Plan.

Policy CIR-2.11 Intersections and Crossing Locations. Utilize Federal and State guidelines and standards for traffic operations, signal timing, geometric design, Universal Access (ADA) and roadway maintenance that facilitate walking and bicycling at intersections and other key crossing locations.

Policy CIR-2.12 Regional Bicycle and Pedestrian Connections. Participate in regional planning activities related to development of regional bicycle and pedestrian facilities that connect to Upland.

Action CIR-2.1 Bicycle and Pedestrian Master Plan. Update the City's Bicycle and Pedestrian Master Plan consistent with the General Plan Update, the Historic Downtown Upland Specific Plan, and the County Non-Motorized Transportation Plan.

Action CIR-2.2 Municipal Code. Update the City's Municipal Code to require the provision of end-of-trip facilities within non-residential buildings.

Action CIR-2.3 Safety Education Program. Implement a Citywide Bicycle and Pedestrian Safety Education Program.

Action CIR-2.4 Sidewalk/Crosswalk Maintenance. Identify funding through the City's Capital Improvement Program to provide regular maintenance of sidewalks and crosswalks.

Action CIR-2.5 Mileage Markers. Implement mileage markers along Bicycle facilities.

Policy CIR-3.2 Complete Streets Roadway Standards. Require that pedestrian, vehicular, and bicycle circulation on both public and private property be coordinated and designed to maximize safety, comfort and aesthetics while maintaining consistency with applicable Federal, State, and San Bernardino legislation and requirements.

Policy CIR-5.1	Designated Truck Routes. Identify, implement, and maintain a system of truck routes within the City that provide for the effective transport of goods while minimizing negative impacts on local circulation and noise-sensitive land uses.
Action CIR-5.1	Truck Routes. Update the Truck Route map and the Municipal Code referencing truck routes based on the adopted roadway network.
Policy HC-1.3	Complete Streets. Enhance and improve the safety, convenience, and accessibility of roadways with trees, sidewalks, bicycle lanes, and other amenities to encourage pedestrian, bike, and transit activity for residents of all ages and abilities.
Action HC-1.1	Health Checklist. Create a standard checklist as a guide to evaluate a proposed land use decision, capital improvement, or public investment relative to public health and general plan goals and policies. The checklist could include criteria such as pedestrian environment, access to food stores, proximity to sources of pollution, park access, and other measures identified in the Healthy Community Element.
Policy HC-3.1	Air Quality. Improve indoor and outdoor air quality through land use siting, appropriate mitigation, education, enforcement, and coordinated planning with business, government, and residents.
Policy HC-7.5	Safe Environment. Continue to support policies and programs that ensure an environment that is safe from air, water, noise, hazardous waste, and other manmade environmental hazards.
Policy LU-1.3	Strategic Growth. Concentrate growth in strategic locations that strengthens the City's economic base, offers new housing opportunities, maximizes available and planned infrastructure, and fosters the development and use of transit and multi-modal transportation. These areas include Historic Downtown Upland, Foothill Boulevard, the Southeast Quadrant, College Heights, Mountain Avenue, along the Interstate 10 corridor, and in the 9th Street Industrial area.
Policy LU-4.1	Infill Development. Encourage mixed-use, infill development on brownfields or underutilized parcels near public transit, and within the urban core.
Policy LU-4.2	Balance Commercial and Residential Development. Strive to balance commercial and residential development within the City to provide services for residents and a supportive clientele for business.

Policy LU-4.3	Jobs Housing Balance. Encourage a balance between jobs, workforce skills, and housing supply.
Policy LU-4.4	Incentives. Work to identify and support financial and administrative incentives (i.e., fee reductions) to encourage desired land uses, development patterns, and alternative modes of transportation that reduce greenhouse gas emissions.
Policy LU-5.1	Complementary Uses. Encourage the development of complementary land uses such as grocery stores, basic commercial services, parks and recreational fields, and schools in close proximity to residential uses.
Policy LU-5.2	Mixed-Use Development. Along major arterials such as Foothill Boulevard, provide opportunities for residential, commercial and employment uses to occupy the same site in mixed-use configurations, and regulate mixed-use development to ensure high-quality development and protection of the occupants.
Policy LU-5.3	Transit Zones. Support transit zones around existing and planned transit stations where transit-oriented development should be facilitated.
Policy LU-5.4	Transit-Oriented Development. Support the development of multi-family residential and mixed-use projects around transit stations by allowing a reduction in the parking requirements or other development standards.
Policy OSC-4.1	Land Use Patterns. Promote land use patterns that reduce the number and length of motor vehicle trips.
Policy OSC-4.2	Compact Development. Where development opportunities near shopping areas and transit corridors exist, prioritize higher-density residential development.
Policy OSC-4.3	Mixed Retail Development. Encourage employment areas to include a mix of retail support services, and allow new small-scale retail and service uses within established residential neighborhoods to reduce vehicle trips.
Policy OSC-4.4	Separation of Sensitive Land Uses. To the extent practicable, separate sensitive land uses (schools, senior centers, medical facilities, and residences) from significant sources of air pollutants, toxic air contaminants, or odor emissions.
Policy OSC-4.5	Design of Sensitive Uses. Require new development with sensitive uses located adjacent to mobile and stationary toxic air contaminants to be designed with consideration of site and building orientation, location of

trees, and incorporation of appropriate technology for improved air quality (i.e., ventilation and filtration) to lessen any potential health risks.

Policy OSC-4.6 Protect All Residents Equally. Ensure that all land use decisions are made in an equitable manner in order to protect residents, regardless of age, culture, ethnicity, gender, race, socioeconomic status, or geographic location, from the health effects of air pollution.

Policy OSC-4.7 Proximity to Freeways. Require developers of projects that include sensitive land uses (schools, senior centers, medical facilities, and residences) within 500 feet of State Route 210 and Interstate 10 to prepare a health impact assessment (HIA) to determine the significance of the impact, and to incorporate project-specific mitigation measures to avoid this risk.

Policy OSC-4.8 Reduction in Commuting. Promote expansion of employment opportunities within Upland to reduce commuting to areas outside of the City.

Policy OSC-4.9 Rideshare Incentives. Encourage employers to offer employees incentives for ridesharing.

Policy OSC-4.10 Vehicle Idling. Continue to enforce the vehicle idling restrictions established by the State.

Policy OSC-4.11 New Development. Review proposed development projects as required by CEQA to ensure projects incorporate feasible measures that reduce construction and operational emissions for reactive organic gases, nitrogen oxides, and particulate matter (PM10 and PM2.5) through project design.

Policy OSC-4.12 Health Risk Assessment. New sources of toxic air pollutants shall prepare a Health Risk Assessment as required by Section 44300 of the California Health and Safety Code. The Assessment shall be used to establish appropriate land use buffer zones around those areas posing substantial health risks based upon the California Air Resources Board's guidance provided in the Air Quality Land Use Handbook.

Policy OSC-4.13 Best Management Practices. Require best management practices to reduce air pollution associated with construction of development projects.

Policy OSC-4.14 Construction Mitigation. Review construction plans associated with development projects to determine if all feasible mitigation measures are included.

Policy OSC-4.15 Green Building Practices. Promote green building practices that support healthy indoor living and working environments that are well-ventilated and contaminant-free.

Policy OSC-4.18 Coordinated Planning. Coordinate air quality planning efforts with other local, regional and State agencies, and encourage community participation in air quality planning.

Policy OSC-4.19 Community Involvement. Design and conduct efforts to involve the public and affected/interested parties in the implementation of air quality improvement plans and programs. This may include public forums and workshops, community and education programs, informational brochures and web postings, and a variety of other media forms to maximize citizen involvement.

Action OSC-4.1 Fee Structures. Review fee structures and identify opportunities to provide financial and administrative incentives to support a mix of land uses and development patterns that reduce the number and length of motor vehicle trips.

Action OSC-4.2 Transit Improvements. Coordinate with public transit providers to increase funding for transit improvements to supplement other means of travel.

Action OSC-4.3 Traffic Features. Implement traffic features such as integrated signalization to improve traffic flow and reduce emissions from vehicle idling and stop and start.

Action OSC-4.4 Bicycle and Pedestrian Facilities Master Plan. Coordinate with SANBAG to implement the City's Bicycle and Pedestrian Facilities Master Plan to ensure sufficient facilities for non-motorized transportation.

Action OSC-4.5 Vehicle Idling. Enforce State vehicle idling restrictions, where appropriate, including restrictions for bus layovers, delivery vehicles, trucks at warehouses and distribution facilities, and taxis, particularly when these activities take place close to sensitive land uses (schools, senior centers, medical facilities, and residences).

Action OSC-4.6 Intersection Design. Design new intersections and convert existing intersections, to the extent practicable, to function in a manner that reduces air pollutant emissions from stop and start and idling traffic conditions.

Action OSC-4.7 Energy Efficiency. Utilize the latest energy-efficient technologies for street lights, parking lot lights and traffic signals to reduce the City's electricity consumption.

Action OSC-4.8 Homeowner Education. Provide homeowner education regarding air quality standards, health effects, and efforts they can make to improve air quality and reduce greenhouse gas emissions in the region.

Action OSC-4.9 Air Quality Standards. Work with the South Coast Air Quality Management District (SCAQMD) to ensure the earliest practicable attainment of federal and State ambient air quality standards for all air pollutants.

Policy OSC-5.1 Citywide Greenhouse Gas Assessment. Comply with pertinent State regulations to assess citywide greenhouse gas emissions for existing land uses and the adopted General Plan buildout.

Policy OSC-5.2 Greenhouse Gas Reduction in New Development. Reduce greenhouse gas emissions from new development by promoting water conservation and recycling; promoting development that is compact, mixed use, pedestrian friendly, and transit oriented; promoting energy-efficient building design and site planning; improving the jobs/housing ratio; and other methods of reducing emissions.

Policy OSC-5.3 Climate Change Assessment and Monitoring. Assess and monitor the effects of climate change on an ongoing basis with periodic inventories of greenhouse gas emissions in the City and compare those to historical levels to monitor the efficacy of climate change mitigation efforts.

Policy OSC-5.4 CEQA Review. Evaluate greenhouse gas emission impacts from proposed development projects as required by the California Environmental Quality Act.

Policy OSC-5.5 Emissions Reductions. Require development projects that exceed AQMD ROG and NOX operational thresholds to incorporate design or operational features that reduce emissions equal to 15 percent from the level that would be produced by an unmitigated project.

Policy OSC-5.6 Reduced Emissions for City Operations. Promote reduced idling, trip reduction, routing for efficiency, and the use of public transportation, carpooling, and alternate modes of transportation for operating City departments.

Policy OSC-5.7 Fleet Operations. Purchase low-emission vehicles for the City's fleet and use available clean fuel sources for trucks and heavy equipment, where economically feasible.

Policy OSC-5.8 Zero-Emission and Low-Emission Vehicle Use. Encourage the use of zero-emission vehicles, low-emission vehicles, non-motorized vehicles and bicycles, and car-sharing programs by requiring sufficient and convenient infrastructure and parking facilities in residential developments and employment centers to accommodate these vehicles.

Policy OSC-5.9 Preference for Reduced-Emission Equipment. Give preference to professional maintenance providers using reduced emission equipment for contracts for services (e.g., landscape maintenance), as well as businesses which practice sustainable operations, to the extent that it is economically feasible to do so.

Policy OSC-5.10 Transportation Systems Management and Trip Reduction. Encourage all City employees to use means other than a single-occupant vehicle for their daily work commute.

Policy OSC-5.11 Minimum Green Building Standards. Require new development to comply with the California Green Building Code (CalGreen) adopted by the California Building Standards Commission at the time of building permit application.

Policy OSC-5.12 LEED Standard for Public Buildings. Evaluate the feasibility of constructing new public buildings to meet, at a minimum, a LEED-Silver building standard or an equivalent standard, and construct said buildings toward meeting this standard to the extent feasible, using these buildings to demonstrate green building practices to builders, developers, homeowners and others.

Action OSC-5.1 GHG Reduction Goals. Work with the California Air Resources Board to comply with statewide greenhouse gas reduction goals as established in the Global Warming Solutions Act of 2006 for 2020 and any subsequent targets.

Action OSC-5.2 Climate Action Plan. Adopt a Climate Action Plan (CAP) within 18 months of adoption of this General Plan that demonstrates how the City will achieve the needed reductions of greenhouse gas emissions. Develop the CAP using methodology appropriate at the time of quantification and in coordination with SANBAG and SCAQMD.

Action OSC-5.3 Green Building. Design and publish handouts and web-based information describing green building practices and explaining relevant City permitting approval processes.

Action OSC-5.4 Green Businesses. Develop and publicize a certified green business/institution program for the City. The program could include existing standards and establish new standards for energy conservation, water conservation, waste reduction and pollution prevention; assisting businesses with understanding and achieving the standards; and recognizing businesses and institutions who meet the standards.

Action OSC-5.5 Incentives. Develop and adopt incentives for the construction of green buildings, such as expedited permitting or reduced building fees, provided that building fee reductions are covered through outside funding sources, such as grants, and not from the General Fund.

Action OSC-5.6 Assessment Program. Consider a contractual assessment program (similar to that permitted under AB 811 [Levine, 2008]), for residential and commercial property owners to install renewable energy systems such as solar and wind power, purchase energy efficient appliances and complete building retrofits such as installation of thermally efficient windows, extra insulation and HVAC upgrades, provided that subsidies are covered through grants or other outside funding sources and not from the General Fund.

Action OSC-5.7 Staff Training. Train all plan review and inspection staff in green building materials, techniques and practices.

Action OSC-5.8 CalGreen Standards. Adopt CalGreen Tier 1 Standards for all new development in the City.

Policy OSC-6.1 Compliance with Energy Efficiency Standards. Require existing residential and commercial buildings to meet adopted energy efficiency standards prior to a completion of sale.

Policy OSC-6.2 New Development. Encourage solar-oriented design, and passive solar heating and cooling in all new residential, commercial and civic development.

Policy OSC-6.3 Renewable Energy. Encourage the installation and construction of renewable energy systems and facilities such as wind, solar, hydropower, geothermal, and biomass facilities.

Policy OSC-6.4 Deciduous Trees. Require that deciduous trees be planted on the south- and west-facing sides of new buildings onsite to reduce energy use in the summer and winter months.

Policy OSC-6.5 City Facilities. Set an example for others to follow by using alternative energy sources such as solar for City facilities.

Policy OSC-6.6 Recruitment of Energy-Efficient Businesses. Strive to recruit businesses that research, develop, manufacture, utilize, and promote energy efficiency, conservation and advanced renewable technologies such as waste-to-energy facilities.

Action OSC-6.2 Inter-Agency Collaboration. Collaborate with local energy suppliers and distributers to establish energy conservation programs, Energy Star appliance change-out programs, rebates, vouchers, and other incentives to install energy-efficient technology and products.

Action OSC-6.3 Regional Coordination. Support the County of San Bernardino in its efforts to create the San Bernardino Valley Clean Energy District, which would make loans for homeowners and businesses seeking to install solar panels or take on other projects related to energy conservation.

Action OSC-6.4 Site Selection. Identify possible sites and resources for the production of energy using local renewable resources such as solar, wind, small hydro, and biogas.

Action OSC-6.5 City Facilities. Pursue grants to address existing energy inefficiencies in City facilities.

Action OSC-6.6 Purchasing Policies. Institute City purchasing policies that give preference to the purchase of energy-efficient products, renewable energy resources, products that contain recycled materials, and products that reduce waste generation, when feasible.

Action OSC-6.7 Public Outreach. Organize workshops on steps to increase energy efficiency in the home or business, such as weatherizing the home or building envelope, installing smart lighting systems, and how to conduct a self-audit for energy use and efficiency.

Mitigation Measures: No further mitigation is required beyond implementation of the GPU Policies and Actions.

Level of Significance After Mitigation: Not Applicable.

Cable Airport Land Use Compatibility Plan

- **WOULD THE PROJECT CONFLICT WITH THE CABLE AIRPORT LAND USE COMPATIBILITY PLAN?**

Impact Analysis: Cable Airport, which is the largest privately owned airport in the country, is located in the southwest portion of the City, northeast of the Foothill Boulevard/Monte Vista Avenue intersection. As discussed in detail in Section 3.0, *Project Description*, the CALUCP is a proposed Project component. It was prepared as an update to the Cable Airport Comprehensive Airport Land Use Plan (ALUP), which was adopted in December 1981. The CALUCP was prepared to provide guidance to the City of Upland, as well as other affected local land use jurisdictions, with regard to airport land use compatibility matters involving Cable Airport.

The CALUCP takes into account the proposed runway alignment change and projected activity growth indicated in the April 2011 Cable Airport Master Plan (Master Plan). The Master Plan indicates that the airport experienced 41,000 operations in 2009, the forecast base year. The Master Plan presents three long-range forecast scenarios ranging from no growth to very high growth. The Master Plan selected the middle or "baseline" forecast for master planning purposes, which anticipates as many as 103,300 annual aircraft operations in 2030. Thus, Cable Airport's annual airport operations are forecast to increase approximately 152 percent between 2009 and 2030.

Additional residential and non-residential development is anticipated throughout the City, in accordance with the Project. Future development is anticipated to occur on vacant and underutilized lands interspersed throughout the City, as well as urbanized areas. Therefore, given the forecasted growth in annual aircraft operations, the future residential and non-residential development anticipated by the Project could conflict with the CALUCP. However, the CALUCP's basic function is to promote compatibility between Cable Airport and the land uses that surround it. The CALUCP seeks to avoid future compatibility conflicts rather than to remedy existing incompatibilities. Also, the CALUCP is land use oriented in that the compatibility measures it defines are directed towards future land use development (as is anticipated by the Project), not airport activity.

There are four types of airport land use compatibility concerns addressed by the CALUCP policies, as follows:

- *Noise*. Locations exposed to potentially disruptive levels of aircraft noise;
- *Safety*. Areas where the risk of an aircraft accident poses heightened safety concerns for people and property on the ground;
- *Airspace Protection*. Places where height and various other land use characteristics need to be restricted, in order to prevent creation of physical, visual, or electronic hazards to flight within the airspace required for operation of aircraft to and from the airport; and

- *Overflight*. Locations where aircraft overflights can be intrusive and annoying to many people.

The Cable Airport Influence Area (see Exhibit 3-6) encompasses all lands on which land uses could be negatively affected by present or future aircraft operations at the airport. The geographic extent of these compatibility concerns were taken into account in delineating the Airport Influence Area. All of these factors (noise, safety, airspace protection, and overflight) affect lands within Upland.

The CALUCP's central components are its procedural policies (CALUCP Chapter 2) and its compatibility criteria (CALUCP Chapter 3). The geographic extent of the procedural policies and compatibility criteria together constitute the Cable Airport Influence Area; see Exhibit 3-6, *Cable Airport Influence Area*. The procedural policies establish the processes to be used by Upland and other affected jurisdictions in the review of future General Plan or Specific Plan amendments and individual development actions within the Airport Influence Area for consistency with the compatibility criteria. Policies addressing the review of certain types of potential airport development are also indicated. The compatibility criteria set limits on future land use development within the Airport Influence Area in response to noise, safety, airspace protection, and overflight impacts of current and future airport activity. The General Plan and Zoning Code updates have occurred simultaneous with the proposed CALUCP to ensure consistency with these criteria in terms of future land use development.

As specified in CALUCP Section 2.1.2, *Use by Particular Local Agencies*, the City of Upland is required to adopt the CALUCP and utilize it as the basis for determining the compatibility of new development in the Cable Airport Influence Area; see Exhibit 3-6. The City is also required to utilize the CALUCP, either directly or as reflected in the GPU and proposed ZCU, when making other planning decisions regarding proposed development within the Cable Airport Influence Area. According to CALUCP Section 2.5, *General Review Process for Land Use Actions in the City of Upland*, for each proposed "Major Land Use Action"[3] located within Upland's portion of the Cable Airport Influence Area, the Airport Land Use Committee is required to make a determination as to whether the action is consistent with the Cable Airport compatibility criteria outlined in CALUCP Chapter 3. Each proposed "Minor Land Use Action"[4] located within Upland's portion of the Cable Airport Influence Area is presumed to be compatible with Cable Airport operations or to have limited compatibility implications.

The basic, noise, safety, airspace protection, and overflight compatibility criteria for review of land use actions (i.e., new land use development) are presented in CALUCP Chapter 3. The CALUCP requires that each individual proposed development within the Cable Airport Influence Area be evaluated in accordance with the criteria and maps included in this chapter. The basic criteria listed in CALUCP Table 3A, *Basic Compatibility Criteria*, together with the compatibility zones depicted on Map 3A, *Compatibility Zones*, would be the primary basis for determining whether a proposed land use project is compatible with Cable Airport activity. The

[3] Major Land Use Actions are defined in CALUCP Section 2.5.7, *Types of Major Land Use Actions*. Minor Land Use Actions are those not of a type listed in Policy 2.5.7.

[4] Ibid.

land use categories listed in Table 3A are indicated as being either "normally compatible," "conditional," or "incompatible" depending upon the compatibility zone in which it is located. CALUCP Table 3B, *Compatibility Zone Factors*, identifies the relative contributions of noise, safety, airspace protection, and overflight to the delineation of each compatibility zone in Map 3A. Additionally, the specific noise, safety, airspace protection, and overflight compatibility criteria are presented in CALUCP Sections 3.2 through 3.5, respectively. These sections include the criteria for the following factors:

- *Noise*. Maximum acceptable exterior noise exposure, maximum acceptable interior noise levels, and noise-sensitive land uses.

- *Safety*. Residential development density and non-residential development intensity criteria.

- *Airspace Protection*. Evaluating airspace protection/object height compatibility for new development; object height criteria; criteria addressing other flight hazards; and requirements for FAA notification of proposed construction.

- *Overflight*. Recorded overflight notification; and airport proximity disclosure.

Additionally, CALUCP Section 3.6 includes criteria for special circumstances, such requirements for avigation easement dedication, infill development of similar land uses, existing non-conforming uses, and reconstruction. Because the CALUCP compatibility criteria set limits on future land use development within the Airport Influence Area in response to potential noise, safety, airspace protection, and overflight impacts associated with airport activity, implementation of the CALUCP would ensure potential land use conflicts are minimized. Thus, impacts in this regard are considered less than significant.

The GPU has taken a focused development strategy that would be implemented through five Focus Areas targeted for land use change, all in urbanized areas; refer to Exhibit 3-4, *Focus Areas*. Specifically, the College Heights and Foothill Boulevard Focus Areas located in proximity to Cable Airport at the Planning Area's southeast corner include lands within the following Compatibility Zones:

- *Zone B1* - Noise and Overflight Impacts High, Safety and Airspace Protection Risk Levels High;

- *Zone B2* - Noise and Overflight Impacts Moderate to High, Safety and Airspace Protection Risk Levels Moderate;

- *Zone B3* - Noise and Overflight Impacts High, Safety and Airspace Protection Risk Levels High;

- *Zone C2* - Noise and Overflight Impacts Moderate to High, Safety and Airspace Protection Risk Levels Low to Moderate;

- *Zone C3* - Noise and Overflight Impacts Moderate, Safety and Airspace Protection Risk Levels Low;

- *Zone D* - Noise and Overflight Impacts Moderate, Safety and Airspace Protection Risk Levels Low; and

- *Zone E* - Noise and Overflight Impacts Low, Safety and Airspace Protection Risk Levels Low.

Thus, Project implementation would result in land use changes in these areas, which could be exposed to land use conflicts involving moderate to high noise and overflight impacts, and moderate to high safety and airspace protection risk levels. However, pursuant to the procedural policies established in CALUCP Chapter 2, each individual proposed development would be evaluated in accordance with CALUCP Chapter 3 criteria and maps to ensure consistency and less than significant land use compatibility impacts. Additionally, the General Plan 2035's Land Use Element is intended to regulate the community's growth, in order to achieve a balanced and orderly pattern of development. It promotes a stable and livable environment by preserving existing residential neighborhoods, while ensuring compatibility in the development of new residential and non-residential land-uses. In furtherance of this objective, each individual proposed development would be subject to implementation of proposed Policy LU-3.9, which requires that land uses surrounding Cable Airport comply with the policies and restrictions of the CALUCP. The Land Use Element has also identified as a goal (Goal LU-6) a community that encourages complementary development and maintenance of existing development. To this end, each individual proposed development would be subject to implementation of proposed Policy LU-6.2, which addresses land use compatibility by controlling the location, concentration, and operations of land uses that have potential impacts on surrounding development through effective design principles, adequate buffering, and enforcement of regulatory documents. Additionally, the Safety Element recognizes that Cable Airport presents special constraints for nearby land uses and for emergency response capacity. Policies in this section support the local airports, while protecting surrounding land uses in accordance with policies set forth in the respective Airport Land Use Plans. Specifically, the Safety Element identifies proposed Goal SAF-1, which is to protect Upland from interior and exterior noise levels that cause harm to safety, health and well-being, and Goal SAF-6, which is to minimize risks associated with Cable Airport aircraft operations. In furtherance of these goals, each individual proposed development would be subject to implementation of proposed Policies SAF-1.13 through SAF-1.15, and SAF-6.1 and SAF-6.2, which specifically address land use compatibility factors involving Cable Airport.

Finally, the proposed ZCU would be used in conjunction with the CALUCP to regulate land uses and structures in the Cable Airport Influence Area. Each individual proposed development would be subject to compliance with the provisions of the proposed ZCU, which are intended to foster a balanced community with complementary land uses, and protect the public from hazards associated with man-made disasters, such as airport-related hazards, among other objectives. The ZCU proposes to replace/consolidate the current Zoning Code provisions with ZCU Chapter 17.08 and Chapter 17.09. These Chapters would be used in conjunction with the CALUCP to

regulate uses and structures within the Cable Airport Influence Area. The ZCU establishes Special Purpose Zones (Chapter 17.08), which would provide and protect areas and parcels within the City for special purposes, including Cable Airport. Land uses within Special Purpose Zones are subject to appropriate administrative and development standards that would complement the physical characteristics of surrounding residential, commercial, and industrial properties and avoid any negative impacts. The Cable Airport (CA) Zone is one such zone, which is intended to encourage and secure the future of Cable Airport and its continued physical improvement in the best interest of the health, safety, and general welfare of the City's people. ZCU Section 17.08.020 identifies the land use regulations and permitted uses for Special Purpose Zones. The ZCU (Chapter 17.09) identifies overlay zones to establish standards and regulations that apply to specified areas of the City in addition to the requirements established by the underlying base zone. Specifically, the Airport Compatibility (AC) Overlay Zone identifies areas in Upland where additional requirements apply pursuant to the CALUCP to ensure the compatibility of land uses and development in the vicinity of Cable Airport. According to ZCU Section 17.09.020, the AC overlay zone applies to land within Upland designated as the Cable Airport Influence Area in the CALUCP. The Cable Airport Influence Area encompasses all lands on which the uses could be negatively affected by present or future aircraft operations at the airport, as well as lands on which the uses could negatively affect airport usage. All development projects and land use actions proposed within the AC Overlay Zone that are subject to compatibility review pursuant to the CALUCP are required to comply with the noise, safety, airspace protection, and overflight compatibility criteria, as well as the review process specified in the CALUCP. ZCU Section 17.42.090 specifically requires that Development Services Department staff and affected disciplines, as necessary, review all applications to determine if they comply with all applicable requirements, including the CALUCP.

Overall, implementation of the GPU Policies and Actions, and ZCU and CALUCP regulations and guidelines would ensure that future development would experience less than significant land use compatibility impacts involving Cable Airport.

General Plan 2035 Policies and Actions:

Policy LU-3.9	Cable Airport. Ensure land uses surrounding Cable Airport comply with the policies and restrictions of the Cable Airport Land Use Compatibility Plan.
Policy LU-3.10	Ontario International Airport. Ensure land uses in Upland affected by Ontario International Airport comply with the policies and restrictions of the Ontario International Airport Land Use Compatibility Plan.
Policy LU-6.2	Compatibility of Uses. Control the location, concentration and operations of land uses that have potential impacts on surrounding development through effective design principles, adequate buffering, and enforcement of regulatory documents.

Policy LU-6.3 Regulation of Nuisances and Code Violations. Prevent and address nuisances and code violations through educational efforts and enforcement of regulatory documents.

Policy SAF-1.13 Airport Compatibility. Prohibit new residential development within the 60 dBA CNEL airport noise contour, and only approve noise-compatible land uses consistent with the ALUCP.

Policy SAF-1.14 Noise Level Reduction Near Airport. Require new structures within any Airport Land Use Compatibility Zone except D or E to incorporate exterior-to-interior noise level reduction design features sufficient to meet the interior noise level criteria specified in the ALUCP.

Policy SAF-1.15 Coordination with Cable Airport. Work with Cable Airport to monitor aircraft noise, implement noise-reducing operation measures (i.e., Fly Quiet, Fly Neighborly programs), and promote pilot awareness of noise sensitive land uses.

Policy SAF-6.1 Land Use Compatibility. Evaluate the compatibility of proposed land uses within the influence area of Cable Airport and the Ontario International Airport in accordance with the policies set forth in the respective Airport Land Use Plans.

Policy SAF-6.2 Development Restrictions. Require all development in Upland to be consistent with the required setbacks and height restrictions for Cable Airport and the Ontario International Airport as determined by the Federal Aviation Administration and the respective Airport Land Use Plans.

Mitigation Measures: No further mitigation is required beyond implementation of the GPU Policies and Actions, and CALUCP and ZCU standards and guidelines.

Level of Significance After Mitigation: Not applicable.

LOCAL PLANS AND POLICIES

● WOULD THE PROJECT RESULT IN LAND USE CONFLICTS?

Impact Analysis: The proposed General Plan 2035 (GPU) is a comprehensive update of the existing General Plan, which was adopted between 1982 and 2001. The GPU specifically involves an update/reorganization of existing elements and addition of two elements, as described in detail in Section 3.0, *Project Description*. Additionally, the GPU proposes to update the following: buildout projections for residential and non-residential development to the year 2035; Goals, Policies, and Actions; and the Land Use Element including a reorganization and creation of new land use designations. The proposed General Plan 2035 Land Use Map

identifies the type, location, and density/intensity of future development throughout the planning area; refer to Exhibit 3-4, *General Plan 2035 Land Use Map*. Table 3-2, *General Plan 2035 Anticipated Development*, and Table 3-5, *General Plan 2035 Growth Assumptions*, summarize the anticipated development capacity and growth over existing (2008) conditions. As indicated in Tables 3-2 and 3-5, implementation of the GPU is anticipated to result in approximately 30,300 dwelling units and approximately 12.2 million square feet of non-residential land uses to the projected horizon year 2035. The anticipated growth over existing (2008) conditions is 3,026 additional dwelling units and approximately 6.4 million additional square feet of non-residential uses.

The GPU proposes to establish new policies and land use designations in portions of the City, as part of the community's long-range vision. Upon its adoption, some of the resulting changes would create inconsistencies with the existing Zoning Ordinance's (UMC Title 17) regulations and districts. Therefore, the Project also involves the Zoning Code Update (ZCU), which is a comprehensive update to UMC Title 17. The ZCU includes various key revisions to the current Zoning Code. It proposes to amend the Zoning Map and zoning district standards to ensure consistency with the Land Use Element. Proposed Zoning Code Part 2 contains the proposed zoning districts that will be used to achieve the City's growth vision that is captured in the GPU. Revisions to existing standards and added provisions are proposed, as well as the creation of new zoning districts (i.e., Commercial/Industrial Mixed-Use; Commercial/Residential Mixed Use; Commercial/Office Mixed-Use; and Business/Residential Mixed-Use Zones) and development standards to implement the proposed General Plan Mixed-Use and Regional Commercial land use designations, among others. Table 3-4, *Proposed Zoning Districts*, outlines the existing zoning districts, as well as the proposed zoning districts with their corresponding proposed GPU land use designations. The proposed zoning districts indicated in Table 3-4 are illustrated in Exhibit 3-5, *Proposed Zoning Map*. The City's development capacity based on the proposed Zoning Map would be consistent with/less than the City's development capacity based on the proposed General Plan 2035 Land Use Map; see Table 3-2. Proposed Zoning Code Parts 3 and 4 contain new development standards that are proposed for new types of uses.

Overall, the ZCU is proposed to ensure consistency with the GPU and to implement the GPU Goals, Policies, and Actions by regulating the City's land uses and structures. Upon their adoption, the proposed GPU and ZCU would be consistent with one another. Each individual proposed development would be subject to implementation of the GPU and ZCU, and consistency would be verified through the City's established regulatory framework, on a project-by-project basis. Therefore, Project implementation would result in a less than significant impact involving potential land use conflicts.

General Plan 2035 Policies and Actions: Refer to the GPU Policies and Actions referenced above and those in Sections 5.2 through 5.22.

Mitigation Measures: No further mitigation is required beyond implementation of the GPU Policies and Actions, and ZCU and CALUCP standards and guidelines.

Level of Significance After Mitigation: Not Applicable.

5.1.5 CUMULATIVE IMPACTS AND MITIGATION MEASURES

- **WOULD FUTURE DEVELOPMENT ANTICIPATED BY THE PROJECT AND CUMULATIVE DEVELOPMENT RESULT IN CUMULATIVELY CONSIDERABLE LAND USE IMPACTS?**

Impact Analysis: Each individual proposed development within the region would be subject to compliance with the relevant Federal and State regulations, as well as SCAG's 2012-2035 RTP/SCS goals and adopted growth forecasts. Moreover, each individual proposed development would be subject to compliance with their respective General Plans and Municipal Codes. Consistency with each relevant land use plan, policy, or regulation would be verified through the established development review processes, as well as the CEQA environmental review processes, on a project-by-project basis. Therefore the Project's incremental impact, when considered in combination with development within the subregion, would not result in cumulatively considerable land use impacts. Further, projects within the SCAG region that are regionally significant, as determined by SCAG, would be reviewed for conformity with regional goals, further reducing potential cumulative impacts to a less than significant level.

General Plan 2035 Policies and Actions: Refer to the GPU Policies and Actions referenced above.

Mitigation Measures: No further mitigation is required beyond implementation of the GPU Policies and Actions, and ZCU and CALUCP standards and guidelines.

Level of Significance After Mitigation: Not Applicable.

5.1.6 SIGNIFICANT UNAVOIDABLE IMPACTS

Project implementation would result in less than significant impacts involving potential land use conflicts with applicable land use plans, policies, and regulations.

5.1.7 SOURCES CITED

City of Upland, *City of Upland General Plan*, Adopted June 21, 1982.

City of Upland, *City of Upland General Plan Land Use Map*, February 2005.

City of Upland, *City of Upland Municipal Code*, Adopted as Ordinance 1819 Section 1, 2007.

City of Upland, *City of Upland Official Zoning Map,* September 2004.

Design, Community & Environment, *Land Use White Paper*, June 2009.

Mead & Hunt, *Cable Airport Land Use Compatibility Plan*, Draft September 2014.

Placeworks, *City of Upland General Plan Update,* Draft September 2014.

Placeworks, *City of Upland General Plan Update Land Use Map (Preferred Land Use Alternative)* September 2014.

Placeworks, *City of Upland Zoning Code Update,* Draft September 2014.

RBF Consulting, *City of Upland Draft Climate Action Plan,* September 2014.

South Coast Air Quality Management District, *South Coast Air Quality Management Plan (SCAQMP),* Adopted June 1, 2007.

West Valley Planning Agency Airport Land Use Commission, *Cable Airport Comprehensive Airport Land Use Plan*, December 9, 1981.

SECTION 5.2
Population, Housing, and Employment

5.2 POPULATION, HOUSING, AND EMPLOYMENT

This section identifies the City of Upland's (City) existing population, housing, and employment statistics and provides an analysis of potential impacts that may result from Project implementation for forecast conditions. More specifically, the impact analysis evaluates how Project implementation, which assumes a horizon year of 2035, would induce population, housing, or employment growth in the City, either directly or indirectly. The City initiated the General Plan Update (GPU) in 2008; therefore, the City's 2008 population, housing, and employment settings will constitute the baseline conditions by which this analysis determines impacts. It is also noted, the Zoning Code Update's (ZCU) development capacity would be less than the GPU's development capacity; refer to Section 5.1, *Land Use and Planning*. Therefore, the GPU's development capacity, which would result in greater impacts involving population, housing, and employment, is assumed in this analysis. The following analyses are based primarily on data obtained from the U.S. Census 2000 and 2010, California Department of Finance, and Southern California Association of Governments.

5.2.1 EXISTING REGULATORY SETTING

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

The Southern California Association of Governments (SCAG) is the responsible agency for developing and adopting regional household, population, and employment growth forecasts for local governments from Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. To facilitate regional planning efforts, SCAG's Planning Area is further organized into subregions. The City of Upland is a member agency of the San Bernardino Associated Governments (SANBAG), one of 14 Subregional Organizations that make up SCAG. SANBAG is the council of governments and transportation planning agency for San Bernardino County.

SCAG's Forecasting Section has produced the *Adopted 2012 Integrated Growth Forecast*[1] (March 12, 2012), which includes socio-economic estimates and projections at multiple geographic levels for multiple years. These socio-economic estimates and projections are used for federal and state mandated long-range planning efforts such as the *2012-2035 Regional Transportation Plan/Sustainable Communities Strategy: Towards a Sustainable Future* (RTP/SCS) and *Air Quality Management Plan* (AQMP), among others. Additionally, the projections enable the proper planning of infrastructure and facilities to adequately meet the needs of the anticipated growth. The growth forecasts provide population, household, and employment data for 2008, 2020, and 2035.

[1] Southern California Association of Governments, *Adopted 2012 Integrated Growth Forecast*, http://www.scag.ca.gov/forecast/index.htm, Accessed October 23, 2013.

HOUSING ELEMENTS AND REGIONAL HOUSING NEEDS ASSESSMENT (RHNA)

The housing element is one of seven State-mandated general plan elements. Housing element law mandates that local governments adequately plan to meet the existing and projected housing needs of all economic segments of the community. The law acknowledges that, in order for the private market to adequately address housing needs and demand, local governments must adopt land use plans and regulatory systems that provide opportunities for, and do not unduly constrain, housing development. As a result, housing policy in the State rests largely upon the effective implementation of local general plans and, in particular, local housing elements. Housing element law also requires that the California Department of Housing and Community Development (HCD) review local housing elements for compliance with State law and report its written findings to the local government.

Pursuant to California Government Code (CGC) Section 65584 applicable to the Regional Housing Need Allocation (RHNA) process, HCD is required to determine the RHNA, by income category, for Council of Governments (COGs). The City of Upland is a member agency of the Southern California Association of Governments (SCAG). In August 2011, HCD provided SCAG with its RHNA Determination for the January 1, 2014 through October 31, 2021 projection period. In turn, COGs (i.e., SCAG) are required to allocate to each locality a share of housing need totaling the RHNA for each income category. Pursuant to GC 65583, localities are required to update their housing element to plan to accommodate their entire RHNA share by income category. It is noted that a community is not necessarily obligated to construct housing to meet its RHNA share. Thus, rather than a construction need allocation, the RHNA is a distribution of housing development capacity that each city and county must zone for in a given projection period. The 5th cycle RHNA Allocation Plan is for the January 1, 2014 to October 31, 2021 projection period. The 5th cycle housing element updates, which are for the October 15, 2013 to October 15, 2021 planning period, were required to be adopted by October 15, 2013.

The 5th cycle RHNA incorporates reform provisions contained in the AB 2158 and SB 375. Housing element updates are synchronized with the Regional Transportation Plan (RTP) adoption and the RHNA must be consistent with the 2012-2035 RTP/SCS and its development pattern. The RHNA methodology must still address anticipated housing needs for all income groups related to population and employment growth and reduce the concentration of lower income households. However, it now must incorporate sufficient land use capacity to support improved mobility and job housing balance, including complementary transportation efficiency adjustments that reduce greenhouse gas (GHG) and tailpipe emissions.

2014-2021 Growth Needs

A local jurisdiction's "fair-share" of regional housing need is the number of additional housing units that will need to be constructed in the jurisdiction to: accommodate the forecast growth in the number of households; replace expected housing demolitions and conversions to non-housing uses; and achieve a future vacancy rate that allows for healthy functioning of the housing market. The allocation is divided into four income categories: Very Low; Low; Moderate; and Above

Moderate. The allocation is further adjusted to avoid an over-concentration of lower-income households in any one jurisdiction. Based on AB 2632 requirements, each jurisdiction must address the projected need for extremely low income households, defined as households earning less than 30 percent of the county's median family income (MFI). As of 2014, the MFI for San Bernardino County is $65,000.[2] The projected extremely low income need is assumed to be 50 percent of the very-low income need.

Table 5.2-1, *RHNA Allocation*, presents the RHNA housing need by income category for the 5th cycle RHNA Allocation Plans. As indicated in Table 5.2-1, SCAG determined that Upland's "fair-share" of the regional housing growth need for the 5th cycle is 1,589 units, including 191 extremely low income, 191 very low income units and 260 low income units.

Table 5.2-1
RHNA Allocation 2014-2021

Income Category	Housing Allocation - 2021[1]
Very Low	382
Low	260
Moderate	294
Above Moderate	653
Total	***1,589***

Note:
1. Southern California Association of Governments Website, http://rtpscs.scag.ca.gov/Documents/rhna/5thCyclePFinalRHNAplan.pdf, Accessed September 12, 2014.

CITY OF UPLAND GENERAL PLAN HOUSING ELEMENT

The City of Upland General Plan Housing Element 2013–2021 (Housing Element) was adopted January 27, 2014. The Housing Element contains an identification and analysis of the City's existing and projected housing needs, an analysis of the various governmental and nongovernmental constraints to meeting that need, and a series of goals, policies, and scheduled programs to further the development, improvement, and preservation of housing.

The Upland Housing Element is comprised of six sections:

- *Chapter 1, Introduction*: Provides an introduction to the statutory authority and requirements for the housing element, related planning efforts, and a description of the public outreach process.

- *Chapter 2, Community Profile*: Provides an analysis of demographic, social, and housing characteristics; current and future housing needs due to population growth and change; and other housing issues and needs.

[2] State of California Department of Housing and Community Development, *State Income Limits for 2014*, February 28, 2014.

- *Chapter 3, Constraint Analysis*: Provides an analysis of the governmental and nongovernmental constraints that affect the development, maintenance, and improvement of housing for all income groups.

- *Chapter 4, Housing Resources*: Provides an analysis of the available land for housing, as well as the financial resources and administrative capacity to manage housing programs.

- *Chapter 5, Program Evaluation*: Provides a review of accomplishments from the prior housing element, including the relevance of current goals, policies, and programs.

- *Chapter 6, Housing Plan*: Contains specific goals, policies, and implementation programs to address the development, improvement, and conservation of housing that will address housing needs in Upland.

The three goals around which the Housing Plan is organized are:

- *Goal 1 - Upland's Neighborhoods*: Strong and healthy neighborhoods with well-maintained housing, ample public services, open space and infrastructure that provide a quality place to live.

- *Goal 2 - Upland's Housing Supply*: A diverse supply of housing that is designed, built, and located in a manner that is consistent with land use, zoning, circulation, and open space goals of the City.

- *Goal 3 - Housing Assistance*: Opportunities for moderate and lower income residents and households with special needs to rent, purchase, or maintain adequate housing in the community.

As previously noted, SCAG determined Upland's RHNA for the 2014-2021 projection period is 1,589housing units; refer to Table 5.2-1. Through the housing programs outlined above, the City intends to obtain the minimum quantified objectives pursuant to state law and subject to availability of private funds, grants, and local, state, and federal funds. Table 5.2-2, *Adjusted RHNA Allocation 2014-2021*, summarizes the specific number of housing units/households anticipated to be served between 2014 and 2021, and indicates would be able to meet its RHNA.

Table 5.2-2
Adjusted RHNA Allocation 2014-2021

Income Category	2014-2021 RHNA	New Construction[1]	Meets RHNA?
Very Low	382	382	Yes
Low	260	260	
Moderate	294	294	
Above Moderate	653	653	
Total	***1,589***	***1,589***	

1. Housing construction goals refer to the provision of sites to address the 2014-2021 RHNA.

Source: City of Upland, *City of Upland* General Plan Housing Element 2013-2021 Table 6-1, Adopted January 27, 2014.

5.2.2 EXISTING ENVIRONMENTAL SETTING

POPULATION

County of San Bernardino

San Bernardino County's (County) population totaled 1,709,434 persons in 2000 and 2,035,210 persons in 2010, representing a growth rate of approximately 19 percent for this time period; refer to Table 5.2-3, *Population Estimates and Projections*. As of January 2013, the County's population was an estimated 2,076,274 persons. According to SCAG, with a forecast population of approximately 2,750,000 persons by 2035, the County's population is projected to grow approximately 32 percent between 2013 and 2035.

Table 5.2-3
Population Estimates and Projections

Year	County of San Bernardino (Persons)	City of Upland (Persons)	Sphere of Influence (Persons)	Planning Area (Persons)
2000 Census[1]	1,709,434	68,393		
2010 Census[2]	2,035,210	73,732		
2000 - 2010 Change	*+325,776*	*+5,339*		
2000 - 2010 % Change	*+19%*	*+8%*		
2008 Baseline Conditions[3]		70,030	3,296	73,326
2013 Existing Conditions[4]	2,076,274	74,907		
2010 – 2013 Change	*+41,064*	*+1,175*		
2010 – 2013 % Change	*+2%*	*+2%*		
SCAG Forecasts 2035[5]	2,750,000	80,200		
2008 – 2035 Change		*+10,170*		
2008 – 2035 % Change		*+15%*		
2013 – 2035 Change	*+673,726*	*+5,293*		
2013 – 2035 % Change	*+32%*	*+7%*		

1. U.S. Census Bureau, *Census 2000.*
2. U.S. Census Bureau, *Census 2010.*
3. See Table 3-5, *General Plan 2035 Growth Assumptions*.
4. State of California, Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State — January 1, 2011- 2013.* Sacramento, California, May 2013.
5. Southern California Association of Governments, *Adopted 2012 Integrated Growth Forecast*, http://www.scag.ca.gov/forecast/index.htm, Accessed October 23, 2013.

City of Upland

As indicated in Table 5.2-3, the City's population was an estimated 68,393 persons in 2000 and 73,732 persons in 2010, representing a population growth rate of approximately 8.0 percent between 2000 and 2010. In 2008, the Planning Area's population was 73,326 persons, including 70,030 persons in the City. SCAG forecasts the City's population will increase to approximately 80,200 persons by 2035, or approximately 15.0 percent between 2008 and 2035. By 2035, the City will constitute approximately 3.0 percent of the County's total population.

HOUSING

County of San Bernardino

The County of San Bernardino's housing data is presented in Table 5.2-4, *Housing Inventory Estimates and Projections*. The County's 2000 housing inventory was an estimated 601,369 dwelling units, representing an increase of approximately 16 percent over the 2010 inventory of 699,637 dwelling units. The County's 2013 housing inventory totaled 704,540 dwelling units, with a 12.5 percent vacancy rate and an average of 3.31 persons per household. The County's housing inventory is forecast to total approximately 968,664 dwelling units by 2035, representing an increase of approximately 38 percent between 2013 and 2035; refer to Table 5.2-4.

City of Upland

The City's 2010 housing inventory was an estimated 27,355 dwelling units, representing an increase of approximately 7.0 percent over the 2000 inventory of 25,467 dwelling units; refer to Table 5.2-4. Comparatively, the City's housing growth rate between 2000 and 2010 was approximately one-half the County's growth rate for the same period (16 percent). The Planning Area's 2008 housing inventory was approximately 27,274 dwelling units, including 26,048 dwelling units in the City. In 2008, the City's average household size was 2.83 persons per household.

Vacancy rates are a measure of the general availability of housing. They also indicate how well the types of available units meet the housing market demand. A low vacancy rate suggests that households may have difficulty finding housing within their price range, whereas a high vacancy rate indicates that either the units available are not suited to the population's needs or there is an oversupply of housing units. The availability of vacant housing units provides households with choices of type and price to accommodate their specific needs. Low vacancy rates can result in higher prices, limited choices, and settling with inadequate housing. It may also contribute to overcrowding. A vacancy rate between 4.0 and 6.0 is considered "healthy." As indicated in Table 5.2-4, the City's 2008 vacancy rate was 5.0 percent, which is considered a healthy rate.

Table 5.2-4
Housing Inventory Estimates and Projections

Year/Description	County of San Bernardino	City of Upland	Sphere of Influence	Planning Area
2000 Census DU[1, 2]	601,369	25,467		
2010 Census DU[3]	699,637	27,355		
2000 - 2010 Change	*+98,268*	*+1,888*		
2000 - 2010 % Change	*+16%*	*+7%*		
2008 Baseline Conditions DU[4]		26,048	1,226	27,274
2008 Vacancy Rate[4]		5.0%		
2008 Persons per Household[4]		2.83		
2013 Existing Conditions DU[5]	704,540	27,426		
2013 Vacancy Rate[5]	12.5%			
2013 Persons per Household[5]	3.31			
2010 - 2013 *Change*	*+4,903*	*+71*		
2010 - 2013 % Change	*+0.70%*	*+0.26%*		
2035 SCAG Forecasts DU[6, 7]	968,664	32,947		
2008 – 2035 Change		*+5,673*		
2008 – 2035 % Change		*+21%*		
2013 – 2035 Change	*+263,460*	*+5,411*		
2013 – 2035 % Change	*+37%*	*+21%*		

Notes:
1. DU = Dwelling units.
2. U.S. Census Bureau, *Census 2000*.
3. U.S. Census Bureau, *Census 2010*.
4. See Table 3-5, *General Plan 2035 Growth Assumptions*.
5. State of California, Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State — January 1, 2011- 2013*. Sacramento, California, May 2013).
6. SCAG provides household forecasts, however, no housing forecasts. Therefore, the 2035 housing forecasts were extrapolated, based on the following: for the County, 847,000 households (SCAG) and 12.5 percent vacancy rate (CA Department of Finance); and for the City, 31,300 households (SCAG) and 5.0 percent vacancy rate (The Planning Center).
7. Southern California Association of Governments, *Adopted 2012 Integrated Growth Forecast*, http://www.scag.ca.gov/forecast/index.htm, Accessed January 8, 2013.

SCAG forecasts the City's households will total 31,300 by 2035. Assuming a 5.0 percent vacancy rate, the City's housing inventory is forecast to total approximately 32,947 dwelling units by 2035, representing an increase of approximately 21 percent between 2008 and 2035; refer to Table 5.2-4.

EMPLOYMENT

County of San Bernardino

The County's 2000 civilian labor force was an estimated 721,185 persons, of which approximately 8.0 percent were unemployed; refer to Table 5.2-5, *Labor Force and Employment Estimates*. In 2010, the County's civilian labor force was an estimated 943,952 persons. Between 2000 and 2010, the County's unemployment rate doubled to approximately 16 percent. According to the U.S. Census 2010, approximately 28 percent of the County's labor force was employed in management, business, science, and arts occupations, and approximately 27 percent was employed in sales and office occupations. The largest industry sector in the County was educational services and health care and social services. The County's existing labor force (as of August 2013) is an estimated 849,100 persons, with an unemployment rate of approximately 10 percent.

Table 5.2-5
Labor Force and Employment Estimates

Year	County of San Bernardino			City of Upland		
	Labor Force	Un-employed Number	Un-employed Rate	Labor Force	Un-employed Number	Un-employed Rate
2000 Census[1]	721,185	59,913	8%	34,012	1,935	6%
2010 Census[2]	943,952	152,587	16%	39,311	6,170	16%
2000 – 2010 Change	*+222,767*	*+92,674*	*+8%*	*+5,299*	*+4,235*	*+10%*
2000 – 2010 % Change	*+31%*	*+155%*	*+95%*	*+16%*	*+219%*	*+176%*
2013 Existing[3]	849,100	85,000	10.0%	39,800	2,700	6.8%
2010 – 2013 Change	*+94,852*	*+67,587*	*+6%*	*-489*	*+3,470*	*+9%*
2010 – 2013 % Change	*+10%*	*+44%*	*+38%*	*-1%*	*+56%*	*+57%*

1. U.S. Census Bureau, Census 2000.
2. U.S. Census Bureau, Census 2010.
3. State of California, Employment Development Department, Labor Market Information Division, *Monthly Labor Force Data for Cities and Census Designated Places (CDP) August 2013 - Preliminary,* September 20, 2013.

Table 5.2-6, *Employment Estimates and Projections*, presents the County's existing employment and forecast employment projections, according to SCAG's Adopted 2012 Integrated Growth Forecast. As indicated in Table 5.2-6, San Bernardino County's labor market is projected to increase from 701,000 jobs in 2008 to 1,059,000 jobs in 2035. Thus, SCAG forecasts the County's labor market will grow approximately 51 percent (358,000 jobs) between 2008 and 2035.

Table 5.2-6
Employment Estimates and Projections

Year	County of San Bernardino (Jobs)	City of Upland (Jobs)
2008 Baseline Conditions	701,000[1]	12,458[2]
2035 SCAG Forecasts[1]	1,059,000	33,400
2008 – 2035 Change	*+358,000*	*+20,942*
2008 – 2035 % Change	*51%*	*168%*

1. Southern California Association of Governments, *Adopted 2012 Integrated Growth Forecast*, http://www.scag.ca.gov/forecast/index.htm, Accessed October 23, 2013.
2. See Table 3-5, *General Plan 2035 Growth Assumptions*.

City of Upland

As indicated in Table 5.2-5, the City's 2000 civilian labor force totaled approximately 34,012 persons, with an unemployment rate of approximately 6.0 percent. In 2010, the City's civilian labor force totaled 39,311 persons. Between 2000 and 2010, the City's unemployment rate nearly tripled to approximately 16 percent. The U.S. Census 2010 reports that the majority (approximately 35 percent) of the City's labor force was employed in management, business, science, and arts occupations. The next highest occupation category, representing approximately 32 percent, was sales and office occupations. The City' largest industry sector was educational services, and health care and social assistance. As of August 2013, the City's labor force was an estimated 39,800 persons, with an unemployment rate of approximately 6.8 percent. Comparatively, the City's existing unemployment rate is significantly less than the County's existing unemployment rate of 10 percent.

As indicated in Table 5.2-6, the City's 2008 labor market is an estimated 12,458 jobs, based on the existing non-residential land uses. The City's largest nongovernmental employer is San Antonio Community Hospital. SCAG forecasts the City's labor market will total 33,400 jobs by 2035, an increase of approximately 20,942 jobs over 2008 conditions.

The jobs/housing ratio is used as a general measure of balance between a community's employment opportunities and the housing needs of its residents. A ratio of 1.0 or greater generally indicates that a City provides adequate employment opportunities, potentially allowing its residents to work within the City. The City's current jobs/housing ratio is approximately

0.48,[3] indicating the City is currently housing rich, with insufficient employment opportunities for its residents to potentially work within the City.

5.2.3 SIGNIFICANCE THRESHOLDS AND CRITERIA

The issues presented in the Initial Study Environmental Checklist (Appendix G of the *CEQA Guidelines*) have been utilized as thresholds of significance in this Section. Accordingly, population, employment, and housing impacts resulting from Project implementation may be considered significant if they would result in the following:

- Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).

- Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere; refer to Section 8.0, *Effects Found Not To Be Significant*.

- Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

Based on these significance thresholds and criteria, the Project's effects have been categorized as either "no impact," a "less than significant impact," or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact.

5.2.4 PROJECT IMPACTS AND MITIGATION MEASURES

POPULATION GROWTH

● WOULD THE PROJECT INDUCE SUBSTANTIAL POPULATION GROWTH IN THE PLANNING AREA?

Impact Analysis: Table 3-2, *General Plan 2035 Anticipated Development*, outlines the City's designated land uses for the General Plan 2035. As indicated in Table 3-2, Project implementation would result in a residential development capacity of approximately 30,300 dwelling units within the Planning Area (Exhibit 3-2, *Upland Planning Area*), including 28,478 dwelling units within the City. The General Plan 2035 proposes six distinct residential land use designations, which are intended to provide a range of housing types to meet the varying needs of the City's residents. The following residential land use designations are established for the General Plan 2035:

[3] Based on 12,458 jobs and 26,048 dwelling units (as of 2008).

- Single-Family Low (0-4 du/ac) (SFR-L) - This designation replaces the existing Single-Family Residential 0-2, 0-3, and 0-4 du/ac land use designations;

- Single-Family Medium (4-10 du/ac) (SFR-M) - This designation replaces the existing Single-Family Residential 4-6 and 7-10 du/ac land use designations;

- Mobile Home (8-14 du/ac) (MH);

- Multi-Family Low (10-20 du/ac) (MFR-L) - This designation replaces the existing Multi-Family Condominium 7-12 and 12-20 du/ac, and Multi-Family Residential 7-12 and 12-20 du/ac land use designations;

- Multi-Family Medium (20-30 du/ac) (MFR-M) - This is a new higher-density residential designation that does not exist in the current General Plan; and

- Mixed-Use Designations - There are four mixed-use designations within the Land Use Plan, which are intended to foster developments that provide a mix of related land uses within close proximity and walking distance in order to encourage more walking and to reduce traffic and greenhouse gas emissions associated with driving.

Additionally, the Planning Area's non-residential (i.e., commercial, industrial, etc.) development capacity under the General Plan 2035 is approximately 12.236 million square feet, including approximately 12.209 million square feet within the City. The employment projection associated with these non-residential land uses is approximately 24,245 jobs, including approximately 24,182,724 jobs within the City.

A project could induce population growth in an area, either directly (for example, by proposing new residential and employment-generating land uses) or indirectly (for example, through extension of roads or other infrastructure). Although the Project anticipates improvements/modifications to existing roads and infrastructure, it does not involve the extension of roads or other infrastructure into undeveloped areas; refer to Section 5.4, *Traffic and Circulation*. Therefore, Project implementation would not induce population growth indirectly, through extension of roads or other infrastructure. However, the Project proposes new residential and employment-generating land uses, which could induce direct population growth in the Planning Area.

Existing Plus Project Conditions

Table 5.2-7, *Project Compared to Existing Conditions*, compares the General Plan 2035's anticipated growth in housing, population, and employment to existing 2008 conditions. As indicated in Table 5.2-7, the General Plan 2035 anticipates the development of approximately 3,026 dwelling units within the Planning Area, with a resultant population growth of approximately 11 percent (8,135 persons). By 2035, the Planning Area's population is anticipated to grow to approximately 81,462 persons. Therefore, the Project would induce direct population growth in the Planning Area thru new residential land uses.

Table 5.2-7
Project Compared to Existing Conditions

Description	City	Sphere of Influence	Planning Area
Housing[1] (Dwelling Units)			
2008 Existing Baseline Conditions	26,048	1,226	27,274
2035 General Plan Buildout	28,478	1,822	30,300
2008 - 2035 Change DU	+2,430	+596	+3,026
2008 - 2035 % Change DU	+9%	+49%	+11%
Households[2] (Occupied Dwelling Units)			
2008 Existing Baseline Conditions	24,746	1,165	25,910
2035 General Plan Buildout	27,054	1,731	28,785
2008 - 2035 Change HH	+2,309	+566	+2,875
2008 - 2035 % Change HH	+9%	+49%	+11%
Population[1] (Persons)			
2008 Existing Baseline Conditions	70,030	3,296	73,326
2035 General Plan Buildout	76,563	4,898	81,461
2008 - 2035 Change Persons	+6,533	+1,602	+8,135
2008 - 2035 % Change Persons	+9%	+49%	+11%
Employment[1] (Jobs)			
2008 Existing Baseline Conditions	12,458	0	12,458
2035 General Plan Buildout	24,182	63	24,245
2008 - 2035 Change Jobs	+11,724	+63	+11,787
2008 - 2035 % Change Jobs	+94%	+100%	+95%

Notes:
1. See Table 3-5, *General Plan 2035 Growth Assumptions*.
2. Households were extrapolated based on a vacancy rate of 5.0 percent (The Planning Center).

As indicated in Table 5.2-7, the General Plan 2035 is anticipated to increase the Planning Area's employment by approximately 95 percent (11,787 jobs). This employment growth could result in population growth within the Planning Area, as the potential exists that future employees (and their families) would choose to relocate to the area. Estimating the number of these future employees who would choose to relocate would be highly speculative, since many factors influence personal housing location decisions (e.g., family income levels and the cost and availability of suitable housing in the local area). Although uncertainty exists regarding the number of new employees who may choose to relocate, a conservative analysis of the potential population growth associated with the employment-generating land uses is provided. For analysis purposes, it is assumed 25 percent (approximately 2,947) of the General Plan 2035's 11,787 new full-time employees would choose to relocate to the area. The housing demand associated with the anticipated employment-generating land uses would be approximately 2,947 dwelling units, with a potential population of approximately 8,339 persons (based on 2.83 persons per household). Therefore, the Project has the potential to induce direct population growth in the Planning Area, due to development of employment-generating land uses.

However, the population growth associated with employment-generating land uses is considered unlikely, given the anticipated residential development and existing unemployment in Upland and surrounding cities.

As previously noted, the housing demand associated with the anticipated employment-generating land uses would be approximately 2,947 dwelling units. The General Plan 2035 anticipates the development of 3,026 dwelling units, which could be occupied by the project's new employees. Additionally, as of August 2013, the City's unemployment rate was 6.8 percent (2,700 persons) (refer to Table 5.2-5) and the unemployment rates in the surrounding cities were as follows:[4]

- Claremont: 900 unemployed persons (5.3 percent);
- La Verne: 1,100 unemployed persons (5.9 percent);
- Montclair: 1,500 unemployed persons (9.6 percent);
- Ontario: 8,600 unemployed persons (10.7 percent);
- Pomona: 7,700 unemployed persons (11.4 percent); and
- Rancho Cucamonga: 5,000 unemployed persons (6.5 percent).

Collectively, these existing unemployment rates amount to approximately 27,500 unemployed persons. Therefore, the jobs created by the Project could be filled in part by unemployed persons who already reside in Upland and/or surrounding cities. Combined, the anticipated residential development and existing unemployment would offset the potential population growth associated with employment-generating land uses, resulting in a less than significant impact in this regard.

The General Plan 2035 establishes as a goal (Goal PFS-1) a functional and well-maintained City with adequate public facilities, infrastructure, and services. It is also the City's goal (Goal LU-4) to provide a community whose land use patterns focus growth in ways that are supportable and environmentally responsible. In furtherance of achieving these goals, all future development within the City with potential to induce population growth, whether through the development of housing or employment-generating land uses, would be subject to implementation of the General Plan 2035 Policies and Actions outlined below. Implementation of the specified Policies and Actions would ensure the population growth that would occur through residential and employment-generating land uses would result in less than significant impacts. It is further noted, the forecast population growth would occur over an approximately 22-year period, allowing for development of necessary services and infrastructure commensurate with the anticipated growth. Finally, substantial development of unplanned or unforeseen public services and utility/service systems would not be required.

Forecast Year 2035 Conditions

Potential growth inducing impacts are also assessed based on a project's consistency with adopted plans that have addressed growth management from a local and regional standpoint. As discussed above, SCAG is the responsible agency for developing and adopting growth forecasts

[4] State of California, Employment Development, Department Labor Market Information Division, *Monthly Labor Force Data for Cities and Census Designated Places (CDP) August 2013 - Preliminary, Data Not Seasonally Adjusted*, June 15, 2012.

for local San Bernardino County governments, among other counties. SCAG's *Adopted 2012 Integrated Growth Forecast* provides population, household, and employment forecasts for 2035 (as well as for 2008 and 2020).

Table 5.2-8, *Project Compared to SCAG*, compares the General Plan 2035's household, population, and employment projections for the City with SCAG's 2035 forecasts. As indicated in Table 5.2-8, the General Plan 2035 is forecast to result in 28,785 households (30,300 dwelling units), with a resultant population of approximately 81,462 persons. SCAG forecasts the City will grow to 31,300 households by 2035 (an extrapolated 32,947 dwelling units), with a resultant population of approximately 80,200 persons. Comparatively, the General Plan 2035's household and population forecasts are less than SCAG's 2035 forecasts. Therefore, the proposed Project would not conflict with SCAG's *Adopted 2012 Integrated Growth Forecast.*

Table 5.2-8
Project Compared to SCAG

Description	Housing (Dwelling Units)	Households (Occupied Dwelling Units)	Population (Persons)	Employment (Jobs)
2035 General Plan Buildout[1]	28,478	27,054	76,563	24,182
2035 SCAG Forecasts[2]	32,947[3]	31,300	80,200	33,400
GPU / SCAG Difference[4]	-4,469	-4,246	-3,637	-9,218
Exceeds SCAG Forecast?	No	No	No	No

Notes:
1. See Table 3-5, *General Plan 2035 Growth Assumptions*.
2. Southern California Association of Governments, *Adopted 2012 Integrated Growth Forecast*, http://www.scag.ca.gov/forecast/index.htm, Accessed October 23, 2013.
3. SCAG does not provide housing forecasts. This housing forecast was extrapolated based on SCAG's 2035 household forecast and a 5.0 percent vacancy rate (The Planning Center).
4. The difference in forecasts are attributed to the current projections being based upon a realistic assessment of likely development potential.

From a regional perspective, the emphasis regarding growth has been placed primarily on achieving a balance of employment and housing opportunities within subregions; refer to Section 7.3. The City's current jobs/housing ratio is approximately 0.48, indicating the City is currently housing rich with insufficient employment opportunities for its residents to potentially work within the City. The General Plan 2035 is anticipated to increase the Planning Area's housing stock by 11 percent (3,026 dwelling units) and employment by 95 percent (11,787 jobs), resulting in a forecast jobs/housing ratio of approximately 0.80.[5] The General Plan 2035 would improve the Planning Area's jobs/housing balance by providing more employment opportunities for residents to potentially work in the area. Planning area residents who currently commute to work in Riverside or Los Angeles Counties could potentially remain in the area to work due to the availability of approximately 11,787 new jobs. Therefore, the Project would beneficially

[5] Based on 24,245 jobs and 30,300 dwelling units (as of 2035).

impact the City's jobs/housing balance, by improving the jobs/housing ratio when compared to existing conditions.

The General Plan 2035 establishes Goals that consider population growth by addressing the City's jobs/housing balance through job creation and mixed land uses:

Goal ES-2: A diverse local economy that offers an array of accessible, high quality job opportunities for Upland residents.

Goal FA-4: The Southeast Quadrant is a stable neighborhood with a balanced mix of jobs and housing.

Goal FA-5: College Heights is an employment center offering a range of sustainable business and employment opportunities.

Goal LU-1: A viable community with a mix of land uses and building types that offer a wide range of choices to live, work, shop and participate in civic, cultural, open space, and recreational opportunities.

Goal LU-4: A community whose land use patterns focus growth in ways that are supportable and environmentally responsible.

In furtherance of achieving these Goals, all future development within the City would be subject to implementation of the General Plan 2035 Policies and Actions outlined below. Implementation of the specified Policies and Actions would ensure the anticipated population growth would result in less than significant impacts.

Overall, the General Plan 2035's forecast population growth would occur over an approximately 22-year period and would not require substantial development of unplanned or unforeseen public services or utility/service systems. The forecast population growth would comply with SCAG growth forecasts. Additionally, all future development would be subject to implementation of the specified General Plan 2035 Policies and Actions. Therefore, Project implementation would result in less than significant impacts involving population growth.

It is noted, the General Plan 2035 does not include an update to the City's Housing Element, since it underwent a separate update process for the 2006-2014 planning period, or 4th cycle. According to Housing Element Section VI, *Housing Plan*, the City's overall housing goal is to provide housing that fulfills the diverse needs of the community, which would be accomplished through the Goals, Policies, and Programs set forth in this Housing Plan. Namely, it is the City's goal (Goal 2.0) to assist in the provision of housing that meets the needs of all economic segments of the community. It is also the City's goal (Goal 3.0) to provide suitable sites for housing development, which can accommodate a range of housing by type, size, location, price, and tenure. The Housing Element establishes the policies outlined below, in furtherance of these Goals. All future residential development within the City would be subject to implementation of these specified policies, which provide various programs and tools to implement the City's

housing Goals, guide residential development/redevelopment, and preserve a balanced inventory of housing to meet the needs of the City's present and future residents.

General Plan 2035 Policies and Actions:

Policy ES-2.1	Job Expansion. Increase the number of quality jobs in Upland to improve the balance of jobs and housing.
Policy ES-2.2	High Quality Jobs. Retain, expand and attract firms that provide a variety of high quality job opportunities that meet the array of educational backgrounds and job-skills sets of Upland residents.
Policy ES-2.3	Employment Support. Support existing and new employment uses that offer opportunity for training and advancement of Upland residents and workers.
Policy ES-2.4	Access to Jobs. Improve local walking, biking and transit access to Upland employment centers, as well as Metrorail commuter rail and Gold Line light rail stations, in order to reduce commute burden and vehicle miles traveled and improve job access and livability.
Policy ES-3.9	Residential Density. Increase residential densities in appropriate locations to provide a customer base for new and existing commercial uses.
Policy FA-1.6	Housing. Allow for and encourage the development of higher density, multi-family residential projects at mid-blocks along Foothill Boulevard.
Policy FA-4.1	Medical Industry. Accommodate and encourage the growth of the medical industry in the Southeast Quadrant as an important economic provider of jobs and revenue to the City and region.
Policy FA-4.7	Housing. Provide a diverse range of housing types in the Southeast Quadrant that meet the needs of residents at all income levels.
Policy FA-4.12	Transformation of Industrial Sites. Encourage the transition of industrial sites to residential uses, as appropriate, on sites that are underutilized or incompatible with neighboring uses.
Policy FA-6.3	Residential Development. Focus residential development in College Heights in the southwestern corner of the area near Claremont Colleges and the Metrolink and future Gold Line stations.
Policy FA-6.4	Access Improvements to Montclair Station. Coordinate with the City of Montclair to implement streetscape and connectivity improvements to support access to the station.

Policy FA-6.5	High-Density Housing. Encourage higher-density multi-family housing and mixed-use developments near the Montclair Transportation Center as designated on the Land Use Plan in the southwestern portion of College Heights.
Policy FA-6.8	Existing Single-Family Housing. Encourage the preservation and improvement to existing single-family homes along Hervey and Drake Avenues.
Policy FA-6.9	Business/Residential Mixed-Use. Allow parcels south of the Pacific Electric Trail in College Heights to contain both light industrial and residential uses to support opportunities for live/work arrangements in the City.
Policy HC-1.4	Life-Stage Housing. Provide a diversity of housing types by location, tenure, type of unit, and price level throughout the City; support housing accommodations or living arrangements that can accommodate people and households of all ages and abilities.
Policy LU-1.3	Strategic Growth. Concentrate growth in strategic locations that strengthens the City's economic base, offers new housing opportunities, maximizes available and planned infrastructure, and fosters the development and use of transit and multi-modal transportation. These areas include Historic Downtown Upland, Foothill Boulevard, the Southeast Quadrant, College Heights, Mountain Avenue, along the Interstate 10 corridor, and in the 9th Street Industrial area.
Policy LU-1.4	Complete and Balanced Community. Foster new land uses and building types that contribute to City revenues and increase employment while also ensuring the provision of sufficient housing, shopping, civic, cultural, open space, and recreational opportunities.
Policy LU-1.5	Range of Housing Types and Densities. Provide high-quality housing in a range of types, densities, and unit sizes that meets the housing needs of residents of all income levels.
Policy LU-1.6	Jobs-Housing Match. Encourage new employment opportunities that match the range of housing types to make it possible for people to live and work in Upland.
Policy LU-2.1	Low-Density Residential. Maintain low-density residential designations in existing low-density residential areas, unless conversion to another use is provided for by the land use plan and policies of this General Plan.

Policy LU-2.3	Living Environment. Provide healthy, affordable and desirable living environments consistent with adopted code requirements that set forth the acceptable health and safety standards for the occupancy of housing.
Policy LU-4.1	Infill Development. Encourage mixed-use, infill development on brownfields or underutilized parcels near public transit, and within the urban core.
Policy LU-4.2	Balance Commercial and Residential Development. Strive to balance commercial and residential development within the City to provide services for residents and a supportive local clientele for business.
Policy LU-4.3	Jobs Housing Balance. Encourage a balance between jobs, workforce skills, and housing supply.
Policy LU-4.4	Incentives. Work to identify and support financial and administrative incentives (i.e., fee reductions) to encourage desired land uses, development patterns, and alternative modes of transportation that reduce greenhouse gas emissions.
Policy LU-5.2	Mixed-Use Development. Along major arterials such as Foothill Boulevard, provide opportunities for residential, commercial and employment uses to occupy the same site in mixed-use configurations, and regulate mixed-use development to ensure high-quality development and protection of the occupants.
Policy LU-5.3	Transit Zones. Support transit zones around existing and planned transit stations where transit-oriented development should be facilitated.
Policy LU-5.4	Transit-Oriented Development. Support the development of multi-family residential and mixed-use projects around transit stations by allowing a reduction in the parking requirements or other development standards.
Policy OSC-4.2	Compact Development. Where development opportunities near shopping areas and transit corridors exist, prioritize higher-density residential development.
Policy OSC-4.3	Mixed Retail Development. Encourage employment areas to include a mix of retail support services, and allow new small-scale retail and service uses within established residential neighborhoods to reduce vehicle trips.

Policy OSC-4.8	Reduction in Commuting. Promote expansion of employment opportunities within Upland to reduce commuting to areas outside of the City.
Policy OSC-5.2	Greenhouse Gas Reduction in New Development. Reduce greenhouse gas emissions from new development by promoting water conservation and recycling; promoting development that is compact, mixed use, pedestrian friendly, and transit oriented; promoting energy-efficient building design and site planning; improving the jobs/housing ratio; and other methods of reducing emissions.
Policy PFS-1.7	Infill Areas. Identify and prioritize infill areas for infrastructure improvements and assist developers in identifying funding mechanisms to cover the cost of providing facilities and services in infill areas.
Policy H-2.2	Use density bonuses and other incentives to facilitate the development of new housing for extremely low, very low, and low income households.
Policy H-3.1	Provide for a range of residential densities and products, including low-density single-family uses, moderate-density town homes, and higher-density apartments, condominiums, and units in mixed-use developments.
Policy H-3.2	Encourage development of residential uses in strategic proximity to employment, recreational facilities, schools, neighborhood commercial areas, and transportation routes.
Policy H-3.3	Encourage compatible residential development in areas with recyclable or underutilized land.
Policy H-3.5	Promote flexible development standards through Planned Residential Development to provide for a variety of housing types.

Mitigation Measures: No further mitigation is required beyond implementation of the GPU Policies.

Level of Significance After Mitigation: Not Applicable.

DISPLACED PERSONS AND REPLACEMENT HOUSING

- **WOULD THE PROJECT DISPLACE PERSONS, NECESSITATING THE CONSTRUCTION OF REPLACEMENT HOUSING?**

Impact Analysis: The Project would not displace housing or persons through removal of existing uses, since this is not proposed. Therefore, the Project would not necessitate construction of replacement housing in this regard.

As concluded above, the potential exists that as many as 25 percent of the project's new employees would choose to relocate to the Planning Area, creating a demand for approximately 2,947 dwelling units. As also concluded above, this potential relocation is considered unlikely, given the existing unemployment in Upland and surrounding cities, which collectively amounts to approximately 27,500 unemployed persons. Additionally, it is anticipated that the project's overall housing demand associated with 11,724 new jobs could be met by the anticipated residential development (3,026 dwelling units) and the vacancy rates in Upland and surrounding cities, which range from 3.6 to 5.4 percent, as follows:[6]

- Upland: 1,371 vacant dwelling units (5.0 percent);
- Claremont: 553 vacant dwelling units (4.5 percent);
- La Verne: 429 vacant dwelling units (3.6 percent);
- Montclair: 390 vacant dwelling units (3.9 percent);
- Ontario: 2,530 vacant dwelling units (5.3 percent);
- Pomona: 2,215 vacant dwelling units (5.4 percent); and
- Rancho Cucamonga: 2,282 vacant dwelling units (3.9 percent).

Collectively, these existing vacancies amount to approximately 9,770 dwelling units, which could meet the housing demand associated with the project's new jobs.

Combined, the existing unemployment and vacancies, and the anticipated residential development would offset the housing demand created by the employment-generating land uses. Therefore, the Project would not necessitate the construction of additional housing and a less than significant impact would occur in this regard.

General Plan 2035 Policies and Actions: Refer to the GPU Policies and referenced above.

Mitigation Measures: No further mitigation is required beyond implementation of the GPU Policies.

Level of Significance After Mitigation: Not Applicable.

5.2.5 CUMULATIVE IMPACTS AND MITIGATION MEASURES

- **WOULD DEVELOPMENT ANTICIPATED BY THE PROJECT AND CUMULATIVE DEVELOPMENT INDUCE SUBSTANTIAL POPULATION GROWTH IN THE SAN BERNARDINO ASSOCIATED GOVERNMENTS SUBREGION?**

[6] State of California, Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State — January 1, 2011- 2013*. Sacramento, California, May 2013.

Impact Analysis: Cumulative impacts involving population, housing, and employment are analyzed in terms of consistency with SCAG growth assumptions for the SANBAG Subregion (i.e., County of San Bernardino). As concluded above, the Project could induce population growth both through housing and employment generating land uses. Therefore, the project's incremental effects involving population growth are cumulatively considerable. The Project would not displace substantial numbers of people or housing, or create a housing demand that would necessitate construction of replacement housing elsewhere. Therefore, the project's incremental effects involving displacement and replacement housing are not cumulatively considerable.

SCAG forecasts the Subregion will grow to 847,000 households (968,664 dwelling units extrapolated), with a resultant population of approximately 2,750,000 persons, and 1,059,000 jobs by 2035.[7] With an existing population of approximately 2,076,274 persons, the Subregion's population is forecast to grow approximately 32 percent between 2013 and 2035. As shown in Table 5.2-8, the General Plan 2035's household, population, and employment forecasts for the City would not cause SCAG's 2035 forecasts to be exceeded. Additionally, the emphasis regarding growth has been placed primarily on achieving a balance of employment and housing opportunities, and the Project would improve the area's jobs/housing balance. Therefore, the combined cumulative impacts to population growth from the project's incremental effects and those of the cumulative projects in the subregion would be less than significant.

General Plan 2035 Policies and Actions: Refer to the GPU Policies referenced above.

Mitigation Measures: No further mitigation is required beyond implementation of the GPU Policies.

Level of Significance After Mitigation: Not Applicable.

5.2.6 SIGNIFICANT UNAVOIDABLE IMPACTS

Population, housing, and employment impacts resulting from Project implementation would be less than significant by implementation of the General Plan 2035 and Housing Element Policies and Actions. No significant unavoidable population, housing, or employment impacts would occur as a result of the Project.

5.2.7 SOURCES CITED

City of Upland, *City of Upland 2008-2014 Housing Element*, Adopted July 27, 2009.

[7] Southern California Association of Governments, *Adopted 2012 Integrated Growth Forecast*, http://www.scag.ca.gov/forecast/index.htm, Accessed October 23, 2013.

Placeworks, *City of Upland General Plan Update*, Draft September 2014.

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State of California Department of Housing and Community Development, *State Income Limits for 2014*, February 28, 2014.

State of California, Employment Development Department, Labor Market Information Division, *Monthly Labor Force Data for Cities and Census Designated Places (CDP) August 2013 - Preliminary*, September 20, 2013.

State of California, Employment Development, Department Labor Market Information Division, *Monthly Labor Force Data for Cities and Census Designated Places (CDP) August 2013 - Preliminary, Data Not Seasonally Adjusted*, June 15, 2012.

U.S. Census Bureau, *2000 Census*.

U.S. Census Bureau, *2010 Census*.

SECTION 5.3
Aesthetics

5.3 AESTHETICS

This section evaluates the City's and Sphere of Influence's (SOI) visual quality and assesses the potential for visual impacts associated with implementation of the proposed Project. Because of its inherent subjectivity, there are difficulties in the evaluation of visual quality and in determining the degree of impact that may result from visual change. Additionally, there are limited objectives or quantitative standards to analyze visual quality and individuals respond differently to changes in the visual environment. What may be considered an adverse visual condition to one person may represent an improved visual condition to another.

5.3.1 EXISTING REGULATORY SETTING

CALIFORNIA SCENIC HIGHWAYS AND HISTORIC PARKWAYS PROGRAM

The California Scenic Highways and Historic Parkways Program was created in 1963 to preserve and protect highway corridors located in areas of outstanding natural beauty from changes that would diminish the aesthetic value of the adjacent lands. The State of California Department of Transportation (Caltrans) maintains its State Scenic Highways and Historic Parkways Program, through which segments of the State highway system are designated as being of particular scenic value or interest. A highway may be designated scenic depending upon how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes upon the traveler's enjoyment of the view. Interstates, state highways, byways, and parkways are eligible for designation or for recognition as eligible for designation. The Program is governed by the regulations found in the *California Streets and Highways Code*, Section 260 et seq.

California Streets and Highway Code Section 261 requires local government agencies to take the following actions to protect the scenic appearance of the scenic corridor:

- Regulate land use and density of development;
- Provide detailed land and site planning;
- Prohibit offsite outdoor advertising and control of on-site outdoor advertising;
- Pay careful attention to and control of earthmoving and landscaping; and
- Scrutinize the design and appearance of structures and equipment.

California Streets and Highway Code Section 263 allows the California State Legislature the authority to identify highways as eligible for designation as a scenic highway. The government with jurisdiction over land abutting a highway considered to be scenic is required to adopt a "scenic corridor protection program" that restricts development, outdoor advertising, and earthmoving activities along the affected segment or corridor ("Corridor Protection Program"). Caltrans must also indicate that the highway segment meets established criteria in order for the roadway or segment to be designated as scenic.

There are presently no officially designated State Scenic Highways that traverse Upland.[1] The Cities of Upland, Ontario, and Chino requested that Euclid Avenue be added to the State Scenic highways eligibility list in 1975. However, the request was denied.

COUNTY OF SAN BERNARDINO GENERAL PLAN

The County of San Bernardino (County) General Plan acknowledges that the County contains vast amounts of undeveloped land tracts that offer significant scenic vistas and that actions have been taken by the Federal, State, County, and local jurisdictions to ensure these resources are protected to preserve their aesthetic value.[2] The County has determined that the primary goal involving scenic routes is to conserve their scenic qualities and has, therefore, included goals and policies in the County's General Plan Conservation Element. The Conservation Element contains goals and policies to protect scenic vistas along ridgelines and minimize grading along slopes.

CITY OF UPLAND GENERAL PLAN

Adopted in June 1982, the City of Upland General Plan identified the desired future relationship between people and their various needs. The purpose of the General Plan was to provide a general, comprehensive, and long-range guide for community decision-making. Moreover, the General Plan was intended to meet the following objectives, among others:

- To identify the community's environmental, social, and economic goals;
- To state the City's policies regarding the maintenance and improvement of existing development and the location and characteristics of future development needed to achieve community goals; and
- To promote a pattern of development consistent with goals and policies of the State and with regional needs.

Scenic Highways Element

The Scenic Highways Element identifies local routes possessing attributes of scenic significance to persons living, working, and traveling in Upland. Specifically, the Element identifies the following four routes of scenic and historical interest that warrant consideration for such designation:

[1] State of California Department of Transportation, *California Scenic Highway Mapping System Website*, http://www.dot.ca.gov/hq/LandArch/scenic/schwy.htm, November 18, 2013.

[2] *County of San Bernardino General Plan, Section III – Circulation and Infrastructure Element*, April 12, 2007, pages III-7 and 8, County of San Bernardino Website, http://www.sbcounty.gov/Uploads/lus/GeneralPlan/FINALGPtext20130718.pdf , November 18, 2013.

Euclid Avenue. Euclid Avenue is a State Highway (formerly State Route 83) consisting of two roadways separated by a wide median island. It extends from 24th Street in Upland to Philadelphia Street in Ontario. A 15-foot Bridle Path runs its length from 13th Street to 24th Street. Originally planted with peppertrees along the center median, these trees have grown to mature size and are accompanied by other evergreen trees, which frame both sides of Euclid Avenue. Euclid Avenue was determined eligible for inclusion in the National Register of Historic Places in May 1977, and a section was added to the Register in 2005.

Mountain Avenue. Mountain Avenue has historically served as a main route to Mount Baldy, with scenic views of the mountains to the north.

Foothill Boulevard. The portion of Foothill Boulevard (formerly U.S. Route 66) within the City of Upland is a tree-lined boulevard with frontage roads in some areas. The 1993 Foothill Boulevard Vision Plan identifies goals for the future of this roadway, including accommodating the existing and projected vehicular and pedestrian traffic, enhancing the visual quality of the corridor, and ensuring long term economic vitality. The Vision Plan provides design and land use concepts to guide future development along Foothill Boulevard, including minimum lot frontages, streetscape requirements, and master plan designations. Additionally, the City's Architectural Commission reviews all development plans for projects on Foothill Boulevard.

Benson Avenue. Benson Avenue is part of an established alignment (Adoption of Resolution No. 2779) located north of 19th Street, from the Foothill Freeway to its approximate intersection with Mountain Avenue at 21st Street. The alignment is identified as having local scenic interest with views of the mountains to the north and is the responsibility of the City of Upland.

CITY OF UPLAND MUNICIPAL CODE

The Upland Zoning Code is found in Upland Municipal Code (UMC) Title 17, *Planning and Zoning*. The intent and purpose of Title 17 are to promote and protect "the public health, safety and welfare of the people of the city, and to provide for the social, physical and economic advantages resulting from comprehensive and orderly planned use of land resources… establishing standards of design and improvement of land subdivision…" The Title 17 provisions also assist with the implementation of the City's General Plan and other precise plans such as specific plans.

Chapter 17.06, Design Review

The purposes of design (architectural) review, according to UZC Chapter 17.06 are to:

1. Encourage the orderly and harmonious development of property within the City;

2. Implement the general and specific plans of the City pertaining to the preservation and enhancement of the character and unique assets of the community;

3. Recognize the positive effects of high aesthetic standards on the physical, social and economic well-being of the community;

4. Promote and encourage innovative and creative design consistent with, and complementary to, principles of sound community design, while discouraging excessive similarity, dissimilarity or inappropriateness of design; and

5. Ensure that the design of building sites and appurtenant structures and landscaping recognizes and provides for compatibility with the scale and character of existing and projected uses and buildings in the environs, preservation and enhancement of public views and spaces, appropriate buffers and transitional areas, solar access and shade for purposes of energy conservation and comfort, and its relationship with the natural features of its surroundings.

Accordingly, the City Council has determined that plans and proposals for certain new development projects and the reconstruction or remodeling of existing developments, as set forth in UZC Chapter 17.06, shall be subject to review and approval by the City, in order to ensure that the design of building sites and all appurtenant structures, landscaping, and signage is consistent with City goals and objectives pertaining to the preservation and enhancement of the community's visual appeal.

Development standards and regulations for residential and non-residential developments, which influence the City's visual character, are specified in the UZC according to zoning district. The standards affecting visual character generally pertain to the following issue areas, among others:

- Building site requirements;
- Structural height limitations;
- Structural setbacks and yards;
- Fences and walls;
- Landscaping; and
- Signage.

Chapter 17.110, (SC) Scenic Corridor Zone—Overlay

According to UZC Chapter 17.110 the SC Zone is intended to provide for and promote orderly growth along the City's major routes designated as being of distinctive scenic, cultural, and/or historical importance, while protecting, preserving, and enhancing the areas' unique attributes as a valuable community resource.

Euclid Avenue is designated as being within the scenic corridor overlay zone. More specifically, all lands located within 250 feet of the center line of Euclid Avenue between the north and south City limits are included. This area is noted for its landscape and architecture.

According to UZC Section 17.110.070, *Site Development Standards*, the site development standards of the underlying zone with which the SC Zone is combined are applicable, excepting as set forth in that Code Section, provided, however, that any new construction within an SC Zone, including single-family residences, shall be subject to site plan review in compliance with all procedures and requirements therefore.

According to UMC Section 17.110.080, *Development Review and Permits*, except for standard maintenance and repairs, prior to commencing any work pertaining to the erection, construction, reconstruction, moving, conversion, alteration or addition to any building or structure within any (SC) zone, all building and site plans shall be subject to review and permits shall be secured in compliance with all provisions of UMC Section 17.18.090. In addition to Site Plan and Precise Plan requirements, floor plans, roof plans, and elevations (including exterior color plans) are required, in instances involving any proposed substantial modification (either exterior or interior) to a building or structure designated as being of either historic or cultural importance.

Chapter 17.150, Historic Preservation

Upland Municipal Code (UMC) Chapter 17.150, *Historic Preservation*, was adopted for the purpose of establishing policy and procedures for the preservation, restoration, and rehabilitation of buildings, structures, districts, sites, and objects with historical or architectural significance. The policy and process are necessary in order to preserve Upland's cultural heritage. This Chapter is further intended to identify, protect, and enhance buildings, structures, objects, features, sites, places, and areas that reflect special elements of the City's architectural, cultural, and historical past. UMC Chapter 17.150 also addresses alterations to designated cultural resources, infill development within a designated historic district, or a potential historic district as designated by the General Plan, and maintenance and repairs to a designated cultural resource.

Chapter 17.152, Demolition of Historic Buildings

The purpose of this Chapter is to provide a review process for proposed demolition requests for buildings, structures, or objects which reflect special elements of the City's architectural, cultural and historic past. Review under this Chapter is required for the proposed demolition of any cultural resource, in the City historic resources survey, National Register of Historic Places Eligibility Categories 1 through 5D inclusive. The Planning Commission may approve a demolition request for complete destruction of a cultural resource based on specific findings. The proposed demolition of a cultural resource is subject to the provisions of CEQA.

HISTORIC DOWNTOWN UPLAND SPECIFIC PLAN

The Historic Downtown Upland Specific Plan (Specific Plan) is intended to guide development within the City's nine designated historic districts as described in Section 5.9, *Cultural Resources*. The Specific Plan sets forth guidelines for design of appropriate development including architectural characteristics, site planning, parking, landscaping, and signage. These improvements include design elements to enhance the overall historic theme and character, infrastructure and street improvements, recreational resources (i.e., parks), and improvements to various City facilities.

5.3.2 EXISTING ENVIRONMENTAL SETTING

VIEWSHEDS AND SCENIC VISTAS

A viewshed is an area that can be seen from a given vantage point and viewing direction. A viewshed is composed of foreground items (items closer to the viewer) that are seen in detail and background items (items at some distance from the viewer) that frame the view. A scenic vista is generally defined as a view of undisturbed natural lands exhibiting a unique or unusual feature that comprises an important or dominant portion of the viewshed. Scenic vistas may also be represented by a particular distant view that provides visual relief from less attractive views of nearby features. Other designated Federal and State lands, as well as local open space, and mining and recreational areas, may also offer scenic vistas if they represent a valued aesthetic view within the surrounding landscape.

Natural visual resources include mountain ranges, hillsides, low-lying valley, and streams. The San Gabriel Mountains and Mount Baldy are situated north of the Upland. These mountains are scenic resources, since they involve undisturbed natural areas and offer distant vistas of mountain backdrops from portions of Upland. Many of the east/west trending routes in the City have clear open views to Mount Baldy. North/south streets, including Mountain Avenue, benefit from significant views of the City's scenic backdrop. The northern portion of the City is comprised of hilly terrain, providing scenic views of the City and surrounding region. The southern portion of the City is situated at a lower elevation and is relatively flat. The City becomes more urbanized from north to south.

Views of these natural visual resources from the southern portion of the City are limited and partially obstructed due to their distance from the mountain range, lower topography, and built-out nature of the southern area, as well as the density and orientation of the existing buildings and structures. There are no General Plan designated scenic views or vistas within the City.

SCENIC RESOURCES AND HIGHWAYS

Scenic resources are defined as those landscape patterns and features that are visually or aesthetically pleasing and that, therefore, contribute affirmatively to the definition of a distinct community or region including, but not limited to, trees, rock outcroppings and historic buildings. Scenic vistas, open space, rural landscapes, vistas, country roads, and other factors interact to produce a net visual benefit upon individuals and communities. Those visual resources that uniquely contribute to that public benefit are scenic resources under the California Environmental Quality Act (CEQA).

The State Scenic Highway System includes a list of highways that are either currently designated as scenic highways by the State or are eligible for that designation. Neither the California Department of Transportation (Caltrans) nor the County of San Bernardino identify any designated or eligible scenic highways within Upland.

The Upland General Plan Scenic Highways Element identifies local routes possessing attributes of scenic significance to persons living, working, and traveling in Upland. Specifically, the Element identifies four routes, which have unique historical, landscaping, views, or other aesthetic qualities that make them unique in the City of Upland: Euclid Avenue; Mountain Avenue; Foothill Boulevard; and Benson Avenue. Since these roadways are not currently designated by any agency as Scenic Highways, they will be referred to as Scenic Roadways. These roadways are characterized by historical or scenic interests. Street trees are common along these streets, ranging from newly-planted saplings in new developments to mature stands of trees along some of the City's more historic thoroughfares. These trees provide a consistent aesthetic of greenery as one travels throughout the City, and serve as an important amenity for pedestrians. Euclid Avenue, running north to south through the entire City, is the most scenic corridor in the City if not the region.[3] Its central tree-lined median and walking path were part of Upland's original design. It is included in the list because of the extensive and mature landscaping present on the roadway. Portions of Euclid Ave are listed on both the National Register of Historic Properties and the State List of Historical Sites; which give the roadway an important historic element. Euclid Avenue is also one of the few remaining roadways of its type in Southern California, having retained the wide median as other roadways have widened, eliminating the median. Euclid Avenue also provides high quality views of Mount Baldy as one travels north into and through the City. Foothill Boulevard is primarily included on the list because of its historic elements. Foothill Boulevard in Upland was part of Historic Route 66 and has long served as the primary entrance to the City on the eastern side. Mountain Avenue and Benson Avenue provide quality views of Mount Baldy for those persons traveling north.

VISUAL CHARACTER

Visual character is descriptive and nonevaluative, which means it is based on defined attributes that are neither good nor bad in and of them. A community's visual character is largely determined by its urban form, meaning the organization of its natural and built environments. The vast majority (approximately 95 percent) of the City is developed. Single-family residential uses comprise approximately 44 percent of the City, while commercial, office, industrial, and public/government uses comprise approximately 17.3 percent. Only approximately 4.6 percent of the City remains vacant. Table 3-1, *Existing Land Use Summary*, outlines existing (year 2008) on the ground land uses by use type and the representative proportion.

Upland's urban form is defined by the community's building blocks or structural components (i.e., neighborhoods, districts, and corridors), and how the natural and built environment is patterned within this structure, such as block patterns, development types and intensities, and circulation network. The interaction and variety of Upland's various building blocks and development patterns give certain places their unique identity (i.e., the downtown, hillside neighborhoods, and The Colonies) and contribute to the community's overall small-town character. More than a century after its founding, Upland is still largely defined and influenced by its agricultural roots and natural environment, manifested in the small-town character of its

[3] The Planning Center, *Urban Form and Community White Paper*, Upland General Plan Update, Page 22.

historic downtown and single-family neighborhoods. The natural and built elements that contribute to the City's visual character are further described below.

Natural Scenic Elements

In Upland, natural elements include the hills and mountains to the north of the City, as well as the tree-lined boulevards, parks, trails, landscaping, and open spaces that are scattered throughout the community.

Hills and mountains are the most prominent natural amenities that give shape to Upland's built form. Mount Baldy creates the City's backdrop and hilly terrain in the northern portion of the City provides ideal conditions for trails and scenic views of the City and surrounding region. The City has reserved the northern hillside areas primarily for large-lot single-family developments. The remainder of the City lies at a lower elevation and becomes more diverse and urbanized moving to the south, while intermittently enjoying views of Mt. Baldy and the valley below.

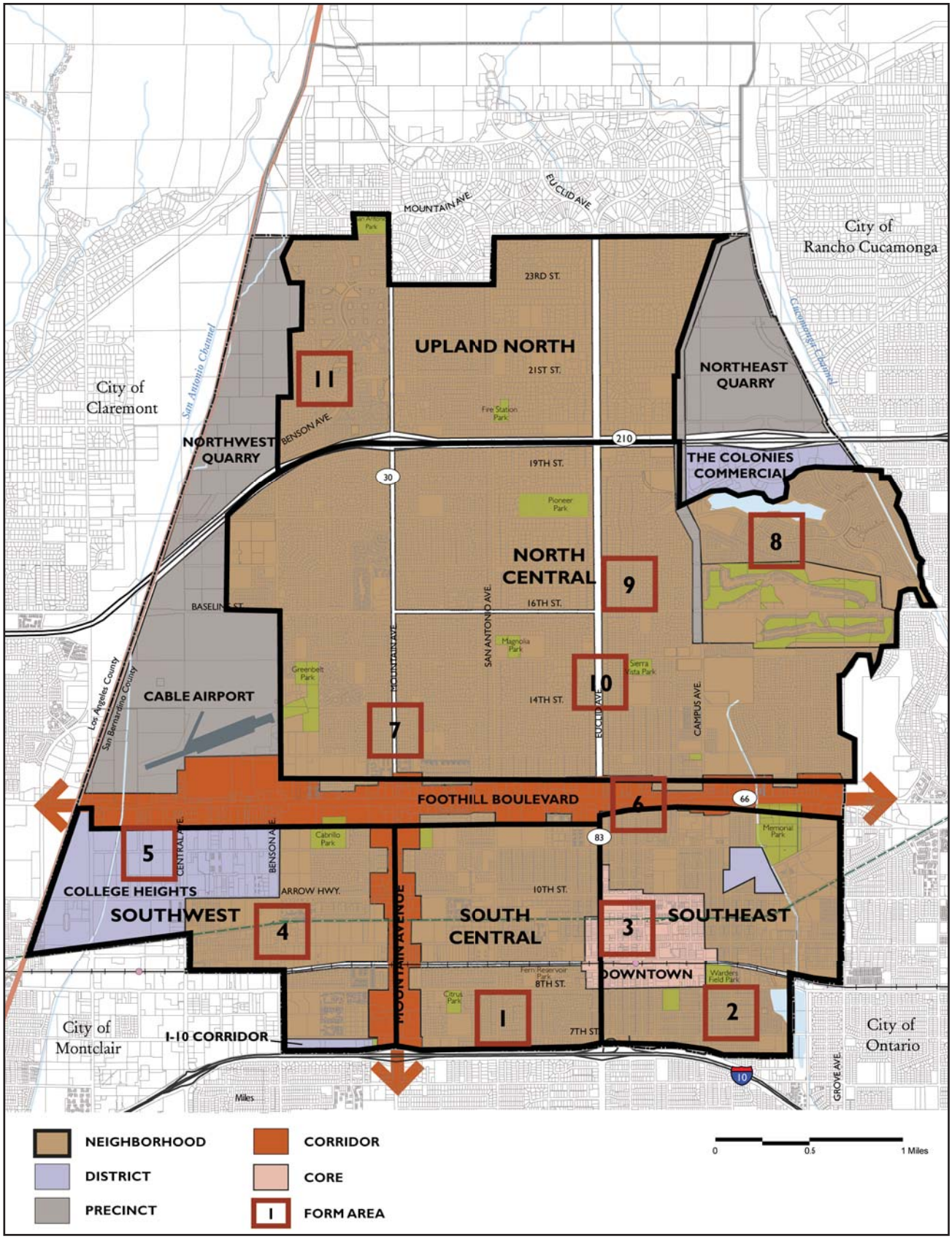
Built Elements

The following discussion provides a general overview of the City's existing visual character in the context of built elements. Upland's built or human made elements that influence visual character primarily involve development patterns and structures, but also include infrastructure such as its roads, sidewalks, street lights, signs, and other structures. These and other built structures and features are designed and developed in context with the natural setting. Certain features such as the streetscape, architectural elements, building types, and landmarks aim to unify and maintain the City's natural and quaint character, such as its residential neighborhoods, Euclid Avenue, and the historic Downtown. In general, the organization and design of streets, parcels, and land uses affect a community's character.

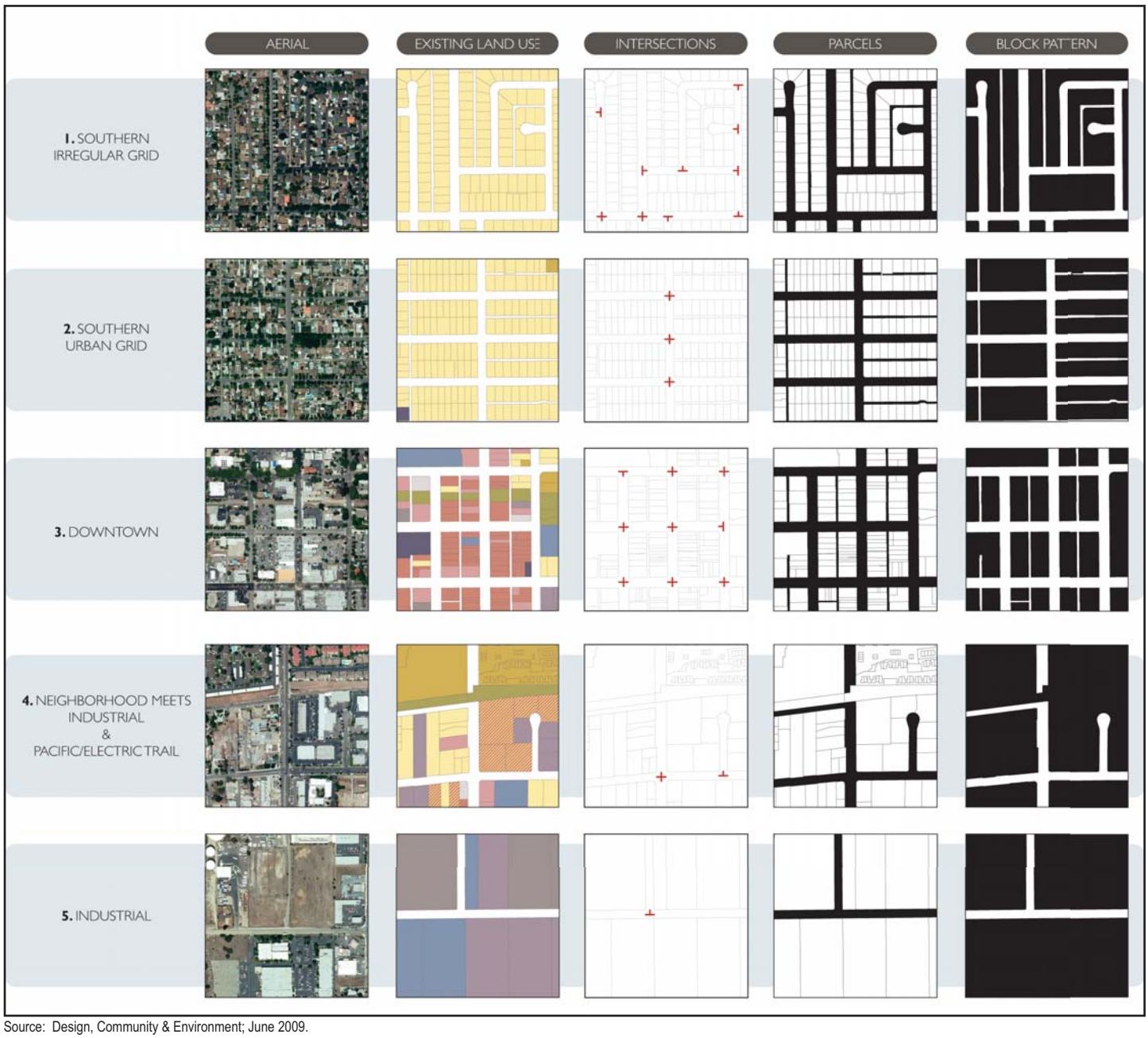
DEVELOPMENT PATTERNS

A community's development pattern involves many built and natural elements, including street and parcel configurations, land use, intensity/density ranges, open spaces, and trees (landscaping). In Upland, these patterns vary throughout the City and contribute to creating distinct characters and identities unique to each area. For instance, neighborhoods with single-family homes on larger lots in the City's northern portion differ significantly in character than the more urbanized and compact neighborhoods in the City's southern portion.

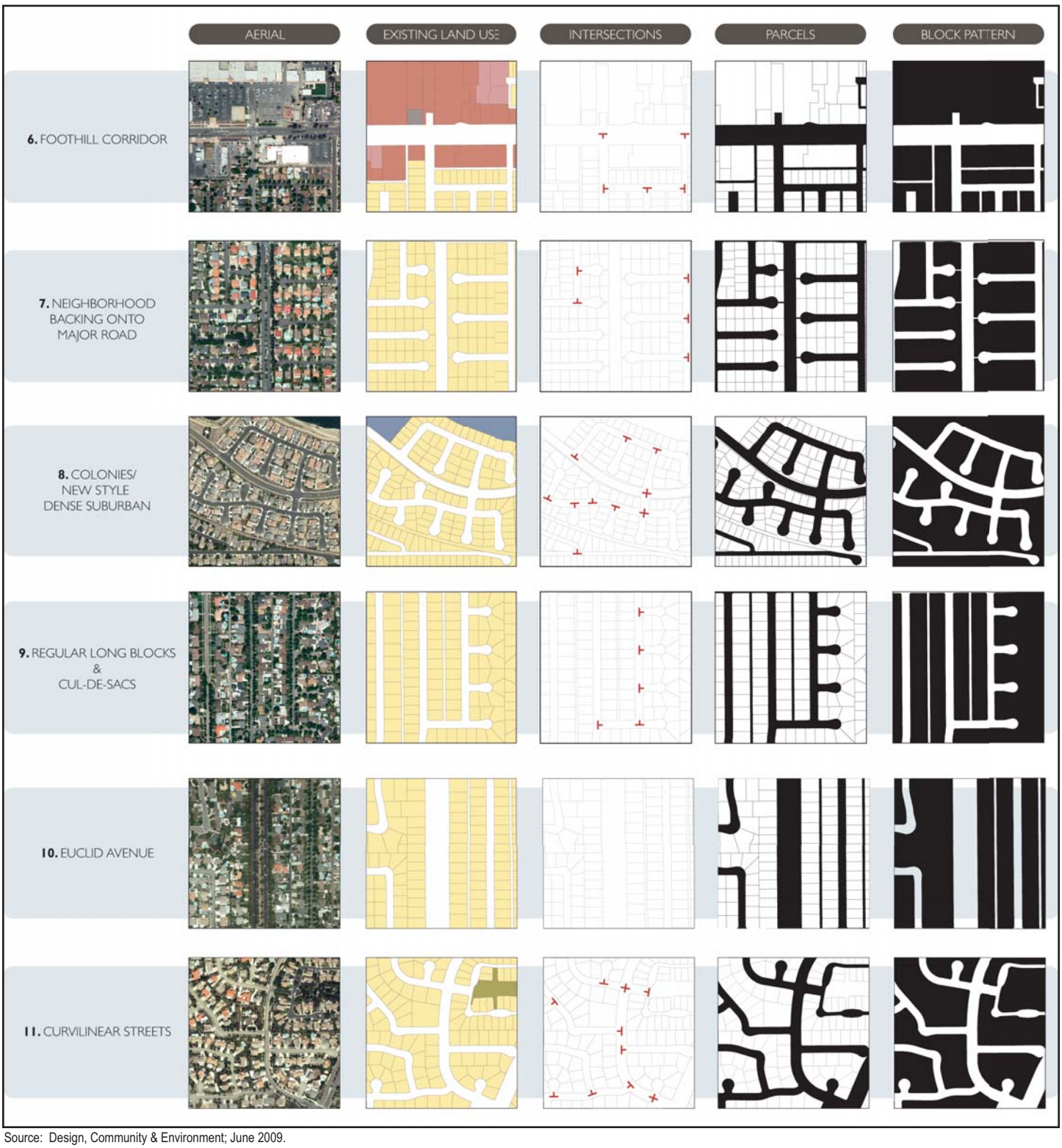
This section describes Upland's various development patterns through a series of diagrams. Exhibit 5.3-1, *Development Patterns*, illustrates the City's various development patterns and their locations. The pattern area labels in Exhibit 5.3-1 correspond with the diagrams in Exhibits 5.3-2a and 5.3-2b, *Form Diagrams*. Each area is representative of a typical pattern that occurs with some frequency throughout the City. Each diagram, which depicts a quarter-mile square section of the area, illustrates the following:



Source: Design, Community & Environment; June 2009.



Source: Design, Community & Environment; June 2009.



Source: Design, Community & Environment; June 2009.

Aerial. An aerial photograph provides an overview of the area's physical form and distribution of streets, buildings and open spaces.

Existing Land Use. This image illustrates the existing land use data for the selected area, in order to understand the existing range of uses.

Intersections. This image shows three-way and four-way intersections, with older residential neighborhoods having the most intersections, which provide for greater connectivity, and industrial areas having the least.

Parcels. This image shows parcel size and shape and the extent of the supporting street network. The contrast between older parcels, which historically had rural uses, and more recent subdivisions, is evident in this diagram.

Block Pattern. This diagram illustrates the variety of street patterns contained in different neighborhoods. The circulation pattern is illustrated in white and the block pattern in black to provide an understanding of the block scale and degree of connectivity in the area.

Street orientation/connectivity, building setbacks, block patterns, and land use variety/ compatibility are among the defining features within each development pattern shown in Exhibits 5.3-1 and 5.3-2. These features can affect to varying degrees the character of an area.

BUILDING BLOCKS OF URBAN FORM

The "building blocks" of urban form are the structural components of a city that shape its overall visual character and identity. Building blocks include residential neighborhoods, a major core area, regional employment districts, commercial corridors, precincts, parks, and open space. These building blocks are defined below and their locations are illustrated in Exhibit 5.3-1. An area's physical features including its age, architecture, configuration, streetscape, and amenities distinctly define the area's structural components and visual identity. The variety of development patterns and resultant visual characteristics shown in the diagrams included in Exhibits 5.3-2a and 5.3-2b also communicate each building block.

Neighborhoods. Neighborhoods are residential areas generally containing similar design characteristics and held together by certain bounding features. Neighborhoods are often focused around a park, school, or other central place of activity (i.e., "focal point") that helps define for its residents that specific neighborhood's identify. In Upland, the street often creates its identity, in the absence of a central location. Six Upland neighborhoods are identified in Exhibit 5.3-1: Southwest; Southeast; South Central; North Central; The Colonies; and Upland North.

Core Area. The core area is typically both the economic and cultural center of the city and oftentimes the region. It encompasses regional- and local-serving commercial development, adjacent residential development, and mixed uses. Upland's core area is its downtown, which is located in the City's southeastern portion, bounded roughly by Arrow Highway and 8th Street to the north and south, and Campus and Euclid Avenues to the east and west. The core area also

includes the Foothill Boulevard commercial corridor, land area west of Euclid Avenue, and a small portion along Euclid Avenue north of 10th Avenue; see Exhibit 5.3-1.

Districts. Located outside of the core area, regional employment districts are typically large commercial and/or office centers that serve the region. These job districts are connected to each other by transportation corridors, including major arterials, collector streets and pedestrian pathways. Upland's districts include some areas that serve a regional role due to their proximity to adjacent cities, regional transit centers, or major highways. They may also have major employers or providers of a service unique in the region. As identified in Exhibit 5.3-1, there are Four districts in Upland: College Heights (Southwest Quadrant); San Antonio Hospital; and The Colonies.

Commercial Corridors. Commercial corridors typically include a mix of uses along a major street and sometimes along adjacent side streets. Depending on the corridor's density and character, development can range from one-story retail to multi-story commercial, office, and/or residential developments. Commercial corridors are located adjacent to neighborhoods, creating an "edge" or transitional area that provides opportunities for unique land use and urban design. As shown in Exhibit 5.3-1, Upland's primary commercial corridors are Foothill Boulevard and Mountain Avenue.

Precincts. Precincts are single-use areas that are not likely to change in form, character, or use in the near future. By the nature of their existing land use, precincts have little or no opportunity for providing a mix of land uses or ingress via circulation or transportation networks. The following Upland precincts include those areas that are of single-use and unlikely to change in form or character in the near future: Cable Airport; the gravel mining quarries (i.e., Northwest and Northeast Quarries); and utilities right-of-way (i.e., the Edison Easement) (see Exhibit 5.3-1).

Parks and Open Space. Parks and open space help shape a city's urban environment and community character. Green space, recreational facilities, and open space trails are included in this category. Parks and recreational centers, which serve as focal points of their neighborhoods, are found throughout Upland. Memorial Park is one of the City's largest parks. Private facilities include the golf course at Upland Hills Country Club. Open space includes areas that are protected from, or typically contain little, development. The majority of Upland's open space is located along its northern and western City limits. There is also some open space located in Upland's northeastern quadrant. In the City's Sphere of Influence, the open space is made up of land used as drainage features. In the City's western portion, open space involves the majority of the City's undeveloped property. The Pacific Electric Bicycle Trail, running from east to west through the community, and the recreational trails in the northern portion of the city, are also part of the City's open space.

FOCUS AREAS

The City has defined five areas for special focus: Foothill Boulevard; Southeast Quadrant; College Heights; Euclid Avenue; and Historic Downtown Upland (refer to Exhibit 3-3, *Focus*

Areas). The following is a general overview of the Focus Areas' existing visual character, which is provided in order to establish the baseline conditions.

Foothill Boulevard

As part of Historic Route 66, Foothill Boulevard is Upland's most important east-west visual corridor. Additionally, it is one of the City's two primary commercial corridors; see Exhibit 5.2-1. Therefore, Foothill Boulevard plays a key role in establishing the City's visual identity. Foothill Boulevard features a mix of uses providing amenities for Upland's citizens, as well as being a location for an increase of multi-family residential uses.

Southeast Quadrant

The Southeast Quadrant is Upland's eastern gateway and home to San Antonio Community Hospital and the City's largest public park, Memorial Park, which provides visual relief to the area. Although predominately residential, the hospital, commercial uses, and small industrial parks make the Southeast Quadrant a major employment district.

College Heights (Southwest Quadrant)

As a location of Upland's major industrial employers, and given its proximity to the Montclair Transportation Center and Claremont Colleges, College Heights is an important employment center in the City. Additionally, it is one of four Upland districts identified in Exhibit 5.3-1. Views from major roadways within this area are primarily of parking lots and vacant land.

Euclid Avenue

As previously described, Euclid Avenue is a 200 foot-wide corridor that is listed on both the National Register of Historic Properties and the State List of Historic Sites. The corridor is significant as an early example of a planned center parkway and is part of an innovative planned community designed by George Chaffey as a model colony in a rural community. The large stately buildings, trees, landscaped median and bridle path each contribute to making this corridor one of the most scenic in Southern California. Euclid Avenue forms the western boundary of Upland's core area, which is its downtown. Euclid Avenue also serves as a primary gateway into Upland and Downtown and serves as the entrance to Mount Baldy.

Downtown Upland

Downtown Upland is recognized as the historic heart of the community. With the arrival of the railroad and regional growth in the citrus industry in the late 1800s, Downtown is where growth began in Upland. Remnants of early community life still remain in Downtown, which encompasses many of the City's historic districts and structures. As the City's core area, Downtown Upland is both the economic and cultural center of the City; see Exhibit 5.3-1. A Specific Plan was recently completed in 2011 to build upon Downtown's rich history and

establish a vision, goals and policies, standards and guidelines, infrastructure improvements, and implementation strategies to facilitate the rejuvenation of existing businesses, the attraction of new uses, streetscape enhancements, and the preservation of Downtown's historic and visual character.

LIGHT AND GLARE

Lighting effects are associated with the use of artificial light during the evening and nighttime hours. There are two primary sources of light: light emanating from building interiors passing through windows; and light from exterior sources (i.e., street lighting, building illumination, security lighting, parking lot lighting, and landscape lighting). Light introduction can be a nuisance to adjacent residential areas, diminish the view of the clear night sky, and if uncontrolled, can cause disturbances. Uses such as residences and hotels are considered light sensitive since occupants have expectations of privacy during evening hours and may be subject to disturbance by bright light sources. Light spill is typically defined as the presence of unwanted light on properties adjacent to the property being illuminated. With respect to lighting, the degree of illumination may vary widely depending on the amount of light generated, height of the light sources, presence of barriers or obstructions, type of light source, and weather conditions.

Glare is primarily a daytime occurrence caused by the reflection of sunlight or artificial light by highly polished surfaces such as window glass or reflective materials and, to a lesser degree, from broad expanses of light-colored surfaces. Perceived glare is the unwanted and potentially objectionable sensation as observed by a person as they look directly into the light sources of a luminaire. Daytime glare generation is common in urban areas and is typically associated with buildings with exterior facades largely or entirely comprised of highly reflective glass. Glare can also be produced during evening and nighttime hours by the reflection of artificial light sources such as automobile headlights. Glare-sensitive uses include residences, hotels, transportation corridors, and aircraft landing corridors.

Sensitive light and glare receptors in and around the City and the SOI generally involve residential uses, natural wildlife habitat areas and corridors, and open space lands.

Within Upland, existing interior light sources involve light emanating from building interiors passing through windows. Lighting from building interiors occurs to various degrees throughout the City, depending on the land use and hours of operation. Exterior light sources generally involve roadway lighting, building illumination, security lighting, parking lot lighting, signage, recreational facilities (i.e., sports fields) and landscape lighting. This type of lighting, which illuminates features for safety or decorative purposes, is visible within the City's existing landscape to varying degrees, depending on location and land use. Similar light sources are located within the SOI, but to a lesser extent.

Sunlight reflecting off of a reflective surface can result in glare effects and unsafe visual conditions that may interfere with a motorist's vision or that may otherwise generally degrade scenic views. Few structures within the City and the SOI presently exhibit highly reflective

materials (i.e., high rise buildings with extensive glazing), and therefore, potential glare conditions are not prevalent throughout the City.

5.3.3 SIGNIFICANCE THRESHOLDS AND CRITERIA

The issues presented in the Initial Study Environmental Checklist (Appendix G of the *CEQA Guidelines*) have been utilized as thresholds of significance in this Section. Accordingly, aesthetics, light, and glare impacts resulting from implementation of the proposed General Plan 2035 and ZCU may be considered significant if they would result in the following:

- Have a substantial adverse effect on a scenic vista.
- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.
- Substantially degrade the existing visual character or quality of the site and its surroundings.
- Create new sources of substantial light or glare, which would adversely affect day or nighttime views in the area.

Based on these significance thresholds and criteria, the proposed Project's effects have been categorized as either "no impact," a "less than significant impact," or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact.

5.3.4 PROJECT IMPACTS AND MITIGATION MEASURES

SCENIC VISTAS

- **WOULD THE PROJECT HAVE AN ADVERSE EFFECT ON A SCENIC VISTA?**

Impact Analysis: As stated in Section 3.0, *Project Description*, the City and SOI are over 95 percent developed with only 4.7 percent of the City remaining vacant. Given that the City is primarily a built-out area, it is anticipated that future development permitted by the Project would consist of infill and redevelopment with limited development on vacant lands. As discussed in detail in Section 3.0, Project implementation could potentially result in the development of approximately 3,026 additional dwelling units and approximately 6.4 million additional square feet of non-residential uses. The development capacity based on the GPU is assumed in this impact analysis, since it would be considered the most development-intensive when compared to the proposed ZCU.

The GPU proposes to redesignate parcels primarily within the southern portion of the City, including along two roadways previously identified as allowing views of scenic resources. Along, Euclid Avenue which currently allows view of the northern mountain range, the proposed changes would be limited to near Euclid Avenue's intersection with Foothill Boulevard and smaller parcels east of the Downtown Specific Plan area. Along Foothill Boulevard, which currently allows views of Mount Baldy, the proposed changes are along both sides of the roadway. Additionally, the ZCU anticipates the development of taller buildings, as compared to the current ZC, and the CALUCP includes object height compatibility criteria to limit the height of structures near the airport.

As previously noted, the southern portion of the City is situated at a lower elevation and is relatively flat. It is not anticipated that implementation of the Project implementation would significantly impair distant views of these mountain ranges or hillsides given their distance from the City and the intervening topography and structures. Therefore, future development in accordance with the Project is not anticipated to significantly impact distant scenic vistas. Notwithstanding, due to the conceptual nature of the future development, proposals would require individual assessments of potential Project-specific impacts, including impacts associated with increased building heights. If necessary, mitigation would be recommended to reduce potential impacts to a less than significant level. Moreover, future development would be subject to implementation of Policy CC-1.6, which recognizes these views are an integral part of the City's geographic space, providing a unique sense of place for Upland as a foothill community, and specifically addressing view protection. Future development would be subject to implementation of the ZCU regulations, guidelines, and development review process, which are intended to diminish conflicts between urban development and visual resources/scenic vistas. Refer to *Visual Character* Impact Analysis below for additional General Plan 2035 Goals and Policies related to preserving and enhancing scenic resources within the City. Implementation of the CAP would not adversely impact a scenic vista.

General Plan 2035 Policies and Actions:

Policy CC-1.6	View Protection. Direct private development to enhance public corridors of the San Gabriel Mountains, where feasible. These views are an integral part of the City's geographic space and provide a unique sense of place for Upland as a foothill community.

Mitigation Measures: No further mitigation is required beyond implementation of the GPU Policy, and ZCU and CALUCP standards and guidelines.

Level of Significance After Mitigation: Not Applicable.

SCENIC CORRIDORS

- **WOULD THE PROJECT DAMAGE SCENIC RESOURCES WITHIN A SCENIC CORRIDOR?**

Impact Analysis: Given no officially designated State Scenic Highway traverses Upland, Project implementation would not substantially damage scenic resources within a State scenic highway. No impact would occur in this regard.

The current Scenic Highways Element identifies Euclid Avenue, Mountain Avenue, Foothill Boulevard, and Benson Avenue as corridors of scenic and historic interest. The buildings and structures of historic and cultural significance, as well as the tree-lined boulevards, which comprise these corridors are visually significant resources. The General Plan 2035 has excluded the Scenic Highways Element and taken a focused development strategy that would be implemented through five Focus Areas, among which is Euclid Avenue. Therefore, depending on its location, future development could damage scenic resources, including trees and historic buildings, within these scenic corridors. However, the General Plan 2035 has identified Goal CC-8A, which is "a City with vibrant, aesthetically pleasing, and functional corridors." To this end, the General Plan 2035 proposes Policies CC-8.1 through CC-8.3, which address streetscape features and consistency, and street tree canopies. It is the City's goal (Goal FA-7) to protect, preserve, and enhance the historic and scenic character of Euclid Avenue, as a valuable community resource. In furtherance of this goal, the General Plan 2035 proposes Policies FA-7.1 through FA-7.2 and Action FA-7.1. It is also the City's goal (Goal CIR-1) to preserve the existing scenic roadways in Upland. Policies CIR-1.1 and CIR-1.2 are proposed in furtherance of this goal. All future development would be subject to implementation of these General Plan 2035 Policies and Actions, in addition to proposed ZCU Section 17.09.030, *Scenic Corridor Overlay Zone* (formerly existing UMC Section 17.110.080). As under the existing UMC, proposed ZCU Section 17.09.030 addresses all lands within 250 feet of the centerline of Euclid Avenue between the north and south City limits. This Section specifically notes the following:

> *The Scenic Corridor (SC) overlay zone is intended to provide for and promote the orderly growth of Euclid Avenue as a corridor of distinctive scenic, cultural, and historical importance, while protecting, preserving, and enhancing its unique attributes as a valuable resource of the economy. Development within the SC overlay zone is intended to feature high quality architectural design that is compatible in scale and character with other developments along the corridor in its vicinity, preserve historic resources, and maintain deep landscaped front yard setbacks that are prominence along the corridor*.

Following implementation of the GPU Policies and Actions, and proposed ZCU Section 17.09.030, Project implementation would not substantially damage scenic resources along the City's scenic corridors. A less than significant impact would occur in this regard. Notwithstanding, due to the conceptual nature of the future development, proposals would require individual assessments of potential project-specific impacts to scenic resources along the City's scenic corridors. Implementation of the CAP and CALUP would not damage scenic resources within a scenic corridor.

General Plan 2035 Policies and Actions:

Policy FA-7.1 Scenic Corridor. Continue to provide for and promote the orderly growth of Euclid Avenue through implementation of the Scenic Corridor Overlay Zone and Historic Downtown Upland Specific Plan.

Policy FA-7.2 Deep Landscaped Setback. Require new developments to maintain the deep landscaped front yard setback that is prominent along Euclid Avenue.

Policy FA-7.3 New Development. Require new development along Euclid Avenue to be compatible with and reinforce the scale, site design and overall stylistic characteristics of buildings within 200 feet of the subject site along the Euclid corridor.

Policy FA-7.4 Historic Character of the Foothill/Euclid Intersection. Preserve the historic character of Euclid Avenue at Foothill Boulevard by protecting and preserving the historic homes on the northeast corner of the intersection of Euclid Avenue and Foothill Boulevard.

Policy FA-7.5 Historic Properties. Relocating buildings, or adapting historic buildings to accommodate new uses, in which minimal changes are made to the structure and the historic integrity of the structure is maintained, is preferred over the significant alteration or demolition of the resource.

Action FA-7.1 Euclid Branding. Specify key land use and branding mechanisms to promote Euclid Avenue as a scenic highway and the entrance to Mount Baldy.

Policy CIR-6.1 Historic Roadways. Require the City to:

a. Maintain the existing historic elements of Euclid Avenue through the implementation of the Scenic Corridor Overlay Zone and the Historic Downtown Specific Plan.
b. Limit impacts to these historic elements when maintaining existing transportation facilities or constructing new facilities.
c. Coordinate with Countywide, Regional, State, and National agencies to obtain appropriate designations for these roadways.
d. Where feasible, provide signage on Foothill Boulevard consistent with the character of Historic Route 66.

Policy CIR-6.2 Roadway Views. Require the City to:

a. Maintain existing views on Euclid Avenue, Mountain Avenue, and Benson Avenue (north of I-210).

b. Limit impacts to these views when maintaining existing transportation facilities or constructing new facilities.

Mitigation Measures: No further mitigation is required beyond implementation of the GPU Policies and Actions, and ZCU standards and guidelines.

Level of Significance After Mitigation: Not Applicable.

VISUAL CHARACTER – SHORT-TERM

- **WOULD CONSTRUCTION ACTIVITIES ASSOCIATED WITH FUTURE DEVELOPMENTTEMPORARILY DEGRADE THE VISUAL CHARACTER OF THE RESPECTIVE DEVELOPMENT SITE AND/OR ITS IMMEDIATE SURROUNDINGS?**

Impact Analysis: Visual impacts associated with construction activities would include exposed pads and staging areas for grading, excavation, and construction equipment. In addition, temporary structures could be located on the respective development site during various stages of construction, within materials storage areas, or associated with construction debris piles on site. Exposed trenches, roadway bedding, spoils/debris piles, and steel plates would be visible during construction of street and utility infrastructure improvements. These could degrade the existing visual character and quality of the respective development sites and their surroundings during the construction phase.

Construction-related impacts would be short-term and temporary; construction activity would not be continuous and would proceed on a project-by-project basis. Temporary screening of a particular construction staging site would partially relieve the visual distractions typically associated with construction activities commonly encountered in developed areas. Moreover, areas of construction would vary within the City such that areas of temporary visual distraction would change throughout Project implementation. Mitigation Measures AES-1, AES-2, and AES-3, which would be incorporated into construction documents, would ensure that this impact would be reduced to a less than significant level.

General Plan 2035 Policies and Actions: None are applicable.

Mitigation Measures:

AES-1 For future development located in or immediately adjacent to residentially zoned properties, construction documents shall include language that requires all construction contractors to strictly control the staging of construction equipment and the cleanliness of construction equipment stored or driven beyond the limits of the construction work area. Construction equipment shall be parked and staged

within the project site, as distant from the residential use, as reasonably possible. Staging areas shall be screened from view from residential properties.

AES-2 Construction documents shall include language requiring that construction vehicles be kept clean and free of mud and dust prior to leaving the development site. Streets surrounding the development site shall be swept daily and maintained free of dirt and debris.

AES-3 Construction worker parking may be located off-site with prior approval by the City. On-street parking of construction worker vehicles on residential streets shall be prohibited.

Level of Significance After Mitigation: Less Than Significant Impact.

VISUAL CHARACTER – LONG-TERM

- **WOULD FUTURE DEVELOPMENT PERMANENTLY DEGRADE THE VISUAL CHARACTER OF THE RESPECTIVE DEVELOPMENT SITE AND ITS IMMEDIATE SURROUNDINGS?**

Impact Analysis: The City and SOI are over 95 percent developed with only 4.7 percent of the City remaining vacant. Given that the City is primarily a built-out area, it is anticipated that future development would consist of infill and redevelopment with limited development on vacant lands. As discussed in detail in Section 3.0, Project implementation has potential to result in approximately 3,026 additional DU and approximately 6.4 million additional square feet of non-residential uses. Future development would gradually, but permanently, alter the visual character of the respective development sites and their surroundings. Undeveloped lands would be replaced with urban improvements (i.e., structures, hardscaping, landscaping, and supporting infrastructure). Additionally, within areas that are intended for redevelopment, the appearance of underutilized sites would be altered, as existing (and possibly aging) uses are gradually replaced with newer and possibly more intense developments and/or different uses.

The General Plan 2035 has taken a focused development strategy that would be implemented through five Focus Areas with individualized approaches for each area; refer to Exhibit 3-3, *Focus Areas*. Focus Areas are locations in the City that are given more focused policy direction to guide future growth and/or preservation in a manner consistent with the community's vision for each area. The policy direction is based on conditions or issues unique to each Focus Area and supplements the Citywide Goals and Policies contained in the other elements. The proposed Policies and Actions work to enhance the functionality and visual quality of land uses, circulation, streetscape, and character of each Focus Area.

The ZCU proposes to create new zoning districts, which will be used to achieve the growth vision for the City that is captured in the proposed General Plan. While most of the City's existing single-family residential areas would remain unchanged, new mixed-use zoning districts

are proposed to implement the General Plan 2035's overall vision. Specifically, to implement the General Plan 2035's Mixed-Use and Regional Commercial land use designations, the ZCU proposes the following new zones: Commercial/Residential Mixed-Use (C/R-MU); Business/Residential Mixed-Use (B/R-MU); Commercial/Office Mixed-Use (C/O-MU); Commercial/Industrial Mixed-Use (C/I-MU); and Regional-Commercial (R-C). These new districts would gradually, but permanently, alter the visual character of the respective development sites and their surroundings.

The anticipated changes in visual character resulting from Project implementation are described below at a program level according to Focus Area.

Foothill Boulevard

Foothill Boulevard is a mixed use corridor, and the designations include Commercial/Residential Mixed Use, Commercial/Office Mixed Use and Commercial/Industrial Mixed Use. Policies proposed in the General Plan 2035 aim to convert Foothill Boulevard into a prime example of a pedestrian and bicycle-friendly environment, as well as to maintain and encourage new housing, retail, and commercial development. General Plan 2035 Policies strive to foster a cohesive and unified visual character along the length of Foothill Boulevard to provide visual interest and contribute to defining the character and identity of Foothill Boulevard.

Project implementation would change the existing land use designations between Benson Avenue and Campus Avenue from Highway Commercial (primary designation along this roadway), Multi-family (12-20 DU/Acre) and one area of Commercial Professional to Commercial/Residential (primary designation along this roadway), Office Professional, and an area of Regional Commercial near Benson Avenue. A Specific Plan designation would also be located north of Foothill Boulevard near Benson Avenue (Foothill Benson Terrace and Foothill Walk Specific Plans). The ZCU would allow building heights in the proposed Commercial/Residential Mixed-Use Zone (C/R MU zone) of up to 50 feet.

Southeast Quadrant

As previously mentioned, the Southeast Quadrant is the eastern gateway into Upland, and home to Upland's largest nongovernmental employer, San Antonio Community Hospital, and largest public park, Memorial Park. Although predominately residential, the hospital, commercial uses, and small industrial parks make the Southeast Quadrant a major employment base. The GPU Policies focus on expanding the employment base, creating a "front door" for the hospital and Memorial Park, protecting existing residential neighborhoods, creating opportunities for new residential development, and improving connectivity and the public realm to achieve a safe and comfortable walking environment.

The Project proposes to change land uses designations/zoning in portions of this Focus Area; primarily along Foothill Boulevard, the City's easternmost border, a few areas along the Pacific Electric Bike Trail and the Rail Line along the Focus Areas southern boundary. The ZCU would

allow an increased office development capacity in the vicinity of San Antonio Community Hospital.

College Heights

The Project considers this area as a prime location for new transit-oriented development and non-residential employment generating uses. Because of the already broad range of uses in College Heights, the Project proposes to enhance compatibility and multi-modal accessibility throughout the area. Under Project buildout conditions, visual character of the area would change as new multi-family residential developments would join the existing College Park and Broadstone developments, creating a housing base and potential for a cohesive residential community. Proposed GPU Policies would focus on the pedestrian realm for new development, improving connectivity, and creating visual pleasing and inviting frontages along major streets. The ZCU would allow intensified and concentrated industrial development through the Commercial/ Industrial Mixed Use zone (C/I-MU) in College Heights (west of Benson Avenue to the City limits and south of Cable Airport to the City limits) to preserve and enhance the City's employment base. Structures within this Zone would have a maximum permitted height of 40 feet. Uses and developments in this area would be subject to the CALUCP's requirements for the intensity and height of structures.

Euclid Avenue

As previously described, the large stately buildings, mature trees, landscaped median and bridle path along this roadway contribute to making the Euclid Avenue corridor one of the most scenic in Southern California. Euclid Avenue serves as a primary gateway into Upland and Downtown and serves as the entrance to Mount Baldy. An important focus of the General Plan 2035 is to ensure Euclid Avenue remains as a beautiful and historic highway through preservation of existing historic resources and thoughtfully designed new development. The General Plan 2035 limits land use changes along Euclid Avenue to three areas including parcels near its intersection with Foothill Boulevard, a parcel west of the roadway near 9th Street and one area west of the roadway near I-10. The ZCU would allow small-scale mixed residential and business along 9th Street in the City's existing industrial areas (designated as Business/Residential Mixed Use Zone (B/R-MU)). Structures within this zoning designation would be limited to 40 feet in height. Structures within the C/R MU Zone near the intersection of Foothill Boulevard would be limited to a height of 50 feet. For those areas located within the Scenic Corridor Overlay Zone which extends the length of Euclid Avenue, the maximum building height would be 35 feet (same as original UZC SC Overlay).

Historic Downtown Upland

Downtown Upland is recognized as the historic heart of the community. A Specific Plan was completed in 2011 to build upon Downtown's rich history and establish a vision, goals and policies, standards and guidelines, infrastructure improvements, and implementation strategies to facilitate the rejuvenation of existing businesses, the attraction of new uses, streetscape

enhancements, and the preservation of Downtown's historic and cultural character. The General Plan 2035 reinforces the policies of the Specific Plan to prioritize the attraction of new multi-family housing and desirable commercial uses in order to stimulate economic revitalization and ensure the continual improvement to Upland's hometown downtown.

Overall, Project implementation would lead to greater urbanization within the Focus Areas and throughout the City by localized intensification of land uses on underutilized sites and introduction of new land uses on vacant sites. However, the General Plan 2035 Land Use Policy Map establishes consistent and compatible development intensities, maintaining and enhancing the City's overall visual character/quality. The General Plan 2035 includes the Parks and Open Space Land Use Designation (P-OS), which is intended to provide for the preservation of natural open spaces and maintain scenic resources, in order to preserve the City's visual character.

As discussed above, the ZCU proposes key revisions to existing standards and new or added provisions, including new zoning districts, which will be used to achieve the growth vision for the City and ensure compatibility in visual character, as captured in the General Plan 2035. ZCU Part 2 specifically identifies the following key purposes of the proposed zones pertaining to visual character:

- *Residential Zones:* To continue to preserve and protect the character and quality of existing residential neighborhoods and ensure that new residential dwellings are compatible in scale, mass, and character with the existing neighborhood.

- *Mixed-Use Zones:*
  - To establish design standards that improve the visual quality of development and create unified, distinctive, and attractive mixed-use corridors and centers.
  - Provide appropriate buffers and transition standards between commercial, industrial and residential uses to preserve non-residential and mixed-use feasibility and residential quality.

- *Commercial Zones:*
  - Assure high-quality design and site planning of commercial and office areas to attract customers, enhance the neighborhoods in which they are located, and contribute to the positive character of the City as a whole.
  - Ensure that new commercial and office development is … appropriate to the physical characteristics of the site and the area where the project is located.

- *Industrial Zones:*
  - Provide appropriately located areas …
  - Assure high-quality design and site planning of industrial areas and support the adaptive reuse of industrial buildings that contribute to the character of the City as a whole.
  - Ensure that new industrial development is … appropriate to the physical characteristics of the site and the area where the project is located.

- *Special Purpose Zones:* Apply appropriate administrative and development standards to provide uses that will complement the physical characteristics of surrounding residential, commercial, and industrial properties and avoid any negative impacts.

ZCU Part 2 also establishes zoning districts, permitted land uses, and development standards which are intended to protect/preserve the City's visual character. All future development within the City would be evaluated on a project-by-project basis in order to verify compliance with the provisions of the ZCU. Implementation of the ZCU would ensure orderly growth and development that would maintain the community's rural/nonurban characteristics in appropriate locations. Additionally, implementation of the ZCU would result in high quality planning and design for development, that enhances the City's visual character, avoids conflicts between land uses, and preserves the City's scenic qualities. More specifically, all future development and new land uses would be subject to established zoning districts, permitted land uses, and development standards which are intended to protect/preserve the City's visual character, as follows:

- Development in the Residential, Mixed-Use, Commercial, Industrial, Special Purpose, and Overlay Zones would be subject to compliance with the general development standards, and design standards and parameters outlined in ZCU Chapter 17.04, *Residential Zones*, ZCU Chapter 17.05, *Mixed-Use Zones*, ZCU Chapter 17.06, *Commercial Zones*, ZCU Chapter 17.07, *Industrial Zones*, ZCU Chapter 17.09, *Special Purpose Zones*, and ZCU Chapter 17.09, *Overlay Zones*, respectively. The land use regulations for each respective zone identify land uses permitted and prohibited, to promote compatibility between dissimilar uses. The general development standards, and design standards and parameters address development factors that would influence the visual character/quality of a development site and its surroundings. Namely, the general development standards address parcel size and coverage, density and intensity, setbacks, and building height. For residential districts, the design standards and parameters address site planning (i.e., site character, variation of development patterns, streets, landscaping, and walls) and architectural standards (i.e., building design and materials). For non-residential districts, the design standards address site planning (i.e., site character, land use buffering, building placement, trash/loading/storage areas, and utility and mechanical equipment), and parking (i.e., project entry), and architectural design (i.e., architectural style, design consistency, form/mass, roofs, building materials, and colors).

- All development would be subject to compliance with general property development and use standards outlined in ZCU Chapter 17.10, *General Provisions*, which are intended to ensure that all development produces an environment of desirable character.

- All development in proximity to Cable Airport would be subject to compliance with provisions of ZCU Chapter 17.08.010B, *Cable Airport*. The standards in this Chapter are intended to support aviation as well as aeronautical-related uses and services that benefit from proximity to an airport. Land uses within this Special Purpose Zone must also be in conformance with the Cable Airport Land Use Compatibility Plan.

- All development involving resources of and historic significance would be subject to compliance with the provisions of ZCU Chapter 17.26, *Historic Preservation*, in order to protect and perpetuate the City's historic character.

Overall, Project implementation would lead to greater urbanization within the Focus Areas and throughout the City by localized intensification of land uses on underutilized sites and introduction of new land uses on vacant sites. Despite these localized changes in visual character, they are not anticipated to degrade the existing visual character/quality of the respective development sites and their surroundings. All future development within the City would be evaluated on a project-by-project basis in order to verify compliance with the proposed General Plan 2035 Policies and Actions, as well as those ZCU and CALUCP provisions that address the visual character/quality of a development site and its surroundings. Moreover, future development projects would also undergo environmental review pursuant to CEQA on a project-by-project basis, in order to evaluate the development's impact upon the visual character/quality of the site and its surroundings. Therefore, while Project implementation would alter the visual character of the Focus Areas and development sites throughout the City, the changes would not be degrading and impacts would be less than significant.

In addition to Goals CC-8A, Goal FA-7, CIR-6, and CIR-7, which pertain to visual corridors, as discussed above, the General Plan 2035 Land Use Element has established various goals that address preservation of the community's rural heritage and character, preservation of neighborhoods, sustainable and healthy land use patterns and urban design, community design, redevelopment, land use transitions, natural resources, and UZC enforcement. Namely, the following Goals serve to protect, conserve, and utilize resources of unique character and value for the community:

Goal CC-1:	A community with a small town character and distinct sense of place that embraces complementary growth.
Goal CC-3:	Districts that achieve cohesive design to reinforce a unique and vibrant sense of place in the community.
Goal CC-4:	Attractive and functional gateways that clearly signal arrival into the City and enhance the identity of distinct neighborhoods.
Goal CC-5:	Sites and buildings of a high standard of design quality, visual interest, liveability and sustainability.
Goal CC-6:	Public buildings with a high standard of design quality, visual interest, and functionality.
Goal CC-7:	A City with excellent connectivity and walkability throughout.
Goal CC-8:	A City with vibrant, aesthetically pleasing, and functional corridors.

Goal FA-1: Foothill Boulevard's long-term economic vitality is ensured through a mix of high-quality land uses that serve the commercial needs of the community.

Goal FA-3: Foothill Boulevard has a visually unified, landscaped streetscape that makes the most of its identity as historic Route 66.

Goal FA-4: The Southeast Quadrant is a stable neighborhood with a balanced mix of jobs and housing.

Goal FA-5: College Heights is an employment center offering a range of sustainable business and employment opportunities.

Goal FA-6: College Heights is transit-oriented and environmentally and economically sustainable.

Goal FA-7: The historic and scenic character of Euclid Avenue is protected, preserved and enhanced as a valuable resource of the community.

Goal LU-3: A community with high-quality non-residential uses sufficient to serve the shopping, employment, and cultural needs of Upland residents and the region.

Goal LU-6: A community that encourages complementary development and maintenance of existing development.

Goal OSC-2: Upland's urban forest and rich landscaping tradition is managed and enjoyed as a valuable resource that imparts a character to the community.

Goal PFS-1: A functional and well-maintained City with adequate public facilities, infrastructure and services.

Goal SAF-1: Upland is protected from interior and exterior noise levels that cause harm to safety, health and well-being.

In furtherance of achieving these Goals, all future development within the City would be subject to compliance with the General Plan 2035 Policies and Actions outlined below. Implementation of the specified Policies and Actions, as well as the ZCU's proposed zoning districts, permitted land uses, and development standards, would further ensure the anticipated development would result in less than significant impacts to visual resources.

General Plan 2035 Policies and Actions:

Policy CC-1.1 Small Town Scale. Support the maintenance and expansion of Upland's existing character by requiring preservation of historic features, buildings,

and landscaping while encouraging new development to complement the character, scale, and heritage of development in the community.

Policy CC-1.2 Community Identity. Cultivate a greater sense of community identity and recognizable community focal points, centers, districts, and gateways.

Policy CC-1.3 Place Making. Ensure that existing and proposed buildings, structures, infrastructure, landscaping, lighting, and signage contribute to the image of the City as a place of high quality and positive value.

Policy CC-1.4 Contextual Design Themes. Encourage new development to incorporate similar design themes to those existing within the project area to ensure buildings, when seen together, create recognizable districts and corridors.

Policy CC-1.5 Human Scale Roadways. Maintain narrow streets that provide multi-modal ion mobility without dominating the streetscape.

Policy CC-3.1 Diverse Districts. Encourage development of citywide districts that address different community needs and market sectors, and complement and are well integrated with the surrounding neighborhoods.

Policy CC-3.2 Districts as Destinations. Provide incentives (e.g., density bonuses, reduced parking requirements, etc.) to transform existing auto-dominated districts into destinations by integrating residential, employment, retail, and community supportive facilities and services; and by adding public plazas, pedestrian amenities, and streetscape improvements that will create people-oriented centers for living, working, shopping and gathering.

Policy CC-3.3 Districts Served by Transit. Promote the development of districts that are located on existing or planned transit stops in order to facilitate and take advantage of transit service, reduce vehicle trips, and enhance community access.

Policy CC-3.4 Enhanced Design Character. Encourage renovation, infill, and redevelopment of existing districts that reduces the visual prominence of parking lots, makes districts more pedestrian friendly, reduces visual clutter associated with signage, and enhances the definition and character of the street frontage and associated streetscape.

Policy CC-3.5 Cohesive Design. Encourage individual development projects to be designed as part of a larger district, in which they enhance multi-modal and visual connectivity and compatibility with the surrounding area.

Policy CC-4.1 Gateway Design Features. Maintain and enhance major gateways over time using such features as street trees, decorative landscaping, architectural and design features, welcome signs, decorative lighting, archways, and other streetscape design techniques to announce the gateway.

Policy CC-5.1 Site Design Principles. Require new development projects to adhere to the basic principles of high-quality site design as set forth below, elsewhere in the General Plan, zoning and development standards and any additional design guidelines adopted by the City. Basic principles include:

a. Buffers. Encourage buffers between uses that are incompatible in design and/or operations, including, but not limited to, areas in the southwest and southeast portions of the City where industrial and residential land uses intermix.
b. Edges. Ensure that buildings, trees or other architectural features provide edges and definition to the street to enhance the vitality and improve the feeling of safety and security in urbanized areas, especially in areas with high pedestrian traffic.
c. Building Siting. Encourage new developments to bring buildings closer to the street is appropriate to create a more intimate and comfortable pedestrian environment.
d. Varied Setbacks. Encourage varying setbacks, according to the existing character or context of the neighborhood, to provide visual interest, opportunities for transitional landscaping, and varying shadow patterns.
e. Green Space. Provide adequate green space by ensuring new development and redevelopment includes appropriate green spaces, such as parkways, community squares, parks, rooftop gardens, and plazas that complement the architecture of the development.
f. Landscaping. Promote high-quality landscape design and maintenance to soften buildings, parking lots, and hardscape with specific emphasis on a “California-friendly” plant palette.
g. Pedestrian Elements. Promote the use of elements such as special paving materials, landscaping, pedestrian-scaled lighting and seating along pedestrian paths and walkways to encourage pedestrian use.
h. Walls and Fencing. Walls and fencing should be limited to providing privacy in side and rear yards and providing screening of non-residential utility areas to preserve the sense of a safe and inviting community. Where they are allowed, walls and fencing should be built of high quality materials that match and complement the architectural style of buildings on the property and provide visual relief through the use of a mixture of materials, landscaping, walkways and greenbelts. Additional landscape areas between sound walls,

garden walls, and fencing and rights-of-way should be provided to mitigate the height and visual barrier of walls per the Zoning code.

Policy CC-5.2 Building Design Principles. Require new development projects to adhere to the basic principles of high-quality building design as set forth below, elsewhere in the General Plan, and in any additional design guidelines adopted by the City. Basic principles include:

a. High-Quality Development. Require new buildings to be of high architectural design and construction quality, including a high degree of articulation for visual interest, and attention to detail in both design and construction within the context of a building's location.
b. Sustainable Development. Require building owners and developers to integrate green initiatives into their buildings, such as recycled materials, California friendly landscaping, energy efficient devices and water conservation technologies.
c. Architectural Style for Non-Historic Areas. Require new developments to adhere to the predominant architectural style of buildings in the vicinity, where one is apparent, while encouraging variation in design elements; where there is not a strong architectural style, new styles may be appropriate.
d. New Buildings Adjacent to Historic Buildings. Require the design of new buildings adjacent to historic buildings to be compatible with the form and massing of the historic structure, including height, setback, massing, roof form, and architectural style.
e. Multi-Family and Mixed-Use Residential Compatibility. Require multi-family housing and mixed-use development to be in scale with or transition in scale from adjoining or adjacent single-family areas through the use of similar setbacks, complementary building arrangements and architecture, gradual changes to building heights, buffer yards and the avoidance of overwhelming building scale and visual obstructions.
f. Single-Family Residential Compatibility. Require that new single-family housing in established neighborhoods be designed to be compatible in scale with other homes in the immediate neighborhood.
g. Single-Family Residential Additions. Require that additions to existing single-family housing be developed in the same style.
h. Building Articulation. Ensure that the exterior on all sides of a building are varied and articulated to provide visual interest to its surroundings.
i. Variety of Size and Scale. Encourage new developments to contain a variety of lot and dwelling sizes and scales. Some lots may be designed to accommodate one-story houses, which generally require greater lot width to avoid front elevations of houses that are dominated by garages.

j. Upper Story Setbacks. Encourage multiple-story buildings to step the building back from the street edge at upper levels to allow sunlight into the street and create visual interest.
k. Building Entrances. Encourage building entrances to be oriented toward a public street, serve as primary pedestrian entrances to a business, and include architectural features that give them prominence.
l. Garage Design. Ensure garages for new single-family houses, duplexes, and townhouses are visually subordinate in importance to the house itself, especially the entry. This can be achieved by locating garages toward the back of properties, limiting the width of the garage to two car spaces, building garages as separate structures from the house, requiring garages to be set back from the front facade of the house, and encouraging the orientation of garage doors at 90 degrees to the street.
m. Secondary Units. Require secondary units to be visually subordinate to the primary residence and located behind single-family homes and above garages pursuant to the standards of the Zoning Code.

Policy CC-6.1 New Public Buildings. Require new public buildings to be designed to be architecturally distinctive and constructed to high standards of quality and connect visually in style and character with setting and context. Where the City is not the direct developer of the new building, work with the property owner to set the same high standard of quality.

Policy CC-6.2 Public Building Focal Points. Use new public buildings as additional focal points (i.e., community gathering places) for the neighborhood in which it is located and ensure they are designed to accommodate a variety of community uses, where appropriate.

Policy CC-7.1 Safety. Encourage the creation of safe, walkable environments that include elements such as wide, smooth sidewalks, good lighting, safe crosswalks, clear signage, curb bulb-outs, curb cuts, street furniture, trees and traffic-calming measures, which allow people of all ages and abilities to exercise and safely access public transportation, community centers, schools, and services.

Policy CC-7.2 Connectivity. Require new development to incorporate sufficient, attractive and well-marked pedestrian and vehicle connections that link to the adjacent streets and pedestrian network.

Policy CC-7.3 Upland Grid Pattern. Reinforce and extend the traditional grid pattern in new developments that create new roadways. Promote short residential block lengths, typically no more than 400 feet, to create a street pattern that allows for multiple routes through a neighborhood and greater opportunities for pedestrian activity.

Policy CC-7.4	Gated Communities. Discourage the construction of new gated communities or walls surrounding individual projects (i.e., a single developer or builder) for infill development.
Policy CC-7.5	Lack of Barriers. Work to eliminate or soften visual barriers, such as an arterial street, a railroad track or a major drainage way.
Policy CC-7.6	Street Trees. Encourage street trees to be planted in linear planting beds rather than tree wells, in order to support long-living healthy trees, except within Downtown Upland where tree wells are more conducive to urban environments.
Policy CC-7.7	Medians. Facilitate additional landscaping through the construction of medians where feasible.
Policy CC-8.1	Streetscape Features. Enhance the streetscapes along corridors with shade trees, street furniture, pedestrian lighting and other features that improve the pedestrian realm.
Policy CC-8.2	Streetscape Consistency. Ensure consistent streetscapes in specific areas of the City to create a sense of place within neighborhoods and districts.
Policy CC-8.3	Street Tree Canopy. Maintain street trees in the public right-of-way as an essential aesthetic and functional (i.e., shade) component of the community in accordance with the Conservation and Open Space Element.
Policy FA-1.4	Commercial Design [Foothill Boulevard]. Require new commercial development to be designed to avoid the appearance of strip development and enhance the pedestrian environment by bringing buildings to the street edge with parking provided behind.
Policy FA-3.1	Unified Design Theme [Foothill Boulevard]. Coordinate the design of street furnishings, lighting, trees, and paving materials to be consistent and continuous along the length of Foothill.
Policy FA-3.2	Consistent Streetscape [Foothill Boulevard]. Adopt consistent streetscape standards for the entire length of Foothill Boulevard to ensure continuity along the corridor.
Policy FA-3.3	Landscaped Center Parkways and Median [Foothill Boulevard]. Maintain and expand landscaped park-ways and center median wherever practical to create visual interest along the length of the corridor, being sensitive to the needs of businesses for access.

Policy FA-3.4	Historic Route 66 Character [Foothill Boulevard]. Encourage new commercial development along Foothill Boulevard to incorporate historic Route 66 characteristics in the design of buildings and/or signage.
Policy FA-4.5	Gateway Development [Southeast Quadrant]. Require new development in the gateway area between Grove Avenue and Hospital Parkway to be designed to be welcoming, attractive and contribute to a unique sense of place through the use of landscaping, art and signage.
Policy FA-4.6	Building Design [Southeast Quadrant]. Ensure that building placement, frontage treatments and landscaping enhance the pedestrian experience and increase accessibility within the Southeast Quadrant.
Policy FA-5.8	Compatibility between Dissimilar Uses [College Heights]. Provide transitional uses and landscape buffers between dissimilar uses, such as between industrial and residential properties, to minimize impacts and compatibility conflicts.
Policy FA-5.9	Gateways and Streetscapes [College Heights]. Encourage major intersections and streets are designed to be welcoming, attractive and contribute to a unique sense of place through the use of landscaping, art and signage.
Policy FA-6.11	Design and Compatibility [College Heights]. Utilize the College Heights Design Standards and Guidelines to achieve high quality design and compatibility between disparate land uses.
Policy FA-7.1	Scenic Corridor [Euclid Avenue]. Continue to provide for and promote the orderly growth of Euclid Avenue through implementation of the Scenic Corridor Overlay Zone and Historic Downtown Upland Specific Plan.
Policy FA-7.2	Deep Landscaped Setback [Euclid Avenue]. Require new developments to maintain the deep landscaped front yard setback that is prominent along Euclid Avenue.
Policy FA-7.3	New Development [Euclid Avenue]. Require new development along Euclid Avenue to be compatible with and reinforce the scale, site design and overall stylistic characteristics of buildings within 200 feet of the subject site along the Euclid corridor.
Policy FA-7.4	Historic Character of the Foothill/Euclid Intersection [Euclid Avenue]. Preserve the historic character of Euclid Avenue at Foothill Boulevard by protecting and preserving the historic homes on the northeast corner of the intersection of Euclid Avenue and Foothill Boulevard.

Policy FA-7.5	Historic Properties [Euclid Avenue]. Relocating historic buildings, or adapting historic buildings to accommodate new uses, in which minimal changes are made to the structure and the historic integrity of the structure is maintained, is preferred over the significant alteration or demolition of that resource.
Action FA-7.1	Euclid Branding. Specify key land use and branding mechanisms to promote Euclid Avenue as a scenic highway and the entrance to Mount Baldy.
Policy LU-3.4	Design of Commercial Centers. Discourage new "strip" commercial development and encourage site design for new commercial projects that enhances the pedestrian environment through proper building design, orientation and scale.

Mitigation Measures: No further mitigation is required beyond implementation of the GPU Policies and Actions.

Level of Significance After Mitigation: Not Applicable.

LIGHT AND GLARE

- **WOULD FUTURE DEVELOPMENT CREATE NEW SOURCES OF LIGHT/GLARE THAT COULD ADVERSELY AFFECT VIEWS IN THE AREA?**

Impact Analysis: Glare is the sensation produced by luminance within the visual field that is significantly greater than the luminance to which the eyes are adapted. This can cause annoyance, discomfort, or loss in visual performance and visibility. Light pollution is caused by stray light from unshielded light sources and light reflecting off surfaces that enters the atmosphere where it illuminates and reflects off dust, debris, and water vapor to cause an effect known as "sky glow." Light pollution can substantially limit visual access to the night sky, compromise astronomical research, and adversely affect nocturnal environments.

Project implementation would allow for future development of residential and non-residential land uses within the Focus Areas and throughout the City. New development could cause light and glare impacts through new light sources such as street lighting, interior and exterior building lighting including for safety purposes, vehicle headlights, illuminated signage, traffic signals, sports field lighting, and new glare sources such as reflective building materials, roofing materials, and windows. These new sources of light and glare would be most visible from development along adjacent roadways, and to receptors such as residents and traveling motorists.

All lighting provided with the City's future development would be subject to compliance with the provisions of ZCU Chapter 17.14, *Outdoor Lighting*. This Chapter establishes minimum

requirements for outdoor lighting in order to reduce light trespass and glare and protect the health, property, and well-being of residents and visitors. Outdoor lighting standards are not currently provided in the original UZC. All residential lighting over 750 lumens[4] must be shielded so that no direct light falls outside the property line or public right-of-way, pursuant to ZCU Section 17.14.030, *General Provisions*. ZCU Chapter 17.14 also requires a zero measureable foot-candle power at the property line for all future development that includes common areas this same Chapter. Implementation of the proposed ZCU provisions in the lighting of future developments would ensure proper design, installation, and operation of all exterior lighting, thereby reducing the potential for glare effects and light spillover onto adjacent properties. As such, consistency with the ZCU would ensure that potential impacts associated with light and glare would be less than significant.

Implementation of the CAP and CALUP would not create new sources of light/glare that could adversely affect views in the area.

General Plan 2035 Policies and Actions:

Policy OSC-1.7 Dark Sky Protection. Promote shielded, dark-sky friendly lighting for Uplands' outdoor lighting needs in order to reduce light pollution and glare, increase energy efficiency, protect wildlife, and promote better health.

Mitigation Measures: No further mitigation is required beyond implementation of the ZCU standards and guidelines and the GPU Policy specified above.

Level of Significance After Mitigation: Not Applicable.

SHADE AND SHADOWS

- **WOULD FUTURE DEVELOPMENT CREATE SHADE AND SHADOWS THAT COULD ADVERSELY AFFECT ADJACENT LAND USES?**

Impact Analysis: New development within the City would occur on existing vacant land, through infill development on underutilized parcels, or through redevelopment of currently developed land. The proposed ZCU may allow new larger (i.e., mid-rise or high-rise) commercial, industrial, or residential structures in higher density land use designations that could create shade/shadow impacts on nearby buildings, public streets, and sidewalks, and that could effectively limit light into an adjacent yard or structure.

Future development within the City would be evaluated on a project-by-project basis in order to verify compliance with the ZCU provisions. Additionally, future development would undergo

[4] 750 lumens is the industry standard, based on recommendations from the International Dark-Sky Association (Written Communication: Judd, Brian, Principal, Placeworks, August 25, 2014).

environmental review pursuant to CEQA on a project-by-project basis, which requires an analysis of aesthetic impacts and incorporation of mitigation measures, as needed, to reduce potential impacts to a less than significant level. Following implementation of ZCU requirements, Project implementation would result in a less than significant impact involving shade and shadows. Implementation of the CAP and CALUP would not create shade/shadows.

General Plan 2035 Policies and Actions: None are applicable.

Mitigation Measures: No further mitigation is required beyond implementation of the ZCU standards and guidelines.

Level of Significance After Mitigation: Not Applicable.

5.3.5 CUMULATIVE IMPACTS AND MITIGATION MEASURES

- **WOULD DEVELOPMENT ANTICIPATED WITH THE PROJECT AND CUMULATIVE DEVELOPMENT RESULT IN CUMULATIVELY CONSIDERABLE AESTHETICS, LIGHT, AND GLARE IMPACTS**

Impact Analysis: Cumulative aesthetic impacts are primarily analyzed in terms of impacts within Upland and immediately surrounding cities, as aesthetic impacts are primarily confined to local areas. The City is urbanized and approximately 95 percent built-out. Project implementation would result in growth within the Focus Areas and throughout the City, which would alter the City's existing visual character. Cities surrounding Upland are developed and urbanized with similar density and character. New development within those cities would contribute to the region's urban character. New development would be reviewed on a project-by-project basis, in order to ensure each City's development standards are met and new development is compatible with the existing and desired regional and local urban and natural environment. Additionally, implementation of the General Plan 2035 Policies and Actions would enhance the City's physical setting and reduce the incremental aesthetic impact on the region to a level of insignificance. Implementation of the proposed ZCU, as well as each respective Municipal Code and Zoning Map of the surrounding cities, and development standards, would ensure preservation of visual resources and compatibility. Moreover, Project implementation would not result in any regional aesthetic impacts that extend beyond the City's borders. The proposed Community Character and Urban Design Element establishes Goals and Policies that would preserve and improve the City's character and aesthetic quality by focusing on the natural environment and historic resources. Therefore, Project implementation would not result in cumulatively considerable aesthetic impacts.

General Plan 2035 Policies and Actions: Refer to the Policies and Actions referenced above.

Mitigation Measures: No further mitigation is required beyond implementation of the GPU Policies and Actions, and ZCU standards and guidelines.

Level of Significance After Mitigation: Not Applicable.

5.3.6 SIGNIFICANT UNAVOIDABLE IMPACTS

Aesthetics impacts associated with the anticipated future development would be less than significant through implementation of General Plan 2035 Policies and Actions and the proposed ZCU standards, and compliance with recommended mitigation measures. No significant unavoidable aesthetics impacts would occur as a result of Project implementation.

5.3.7 SOURCES CITED

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SECTION 5.4
Transportation and Traffic

5.4 TRANSPORTATION AND TRAFFIC

This section addresses the Planning Area's existing traffic conditions, evaluates the impacts of future traffic growth and planned physical improvements, and recommends additional improvements to accommodate the anticipated growth. This section is based upon the *Traffic Impact Analysis* prepared for the Project (Fehr & Peers, March 2013) and included in its entirety in Appendix D, *Traffic Impact Analysis*. It is noted, the Zoning Code Update's development potential would be less than the General Plan 2035's development potential; refer to Section 5.1, *Land Use*. Therefore, the General Plan 2035's development potential, which would result in worse case impacts involving transportation and traffic, is assumed in this analysis.

The geographic scope of the Traffic Impact Analysis, including the study intersections and roadways, and the analysis methodologies employed in this study are presented below. The analysis scenarios are existing (year 2008) and cumulative (year 2035) conditions for the study area. The significance criteria used in this study are addressed in Section 5.4.3.

5.4.1 EXISTING REGULATORY SETTING

CALIFORNIA STATE SENATE BILL 375 (SB 375)

California State Senate Bill 375 (SB 375) became law effective January 1, 2009 as implementing legislation of Assembly Bill 32 (AB 32), which requires the state to reduce Greenhouse Gas (GHG) emissions across all industry sectors back to 1990 levels by the year 2020. Both laws are administered and enforced through the California Air Resources Board (CARB).

Given that the transportation sector is the largest contributor to GHG pollution throughout California, SB 375 targets reduction of GHG emissions specific to cars and light trucks. The law requires each of the State's 18 Metropolitan Planning Organizations (MPO) to develop a Sustainable Communities Strategy (SCS), which will include specific strategies for improving land use and transportation efficiency. The Southern California Association of Governments (SCAG) is the MPO for six counties (Los Angeles, Orange, San Bernardino, San Bernardino, Ventura, and Imperial) and includes 184 cities. The primary strategy includes the identification and development of higher density, mixed-use projects around public transportation system stations. Other supported strategies relate to the integration of Intelligent Transportation Systems (ITS) to improve circulation on freeways and arterials.

Every SCS to be developed under SB 375 is required to be integrated into each MPO's Regional Transportation Plan, thus encouraging local jurisdictions to comply. Transportation improvement projects not listed in the RTP become ineligible to receive funding from some state and federal programs.

STATE TRANSPORTATION IMPROVEMENT PROGRAM

The State Transportation Improvement Program (STIP) is a multi-year capital improvement program for transportation projects on and off the State Highway System, funded with revenues from the Transportation Investment Fund and other funding sources. STIP programming generally occurs every two years. The programming cycle begins with the release of a proposed fund estimate in July of odd-numbered years, followed by California Transportation Commission (CTC) adoption of the fund estimate in August (odd years). The fund estimate serves to identify the amount of new funds available for the programming of transportation projects. Once the fund estimate is adopted, Caltrans and the regional planning agencies prepare transportation improvement plans for submittal to the CTC by December 15th (odd years). Caltrans prepares the Interregional Transportation Improvement Program (ITIP) and regional agencies prepare the Regional Transportation Improvement Plans (RTIPs). Public hearings are held in January (even years) in both northern and southern California. The STIP is adopted by the CTC by April (even years).

Cities and other local agencies work through their Regional Transportation Planning Agency (RTPA) to nominate projects for inclusion in the STIP. Once projects are programmed, agencies may begin the project implementation process. RTPAs, such as the San Bernardino Associated Governments (SANBAG), are allocated 75 percent of STIP funding for regional transportation projects in their Regional Improvement Program (RIP), and Caltrans is allocated 25 percent for inter-regional transportation projects in the Inter-regional Improvement Program (IIP).

Refer to the *Regional Transportation Plan* Section that follows for a complete list of STIP projects in Upland.

REGIONAL TRANSPORTATION PLAN

The Regional Transportation Plan (RTP) is developed, maintained, and updated by the Southern California Association of Governments (SCAG), Southern California's MPO. SCAG encompasses the six counties in Southern California (i.e., Los Angeles, Orange, Riverside, San Bernardino, Ventura, and Imperial). On April 4, 2012, SCAG's Regional Council adopted the *2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS): Towards a Sustainable Future*[1] with the primary goal of increasing mobility for the region's residents and visitors, while also emphasizing sustainability and integrated planning. The vision of the RTP/SCS encompasses three principles that collectively work as the key to the region's future: mobility; economy; and sustainability.

The 2012–2035 RTP/SCS includes a strong commitment to reduce emissions from transportation sources to comply with SB 375, improve public health, and meet the National Ambient Air Quality Standards as set forth by the federal Clean Air Act. As such, the 2012–2035 RTP/SCS

[1] Southern California Association of Governments, 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS): Towards a Sustainable Future, http://rtpscs.scag.ca.gov/Pages/default.aspx, Accessed March 7, 2013.

contains a regional commitment for the broad deployment of zero- and near-zero emission transportation technologies in the 2023–2035 time frame and clear steps to move toward this objective. The RTP/SCS provides a blueprint for improving quality of life for the region's residents by providing more choices for where they will live, work, and play, and how they will move around.

The RTP/SCS contains a host of improvements to the region's multimodal transportation system. These improvements include closures of critical gaps in the network that hinder access to certain parts of the region, as well as the strategic expansion of the transportation system where there is room to grow, in order to provide the region with the mobility it needs. The RTP/SCS also contains a financial plan that identifies how much money is available to support the region's transportation investments. The plan includes a core revenue forecast of existing local, state, and federal sources along with funding sources that are reasonably available over the time horizon of the RTP/SCS.

Within the RTP, the SCS demonstrates the region's ability to attain and exceed the GHG emission-reduction targets set forth by the ARB. The SCS outlines a plan for integrating the transportation network and related strategies with an overall land use pattern that responds to projected growth, housing needs, changing demographics, and transportation demands. The SCS focuses the majority of new housing and job growth in high-quality transit areas and other opportunity areas in existing main streets, downtowns, and commercial corridors, resulting in an improved jobs-housing balance and more opportunity for transit-oriented development. This overall land use development pattern supports and complements the proposed transportation network that emphasizes system preservation, active transportation, and transportation demand management measures. Finally, the RTP/SCS fully integrates the two subregional SCSs prepared by the Gateway Cities and Orange County Council of Governments. There are no current or ongoing RTP/SCS projects in the study area. The following are the future RTP/SCS projects in the study area:

- Add Bus Rapid Transit (BRT) on Euclid Boulevard from Foothill Boulevard to Pomona Rincon;
- Add BRT on Foothill Boulevard from Monte Vista Avenue to Boulevard Road;
- Reconfigure SR-210/Baseline Avenue interchange;
- Widen SR-210 to eight lanes including two HOV lanes;
- Widen Arrow Route from County Line to Central Avenue from two to four lanes; and
- Widen Central Avenue from South City Limits to Arrow Route from two to three lanes in each direction.

SAN BERNARDINO ASSOCIATED GOVERNMENTS

San Bernardino Associated Governments (SANBAG) is the council of governments and transportation planning agency for San Bernardino County.[2] SANBAG is responsible for

[2] San Bernardino Associated Governments Website, http://sanbag.ca.gov/about/index.html, Accessed March 7, 2013.

cooperative regional planning and furthering an efficient multi-modal transportation system countywide. As the County Transportation Commission, SANBAG supports freeway construction projects, regional and local road improvements, train and bus transportation, railroad crossings, call boxes, ridesharing, congestion management efforts and long-term planning studies.

Measure I

As San Bernardino County's CMA, SANBAG administers Measure I, the half-cent sales tax collected throughout San Bernardino County for transportation improvements. San Bernardino County voters first approved the measure in November 1989 to ensure that needed transportation projects were implemented countywide through 2010 and in 2004, extended the measure through 2040. SANBAG administers Measure I revenue and is responsible for determining which projects receive Measure I funding and ensuring that transportation projects are implemented. Measure I funds are allocated based on a strategic plan.

Measure I is a major source of revenue for transportation improvements in Upland that has provided more than $14 million for Upland's streets and roads during the first 18 years.[3] Measure I funds received each year by Upland are designated for local streets and roads. Some of these notable projects are:

- Paving, street reconstruction and rehabilitation of 1st Avenue, 2nd Avenue, 3rd Avenue, 7th Street, 15th Street, 20th Street, 23rd Street, Alta Avenue, Arrow Highway, Aster Street, Benson Avenue, Campus Avenue, Euclid Avenue, Mountain Avenue, San Antonio Avenue and others.

- Citywide street resurfacing, and curb, gutter, and sidewalk repairs.

- Construction of Campus Avenue, 19th Street to 20th Street.

- Construction of 11th Street, Campus Avenue to 11th Avenue.

- Installation of Route 210 soundwall and street reconstruction, Quince Way and Euclid Avenue.

- Construction of new Metrolink parking lot.

Additional Measure I funds have been pooled by all of the cities and unincorporated areas in the valley region of San Bernardino County. These pooled funds support freeway improvements, Metrolink trains, Omnitrans subsidies for elderly and disabled riders, major streets that serve as transportation arteries, ridesharing programs, landscaping and traffic management. The Measure I program also provides a framework for funding various roadway and transit improvement

[3] San Bernardino Associated Governments Website, Measure I Fact Sheet Upland, http://sanbag.ca.gov/news/mi_factsheets2009/Upland2009.pdf, Accessed March 7, 2013.

projects that are listed under the Nexus Study and Capital Improvement Program; refer to the *Nexus Study* and *Capital Improvement Program* Sections below.

CONGESTION MANAGEMENT PROGRAM FOR SAN BERNARDINO COUNTY 2007 UPDATE

Proposition 111, passed in June 1990, provided additional transportation funding through a $.09 per gallon increase in the state gas tax. Included with the provision for additional transportation funding was a requirement to undertake a Congestion Management Program within each county with an urbanized area having a population of 50,000 or more, to be developed and adopted by a designated Congestion Management Agency (CMA). For San Bernardino County, where Upland is located, SANBAG represents the County's interests on regional and sub-regional transportation matters.

Although implementation of the CMP was made voluntary by the passage of AB 2419, the CMP requirement has been retained in all five urbanized counties within the SCAG region. In addition to its value as a transportation management tool, CMPs have been retained in these counties because of the Federal Congestion Management System requirement that applies to all large urban areas that are not in attainment of federal air quality standards. These counties recognize that the CMP provides a mechanism through which locally implemented programs can fulfill most aspects of a regional requirement that would otherwise have to be addressed by the Regional Agency (SCAG).

The *Congestion Management Program for San Bernardino County 2007 Update* (CMP) (December 2007)[4] identifies program goals, defines legal requirements, provides background information, and describes each individual program element, component, and requirement. The CMP defines a network of state highways and arterials, level of service standards, and related procedures, and provides technical justification for the approach. The policies and technical information contained in this document are subject to ongoing review, with updates required each two years, at a minimum.

The CMP establishes the following goals, among others:

- Maintain or enhance the performance of the multimodal transportation system, and minimize travel delay.
- Assist in focusing available transportation funding on cost-effective responses to subregional and regional transportation needs.
- Provide for technical consistency in multimodal transportation system analysis.

[4] San Bernardino Associated Governments Website, 2007 Congestion Management Program, http://www.sanbag.ca.gov/planning/subr_congestion.html, Accessed March 7, 2013.

- Help to coordinate development and implementation of subregional transportation strategies across jurisdictional boundaries.

- Anticipate the impacts of proposed new development on the multimodal transportation system, provide consistent procedures to identify and evaluate the effectiveness of mitigation measures, and provide for adequate funding of mitigations.

In order to meet these goals and the statutory requirements, the CMP includes the following elements, among others:

- *System Level of Service Element:* Defines the CMP system of roadways, designates level of service standards for the system, and establishes procedures to be used to calculate level of service.

- *Performance Measures Element:* Identifies performance measures used to characterize the performance of the multimodal transportation system, including standards for transit routing and frequency, and standards for the coordination of transit service provided by separate operators.

- *Land Use/Transportation Analysis Element:* Provides a consistent method for analyzing the impacts of land use decisions on the CMP transportation system, and estimating the cost of mitigation.

Traffic Impact Analysis Report

The Traffic Impact Analysis Report (TIA Report), which is to be prepared by local jurisdictions, is a key component of the Land Use/Transportation Analysis Element. The TIA Reports are designed to provide a consistent and improved method for assessing the impacts of land use decisions on the CMP transportation system (both within and outside the permitting jurisdictions) and evaluating mitigation costs. TIA reports shall be prepared for projects when required by local thresholds and criteria, but must be prepared for land use decisions that are equal to or greater than half the thresholds for regional review defined by CEQA. If it is determined that a CMP TIA Report is required, the entity with local land use authority (i.e., the City) shall prepare or cause to be prepared a Traffic Impact Analysis Report consistent with the procedure and methodology specified in Appendix C of the CMP and the local jurisdiction's Land Use/Transportation Analysis Program. If it is determined that a project warranted preparation of a TIA Report but no report was prepared, adjacent potentially impacted jurisdictions, SANBAG, or Caltrans may request that such a report be prepared, even though it may be after-the-fact. The permitting jurisdiction shall prepare, or cause to be prepared, a TIA Report in order to determine appropriate mitigation measures and financial responsibilities for resolution of the ongoing CMP system impacts and for developing appropriate mitigation for future development projects.

In Upland, the following six arterial roadways are designated by the CMP as part of regional transportation system:

- Euclid Avenue;
- Mountain Avenue;
- Foothill Boulevard;
- 8th Street (west City limits to Mountain Avenue);
- 16th Street (Baseline); and
- Central Avenue.

Nexus Study

As noted above, SANBAG implements and maintains the CMP for San Bernardino County. As part of the CMP Update process required by Measure I 2010-2040, SANBAG developed and adopted the SANBAG Development Mitigation Nexus Study, which provides a framework for fair-share development contributions to regional transportation improvements. The SANBAG Nexus Study determines the fair-share contributions from new development for each jurisdiction in the County's urbanized areas. As per the Nexus Arterial Project List released in 2007 for the City of Upland, the total improvement needs were estimated at $22.8 million within the City and an additional $12.65 million within the Upland Sphere of Influence (SOI). Some of the major roadway improvement projects included in the Nexus Study for the Planning Area are:[5]

Upland City

- 19th Street: Widen from 2 to 4 lanes from east City limits to Campus (2 miles).[6]
- Arrow Highway: Widen from 2 to 4 lanes from San Antonio Avenue to east City limit (3.7 miles).[7]
- Central Avenue: Widen from 0 to 4 lanes from Foothill Boulevard to Benson Avenue (2.2 miles).[8]
- Foothill Boulevard: Widen from 4 to 6 lanes from Benson Avenue to east City limit (6.8 miles).[9]
- Widening of Arrow Highway from Monte Vista Avenue to Central Avenue.[10]

Upland Sphere of Influence

- Euclid Avenue: Widen from 2 to 4 lanes from 24th Street to Mountain Avenue (1.92 miles).
- Mountain Avenue: Widen from 2 to 4 lanes from Euclid Avenue to LA County Line (3.82 miles).
- Mountain Avenue: Widen from 2 to 4 lanes from 23rd Street to Euclid Avenue (2.44 miles).

Upland's Capital Improvement Program is discussed in the *Capital Improvement Program* Section below.

[5] Written Correspondence: Critchfield, Bob, P.E., City of Upland Principal Engineer, August 26, 2014.
[6] 19th Street widening is now complete.
[7] Due to the impacts to adjoining properties, it is unlikely that the City would undertake this project.
[8] This segment will need to be widened as the need arises to meet traffic demands.
[9] Ibid.
[10] Priority project.

Overlap of SANBAG's Measure I Program, Nexus Study and Capital Improvement Program

The Measure I Ordinance contains maintenance-of-effort provisions that state that funds provided to government agencies by Measure I are to supplement, and not replace, existing local revenues being used for transportation purposes. In addition, Measure I 2010-2040 revenues are not to replace requirements for new development to provide for its own road needs. The Ordinance further states that Measure I funding priorities should be given to addressing current road needs, easing congestion, and improving roadway safety. Measure I is a program that serves as a framework for funding roadway improvement projects that are listed in studies such as the Nexus Study and Capital Improvement Program (CIP).

Measure I funds shall be allocated to subareas by percentage of the actual revenue received (as per Draft Measure I 2010-2040 Strategic Plan, page II-5). Major percentages of these funds are allocated towards the Freeway Program, Freeway Interchange Program, Major Street Program, Local Street Program, Metrolink/Rail Program and Senior and Disabled Program. The Measure I Study's Freeway Interchange Program, Major Street Program, and Senior and Disabled Program may fund the projects listed in the SANBAG Nexus Study and CIP.

Freeway Interchange Program. This Program receives 11 percent of the Valley subarea revenue. The SANBAG Nexus Study contains the list of freeway interchanges in the Valley that could be eligible for funding under this program in the Measure I Study.

Major Street Program. The Major Street Program indicates that upon initial collection of revenue, this Program will receive 20 percent of revenue collected in the Valley. Effective ten years following initial collection of revenue, the Major Street Program allocation shall be reduced to no more 17 percent but to not less than 12 percent upon approval by the Authority Board of Directors and the Express Bus/Bus Rapid Transit Service allocation shall be increased by a like amount. Equitable geographic distribution of projects shall be taken into account over the life of the program. The SANBAG Nexus Study and CMP requirements have established projects that are eligible for funding under this program. Both rail/highway grade separations and arterial roadway improvements on the regional network are eligible. The regional network is identified in the Nexus Study.

Senior and Disabled Program. Beginning in Fiscal Year 2008/2009, Omnitrans will be required to prepare a five-year Short Range Transit Plan (SRTP) that will identify operations characteristics and capital projects over the planning period of Fiscal Year 2009/2010 through 2013/2014. The SRTP must be a financially-constrained plan that anticipates the amount of federal, State, and local funds, including Measure I Senior and Disabled Program funds, necessary to support the planned level of transit service and capital improvement program for the five-year period. The SRTP will provide the basis for determining the amount of Measure I Senior and Disabled Program funds that will be available to Omnitrans and for what purpose. The SRTP will be updated every other year.

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY/METROLINK

The Southern California Regional Rail Authority (SCRRA), a Joint Powers Authority, operates Metrolink, a regional rail system, including commuter and other passenger services, linking communities to employment and activity centers. SANBAG is one of five county transportation planning agencies that make up the SCRRA/Metrolink. SCRRA was formed to develop a regional transit service to reduce the congestion on highways and improve mobility throughout the Southern California region.

Metrolink trains serve more than 55 stations in the greater Los Angeles area on several regional lines, including the San Bernardino Line. Metrolink's San Bernardino Line (San Bernardino to Los Angeles) traverses the southern portion of Upland. There are 13 stations located along the San Bernardino Line, including the Upland Metrolink Train Station. The Metrolink Station, which is owned by the City of Upland, is located at 300 East A Street, just east of Euclid Avenue. A total of 170 free parking spaces are provided in three Metrolink parking lots located on A Street.

CITY OF UPLAND

General Plan Circulation Element

The Circulation Element concerns itself with the movement of people and goods along Upland's transportation network. The current Circulation Element was last updated/adopted by the City Council in April, 1996. The Circulation Element evaluates the City's transportation circulation needs and recommends circulation improvements that will accommodate the future demand for transportation service generated by the General Plan Land Use Element.

General Plan Scenic Highways Element

The Scenic Highways Element, which was adopted in 1982, identifies those local routes and corridors having scenic values and aesthetic appeal to community residents and visitors, and protects and enhances those visual resources located along those community roadways possessing scenic beauty. Specifically, the Element identifies the four routes of scenic and historical interest: Euclid Avenue; Mountain Avenue; Foothill Boulevard; and Benson Avenue. Refer also to Section 5.3, *Aesthetics*.

Upland Municipal Code Section 3.44.030, Street and Traffic Facilities Development Impact Fee

According to Upland Municipal Code (UMC) Section 3.44.030, in order to implement the Circulation Element goals and objectives, and to mitigate the additional traffic burdens created by new development to the City's arterial and collector street system, certain traffic signal system and intersection improvements at major intersections on the City's system of arterial and collector streets should be constructed. The City Council has determined that a development impact fee is needed in order to finance these public improvements and to pay for the

development's fair share of the construction costs of these improvements. To this end, a Street and Traffic Facilities Development Fee is established on issuance of all Building Permits for development within City boundaries to pay for traffic signal systems and related intersection improvements at major intersections throughout the City.

Bicycle and Pedestrian Facilities Master Plan

The City of Upland adopted a Bicycle and Pedestrian Facilities Master Plan to develop an integrated system of bicycle and pedestrian facilities. These facilities will improve bicycling and walking throughout the city both for transportation and recreation purposes, and encourage use of non-motorized forms of transportation. Goals include developing a safe and efficient bicycle and pedestrian system, designing the bicycle network to provide efficient routes through commercial and residential areas, and working with the Upland Unified School District to identify suggested bicycle routes adjacent to schools that will tie into the bicycle network and effectively serve the students. Exhibit 5.4-1, *Bicycle and Pedestrian Facilities Master Plan (Proposed Bicycle Facilities)*, illustrates the Master Plan's proposed bicycle and pedestrian facilities.

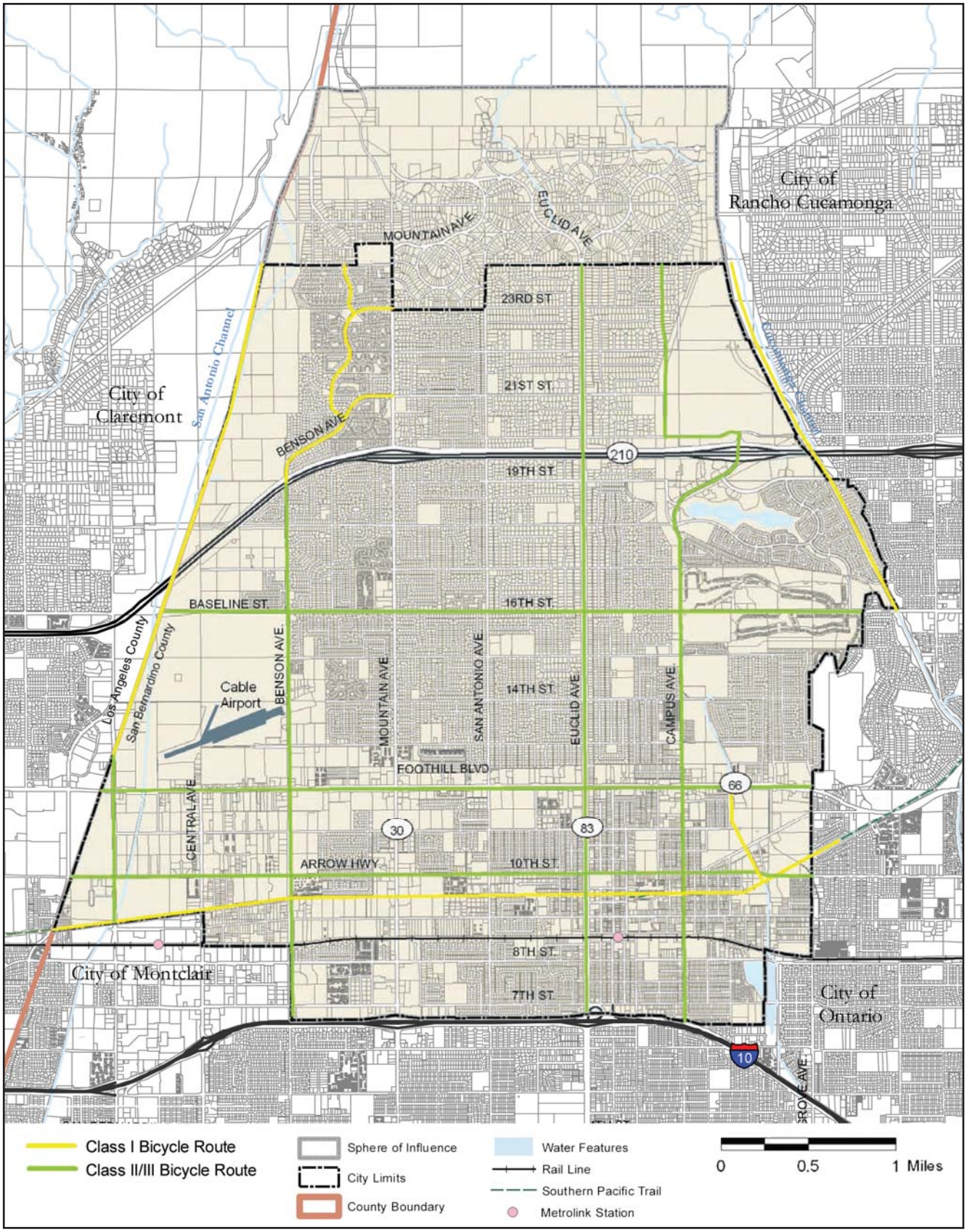
Pacific Electric and Inland Empire Trail Master Plan

Rail trails are multi-purpose public paths created from abandoned railroad corridors, although in some cases active rail lines may still exist. The City of Rancho Cucamonga, acting as the lead agency, has joined together with the SANBAG, Upland, and other surrounding cities to develop the 21-mile multi-purpose Pacific Electric and Inland Empire Trail. The Trail will eventually connect Upland and five additional cities: Montclair; Claremont; Rancho Cucamonga; Fontana; and Rialto.

A 3.85-mile segment of the Pacific Electric and Inland Empire Trail traverses the southern portion of Upland in an east-west orientation, within the abandoned Pacific-Electric Railroad (Red-Car) right-of-way. It is fully developed and the City's only Class I Bicycle Trail. The route passes through predominantly residential areas with numerous street crossings involving the necessary pedestrian signals. The project involved coordination with Metrolink, to reserve areas along the trail for future light rail use.

Capital Improvement Program

The City of Upland's Capital Improvement Program (CIP) is a multi-year planning instrument that drives the evaluation and identification of capital infrastructure projects in need of renovation, repair, and/or construction. Improvements, which are scheduled on an annual basis according to need and available resources, range from road maintenance or construction to the renovation of municipal buildings, recreation centers, and ball fields, to water main and sewer repair. The CIP relates these projected capital needs to the financial resources that will support their realization and the timeframe in which both the financing and work will take place. The CIP is prepared by the City with revenue coming from Gas Tax, Measure "I" and other state and federal funding sources.



Source: Design, Community & Environment, *Circulation White Paper*, June 2009.

PLANNING DOCUMENTS PROJECT
PROGRAM ENVIRONMENTAL IMPACT REPORT

Bicycle and Pedestrian Facilities Master Plan (Proposed Bicycle Facilities)

Exhibit 5.4-1

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Ordinance 89-1 of the San Bernardino County Transportation Authority requires the City to annually adopt a five-year CIP. The *City of Upland Measure I Five-Year Capital Improvement Plan (2012 - 2017)* is the most recently adopted CIP. This proposed CIP budget provided approximately $6.0 million for improvements, including 15 street rehabilitation projects and 4 traffic count analysis project. The City defines a capital improvement project as having a capital asset with: (1) a desired minimum dollar amount of $10,000; and (2) an estimated useful life of five years or more.

Foothill Boulevard Vision Plan

Foothill Boulevard is the major east-west arterial running through Upland. In conjunction with P&D Technologies, the City prepared the *Foothill Boulevard Vision Plan* in 1993. The Vision Plan's main goals were to make Foothill Boulevard the commercial hub, maintaining its function as a major arterial, and making it more scenic and pedestrian-friendly. The Vision Plan recommended widening Foothill Boulevard from four lanes to six lanes, phasing out two-way service roads, and either limiting the number of commercial driveways or transforming two-way service roads into one-way facilities. The Plan also discouraged striped bicycle lanes and bicycle trails along Foothill Boulevard, although it recommended linkages.

Some of the Plan's components have been implemented: a striped bicycle lane along Foothill Boulevard despite the plan recommending otherwise; various service roads that now function as one-way facilities; and limiting access points in larger shopping areas to one- or two- driveways per roadway segment. However, Foothill Boulevard remains a four-lane facility with some intersections functioning at unacceptable levels of service during the peak hour.

5.4.2 EXISTING ENVIRONMENTAL SETTING

The transportation system in Upland includes diverse elements including the following systems: roadway; bicycle; public transit (including bus and rail service); and freight. Each of these systems is discussed below in greater detail.

PROJECT STUDY AREA

The study area is generally bounded by 24th Street to the north, Interstate 10 to the South, Grove Avenue and the Cucamonga Creek Trail to the east, and the San Bernardino County/Los Angeles County Line to the west.

Roadway System/Classification

Upland's roadway system includes a range of facilities including regional freeways, major arterials, secondary arterials, collector streets, and local streets. Two major functions of a roadway are to serve through-traffic and provide access to adjacent property, and different roadways prioritize these two functions differently. Roadways are also intended to provide bicycle and pedestrian access and circulation and are the backbone of the bicycle and pedestrian

network. The major routes in Upland's roadway system and their functional classifications are illustrated in Exhibit 5.4-2, *Existing Roadway System and Classifications*, and summarized below.

REGIONAL HIGHWAY SYSTEM

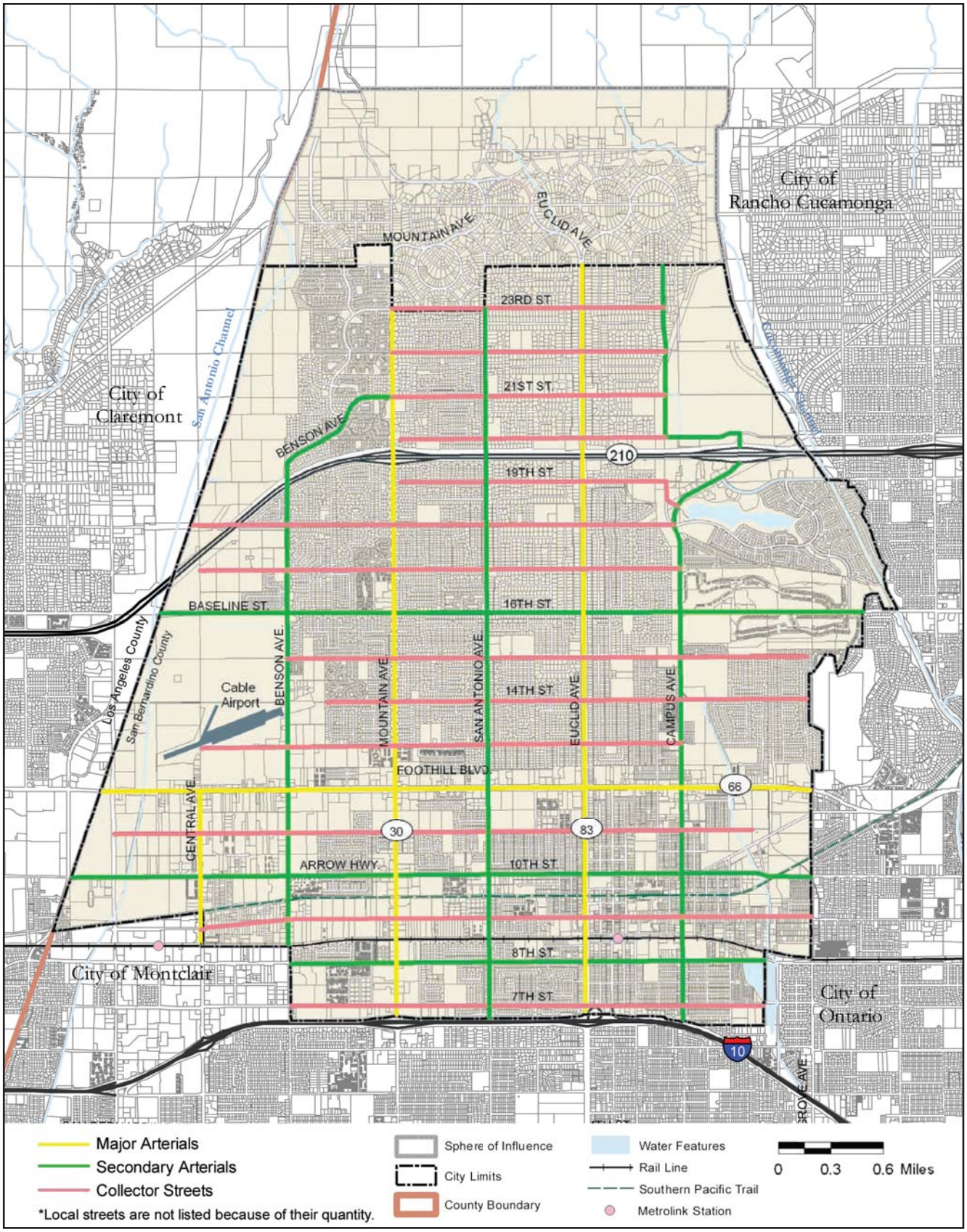
Freeways are intended to carry traffic efficiently from one end of the City to the other, serve inter-regional travel, and provide connections from Upland to other cities and counties. Freeways are access-controlled with two or more lanes in each direction. Major freeways that provide access to and from the City are Interstate 10 (I-10) (San Bernardino Freeway), Interstate 15 (I-15), State Route 60 (SR-60) (Pomona Freeway), and State Route 210 (SR-210) (Foothill Freeway) provide a high level of regional accessibility to the City. These freeways are the foundation of Upland's regional transportation network and serve much of the population in San Bernardino County as a whole. Exhibit 5.4-3, *Existing Freeway Interchanges*, illustrates the major freeway interchanges adjacent to the City.

- *I-10* is an east-west freeway, which provides direct access to the City by way of on-off ramps located at Euclid Avenue. I-10 has limited access, and generally has five travel lanes in each direction, including one high occupancy vehicle (HOV) lane in the Project vicinity. I-10 begins at its junction with the Pacific Coast Highway in Santa Monica, CA and travels east through the United States, terminating in Jacksonville, Florida.

- *SR-210* is an east-west freeway, which provides direct access to the City by way of on-off ramps located at Campus Avenue, Mountain Avenue, and 16th Street. In the City, SR-210 generally has four travel lanes in each direction, including one high occupancy vehicle (HOV) lane. SR-210 begins at its junction with I-5 in Los Angeles County and travels east through San Bernardino County, terminating at I-10 in Redlands, California.

LOCAL STREET SYSTEM

The City is completely developed with established traffic patterns. The street system is primarily a traditional grid system, with east-west streets spaced at approximately 0.25-mile intervals and north-south streets at approximately 0.5-mile intervals. The street system is comprised of four functional systems: major arterials; minor or secondary arterials; collector streets; and local streets. The classification of streets is based on a functional hierarchy, defined by number of travel lanes, roadway width (curb to curb), right-of-way (public property line to public property line), and traffic volumes. The sections below provide a detailed explanation for each roadway functional class in the City. The City's existing major and secondary arterials and collector streets are identified in Exhibit 5.4-2 and further described below. The City's Public Works Department maintains detailed roadway cross sections on file.



Source: Design, Community & Environment, *Circulation White Paper*, June 2009.

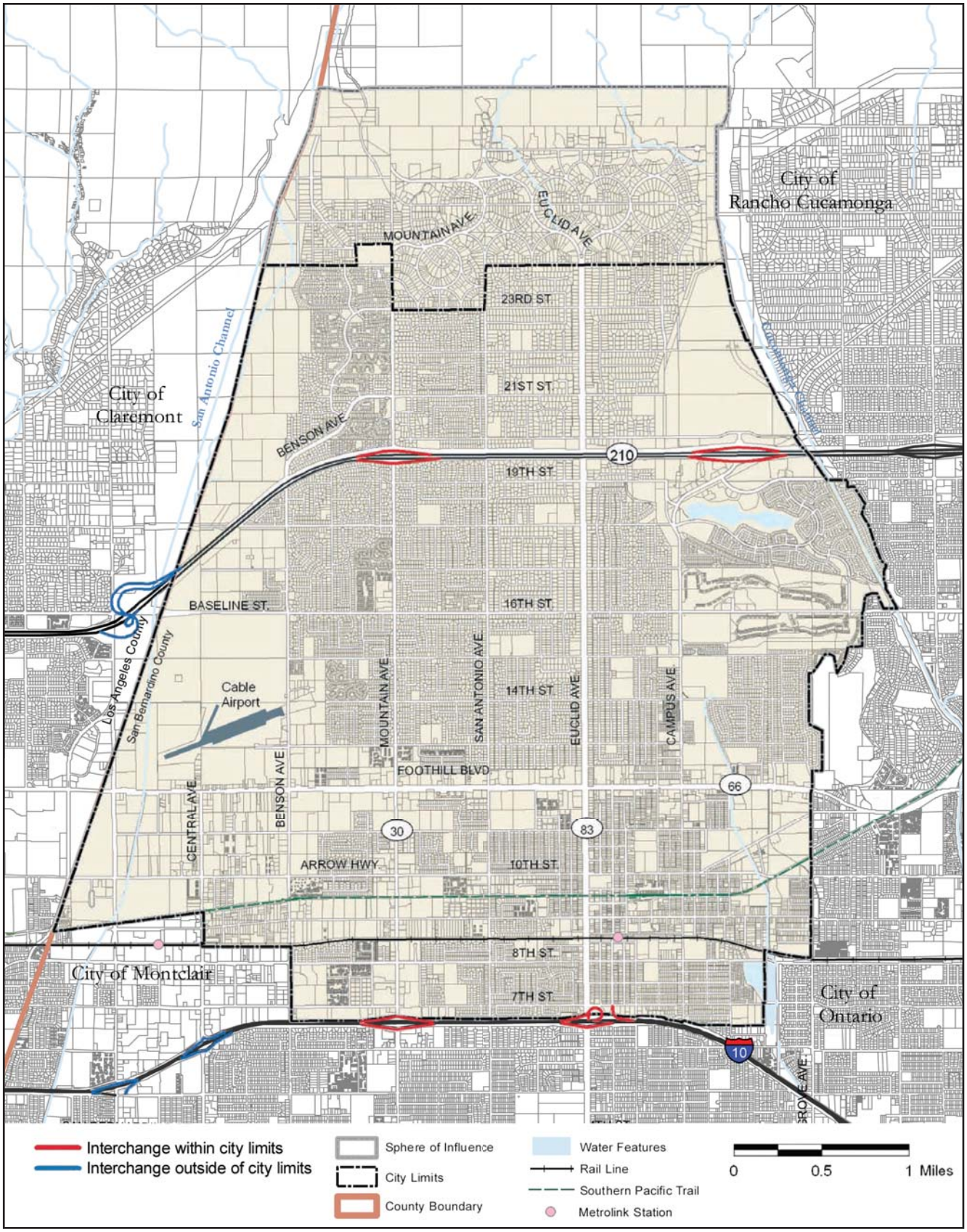
PLANNING DOCUMENTS PROJECT
PROGRAM ENVIRONMENTAL IMPACT REPORT

Existing Roadway System and Classifications

Exhibit 5.4-2

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Source: Design, Community & Environment, *Circulation White Paper*, June 2009.

PLANNING DOCUMENTS PROJECT
PROGRAM ENVIRONMENTAL IMPACT REPORT

Existing Freeway Interchanges

Exhibit 5.4-3

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Arterials

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

The current General Plan provides general guidance for the form and function of arterial roadways and divides arterial roadways into two categories: major arterials; and secondary arterials.

Major Arterials. Major arterials, together with the freeways, form a network carrying relatively long-distance, high-speed traffic. Additionally, major arterial roadways should provide for four travel lanes, a raised or painted median, and bike lanes. Major arterials have capacity to carry up to approximately 50,000 vehicles per day. Parking should be prohibited on major arterials. Major arterials in the City typically have curb to curb roadway widths ranging from 85 to 150 feet. The City's major arterials are illustrated Exhibit 5.4-2 and further described below.

- *Euclid Avenue (Formerly State Route 83)* is a major arterial roadway that extends north-south in Upland, as well as in the adjacent City of Ontario. It has a right-of-way width of 200 feet with a landscaped median island. It forms a 'couple system' with travel restricted to only one direction in each leg of the couple. There are six traffic lanes south of Foothill Boulevard and four traffic lanes north of Foothill Boulevard. The posted speed limit on Euclid Avenue varies from 35 to 45 miles per hour throughout its length.

- *Foothill Boulevard (Formerly State Route 66)* is a four-lane divided roadway oriented in an east-west direction and running parallel to I-10 and SR-210. The right-of-way width varies from 214 to 170 feet, with four traffic lanes and a frontage road (service road) at some locations for commercial and recreational uses. The posted speed limit on Foothill Boulevard is 45 miles per hour.

- *Mountain Avenue*, which lies approximately one mile west of Euclid Avenue, is a north-south major arterial extending from the south City limits to Mount Baldy Road. There are six traffic lanes between the I-10 and Foothill Boulevard and four lanes north of Foothill Boulevard up to the northern City limits. The posted speed limit on Mountain Avenue varies between 40 to 45 miles per hour.

- *Central Avenue* is a north-south major arterial that lies at the western edge of Upland, connecting the City to the adjacent cities of Montclair and Ontario. It has two lanes in each direction with a posted speed limit of 40 miles per hour.

Secondary Arterials. A secondary arterial provides service for trips of moderate length at somewhat lower level of travel mobility at slower speeds than major arterials. Secondary arterials can carry traffic volumes ranging between 10,000 and 30,000 vehicles per day. Parking can be allowed on minor arterials. Secondary arterials in the City typically have curb to curb

roadway widths ranging from 35 to 85 feet. The City's secondary arterials are illustrated Exhibit 5.4-2 and further described below.

- *8th Street* is a secondary arterial roadway that extends east-west from Benson Avenue to the east City limits and has two travel lanes west of San Antonio Avenue and one lane east of San Antonio Avenue. The speed limit on this secondary arterial varies between 35 and 45 miles per hour.

- *Arrow Highway* is a secondary arterial that extends east-west from the east and west City limits. It is a four-lane, divided roadway west of Mountain Avenue and a four-lane, undivided roadway between Mountain and San Antonio Avenues. Between San Antonio and Euclid Avenues, Arrow Highway becomes a two-lane, divided roadway, and east of Euclid Avenue, it is a two-lane, undivided roadway. It has a posted speed limit varying between 35 to 45 miles per hour.

- *16th Street (Baseline)* extends east-west secondary arterial through the City that also traverses the adjacent cities of Claremont and Rancho Cucamonga. It is a four lane divided roadway with a right-of-way width of 60 feet and posted speed limit of 45 miles per hour. Parking is not permitted on either side of this roadway.

- *San Bernardino Road* extends diagonally between Grove Avenue and Arrow Highway (east of Campus Avenue) and serves as a major access road to San Antonio Community Hospital.

- *Campus Avenue* is a secondary arterial extending north-south from the south City limits to 24th Street. It has one lane in each direction north of State Route 210 and two lanes in each direction south of State Route 210. The posted speed limit varies between 35 to 40 miles per hour.

- *Benson Avenue* is a north-south secondary arterial extending from the south City limits to Mountain Avenue and generally has two lanes in each direction with a posted speed limit varying between 25 and 45 miles per hour.

- *San Antonio Avenue* is a north-south secondary arterial connecting Upland to the City of Ontario. It has two lanes in each direction and the posted speed limit is 35 miles per hour in each direction.

- *Grove Avenue* is a north-south secondary arterial making up part of the City's eastern limit. It extends from the south City limits to Foothill Boulevard and a collector street north of Foothill Boulevard. Grove Avenue is generally a four-lane divided roadway with a speed limit of 40 miles per hour.

Collectors

Collectors are intended to "collect" traffic from local roadways and carry it to roadways higher in the street classification hierarchy. These roadways serve as intermediaries between arterials and local roads and provide direct access to parcels in both residential and non-residential areas. These roadways typically have one lane of traffic in each direction and can carry a maximum of up to 10,000 vehicles on a daily basis. The City's collectors are illustrated Exhibit 5.4-2 and described below, in part:

- *21st Street* is an east-west collector street that connects with Benson Avenue to the west and extends to Campus Avenue to the east. It is a two-lane undivided roadway with a speed limit of 35 miles per hour.

- *19th Street* is an east-west collector street extending from west of Mountain Avenue to Campus Avenue. It is a two-lane undivided roadway with a speed limit of 35 miles per hour.

- *18th Street* is an east-west collector street extending from west of Benson Avenue to east of Euclid Avenue. 18th Street is adjacent to two schools and a community center. It is a two-lane undivided roadway with a speed limit of 35 miles per hour.

- *9th Street* is an east-west collector street extending from the west City limits to the east City limits. It is a four-lane undivided roadway with a speed limit of 30 miles per hour.

Local Streets

Local streets are intended to serve adjacent properties and should enhance community livability. These roadways provide direct access to properties and connect to collectors and secondary arterials. They carry limited through traffic. Speed limits on local roadways normally do not exceed 25 miles per hour. These roadways typically carry fewer than 2,000 vehicles per day and through traffic is discouraged on these facilities. Due to their large number, local streets are not listed in this document but they are all recognized as part of this Circulation Element Update.

Private Streets

Many developments within the City are connected to local street system by means of private streets. Although the maintenance of these facilities is not the City's responsibility, the design of all private streets is reviewed by the City Engineer in conformance to Upland's Roadway Design Standards.

Study Roadway Segments

Within the City, the following roadway segments were selected for analysis, based on a review of the roadway network and circulation throughout Upland:

North-South Routes

- Benson Avenue (Secondary Arterial)
  - 15th Street to 16th Street (Baseline)
  - 13th Street to Foothill Boulevard

- Campus Avenue (Secondary Arterial)
  - 15th Street to 16th Street (Baseline)
  - 13th Street to Foothill Boulevard

- Euclid Avenue (Major Arterial)
  - 15th Street to 16th Street (Baseline)

- Mountain Avenue (Major Arterial)
  - 15th Street to 16th Street (Baseline)
  - 22nd Street to 23rd Street
  - 9th Street to Arrow Highway
  - 11th Street to Foothill Boulevard

- San Antonio Avenue (Secondary Arterial)
  - 15th Street to 16th Street (Baseline)
  - 11th Street to Foothill Boulevard

East-West Routes

- 8th Street (Secondary Arterial)
  - Mountain Avenue to Benson Avenue

- Foothill Boulevard (Secondary Arterial)
  - East of Campus Avenue
  - Euclid Avenue to Campus Avenue
  - San Antonio Avenue to Euclid Avenue
  - Mountain Avenue to San Antonio Avenue
  - Benson Avenue to Mountain Avenue
  - Central Avenue to Benson Avenue
  - Monte Vista Avenue to Central Avenue

- 16th Street (Baseline) (Secondary Arterial)
  - Euclid Avenue to Campus Avenue
  - San Antonio to Euclid Avenue
  - Mountain Avenue to San Antonia Avenue
  - Benson Avenue to Mountain Avenue

- 18th Street (Collector)
  - Mountain Avenue to Benson Avenue

- 19th Street (Collector)
  - Campus Avenue to Euclid Avenue
  - San Antonio Avenue to Mountain Avenue

- 21st Street (Collector)
  - San Antonio Avenue to Euclid Avenue

- Arrow Highway (Secondary Arterial)
  - San Antonio Avenue to Euclid Avenue
  - Mountain Avenue to San Antonio Avenue
  - Benson Avenue to Mountain Avenue

- Arrow Route (Secondary Arterial
  - Central Avenue to Benson Avenue
  - Monte Vista Avenue to Central Avenue

Study Intersections

The following 42 intersections were selected for analysis based on discussions with City staff and a review of the roadway network and access throughout the City.

1. 21st Street/Mountain Avenue;
2. 21st Street/Euclid Avenue;
3. 19th Street/Mountain Avenue;
4. 19th Street/San Antonio Avenue;
5. 19th Street/Euclid Avenue;
6. 19th Street/Campus Avenue;
7. 18th Street/Mountain Avenue;
8. 18th Street/Euclid Avenue;
9. 16th St. (Baseline)/Benson Avenue;
10. 16th St. (Baseline)/Mountain Avenue;
11. 16th St. (Baseline)/San Antonio Ave.;
12. 16th St. (Baseline)/Euclid Avenue;
13. 16th St. (Baseline)/Campus Avenue;
14. Foothill Blvd./Monte Vista Avenue;
15. Foothill Boulevard/Benson Avenue;
16. Foothill Boulevard/Mountain Ave.;
17. Foothill Blvd/San Antonio Avenue;
18. Foothill Boulevard/Euclid Avenue;
19. Foothill Boulevard/Campus Avenue;
20. Foothill Boulevard/Grove Avenue;
21. Arrow Route/Monte Vista Avenue;
22. Arrow Route/Central Avenue;
23. Arrow Route/Benson Avenue;
24. Arrow Highway/Mountain Avenue;
25. Arrow Highway/San Antonio Ave.;
26. Arrow Highway/Euclid Avenue;
27. Arrow Highway/Campus Avenue;
28. Arrow Highway/Grove Avenue;
29. Arrow Highway/Benson Avenue;
30. 8th Street/Mountain Avenue;
31. 8th Street/San Antonio Avenue;
32. 8th Street/Euclid Avenue;
33. 8th Street/Campus Avenue;
34. 8th Street/Grove Avenue;
35. I-210 WB Ramps/Campus Avenue;
36. I-210 EB Ramps/Campus Avenue;
37. I-210 WB Ramps/Mountain Avenue;
38. I-210 EB Ramps/Mountain Avenue;
39. I-10 WB Ramps/Mountain Avenue;
40. I-10 EB Ramps/Mountain Avenue;
41. I-10 WB Off Ramp/Second Ave.; and
42. I-10 EB Ramps/Euclid Avenue.

These intersections are located on major or secondary arterials, as illustrated on Exhibit 5.4-4, *Study Intersections*. Of the 42 intersections, 39 are signalized, one is Side-Street-Stop-Controlled (SSSC), and two are All-Way-Stop-Controlled (AWSC).

METHODOLOGIES

Intersection Analysis Methodology

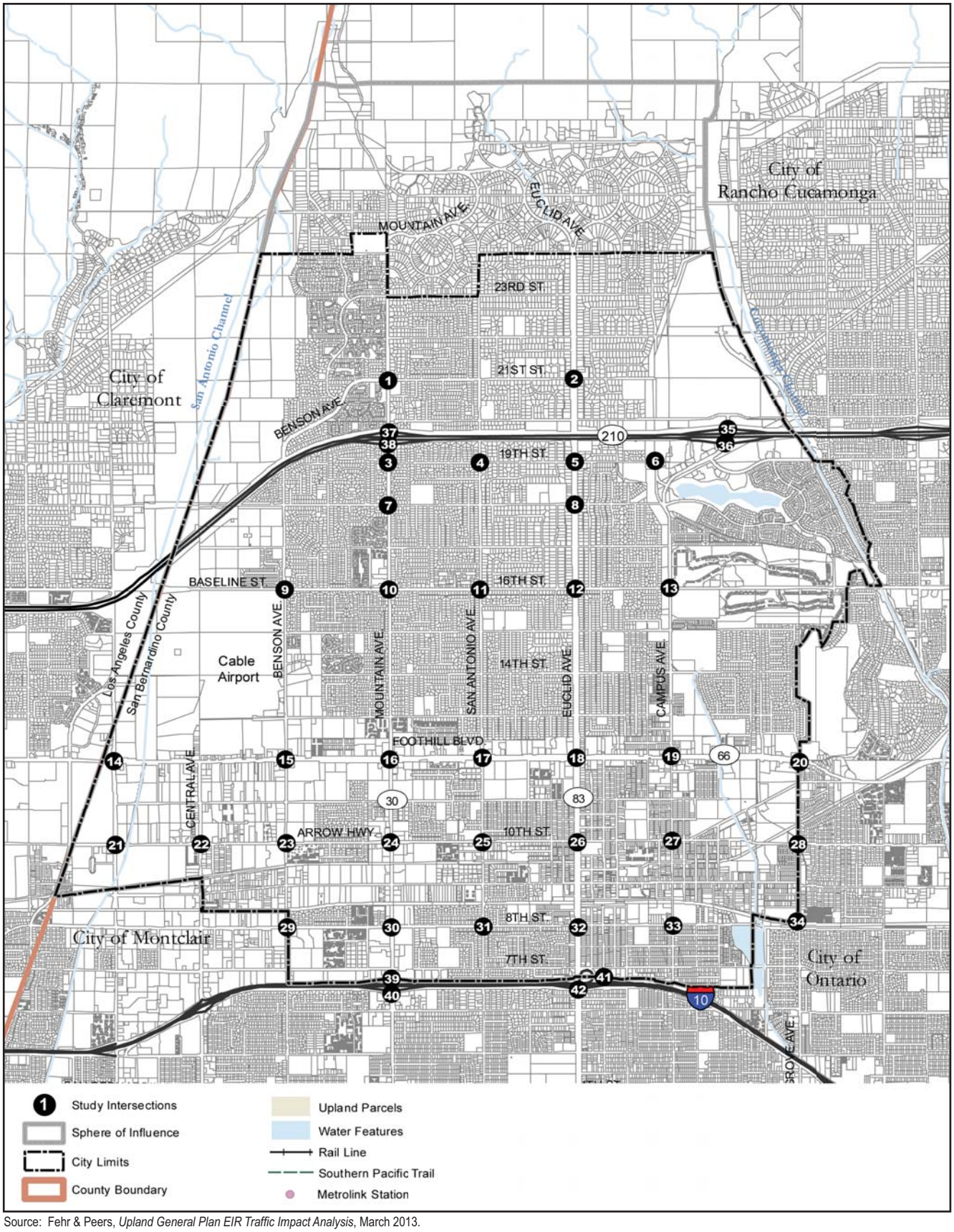
The intersection analysis employs a methodology based on empirical research conducted by the Transportation Research Board and other authorities.

Signalized intersection operations are evaluated using methodologies provided in the 2000 Highway Capacity Manual (HCM) (Transportation Research Board). These methodologies assess average control delays and then assign a corresponding letter grade that represents the overall condition of the intersection. These grades range from level of service (LOS) A (minimal delay) to LOS F (excessive congestion). LOS E represents at-capacity operations. For this study, levels of service are calculated using Synchro 6.0 software, which implements 2000 HCM methodologies. Synchro software allows the input of signal timing and coordination data to more accurately reflect actual conditions. Descriptions of the LOS letter grades for signalized intersections and the relationship between the various volume-to-capacity (V/C) ratios and delays are provided in Table 5.4-1, *Signalized Intersection LOS Criteria*. It is noted that V/C ratios are provided as they are used in the impact assessment based on requirements set forth by the CMP for San Bernardino County.

Table 5.4-1
Signalized Intersection LOS Criteria

Level of Service	Description	V/C Ratio	Delay (Seconds)
A	Operations with very low delay occurring with favorable progression and/or short cycle length.	0.000 - 0.600	≤ 10.0
B	Operations with low delay occurring with good progression and/or short cycle lengths.	0.601 - 0.700	> 10.0 to 20.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	0.701 - 0.800	> 20.0 to 35.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	0.801 - 0.900	> 35.0 to 55.0
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	0.901 - 1.000	> 55.0 to 80.0
F	Operation with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths.	> 1.000	> 80.0

Source: Upland General Plan EIR Traffic Impact Analysis, Fehr & Peers, March 2013.



Source: Fehr & Peers, *Upland General Plan EIR Traffic Impact Analysis*, March 2013.

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Study Intersections

Exhibit 5.4-4

Unsignalized intersection operations are evaluated using methodologies provided in the 2000 Highway Capacity Manual (HCM) (Transportation Research Board). Average control delays are assessed for all-way stop control intersections whereas the worst approach delay is assessed for side-street stop control intersections. These methodologies then assign a corresponding letter grade that represents the overall condition of the intersection. Similar to signalized intersections, these grades range from level of service (LOS) A (minimal delay) to LOS F (excessive congestion). LOS E represents at-capacity operations. For this study, levels of service are calculated using Synchro 6.0 software, which implements 2000 HCM methodologies. Table 5.4-2, *Unsignalized Intersection LOS Criteria*, provides the LOS value at various levels of delay for unsignalized intersections.

Table 5.4-2
Unsignalized Intersection LOS Criteria

Level of Service	Description	Delay
A	Little or no delays	≤ 10.0
B	Short traffic delays	> 10.0 to 15.0
C	Average traffic delays	> 15.0 to 25.0
D	Long traffic delays	> 25.0 to 35.0
E	Very long traffic delays	> 35.0 to 50.0
F	Extreme traffic delays with intersection capacity exceeded	> 50.0

Source: Upland General Plan EIR Traffic Impact Analysis, Fehr & Peers, March 2013.

State Highway Intersection Analysis Methodology

This State Highway intersection analysis has been prepared in accordance with the Caltrans Guide for the Preparation of Traffic Impact Studies (State of California, Department of Transportation, December 2002). Caltrans advocates use of Highway Capacity Manual (HCM) intersection analysis methodology to analyze the operation of signalized intersections. The HCM analysis methodology describes the operation of a signalized intersection using a range of LOS from LOS A (free-flow conditions) to LOS F (severely congested conditions), based on the corresponding stopped delay experienced per vehicle as shown in Table 5.4-3, *State Highway Signalized Study Intersection LOS and Delay Ranges*.

LOS is based on the average stopped delay per vehicle for all movements of signalized intersections. Caltrans endeavors to maintain a target LOS at the transition between LOS C and LOS D on State Highway facilities.

Table 5.4-3
State Highway Signalized Study Intersection LOS and Delay Ranges

LOS	Delay (seconds per vehicle)
A	≤ 10.0
B	> 10.0 to ≤ 20.0
C	> 20.0 to ≤ 35.0
D	> 35.0 to ≤ 55.0
E	> 55.0 to ≤ 80.0
F	> 80.0

Roadway Segment Analysis Methodology

Roadway segment operations are evaluated using methodologies provided in the 2000 Highway Capacity Manual (HCM) (Transportation Research Board). These methodologies assess daily volume capacity thresholds then assign a corresponding letter grade that represents the overall condition of the segment. These grades range from level of service (LOS) A (minimal delay) to LOS F (excessive congestion). LOS E represents at-capacity operations. Traffic volumes were compared to capacities for appropriate roadway types. Descriptions of the LOS letter grades for roadway segments based on volume are provided in Table 5.4-4, *Daily Roadway Segment LOS and Delay Ranges*.

Table 5.4-4
Daily Roadway Segment LOS and Delay Ranges

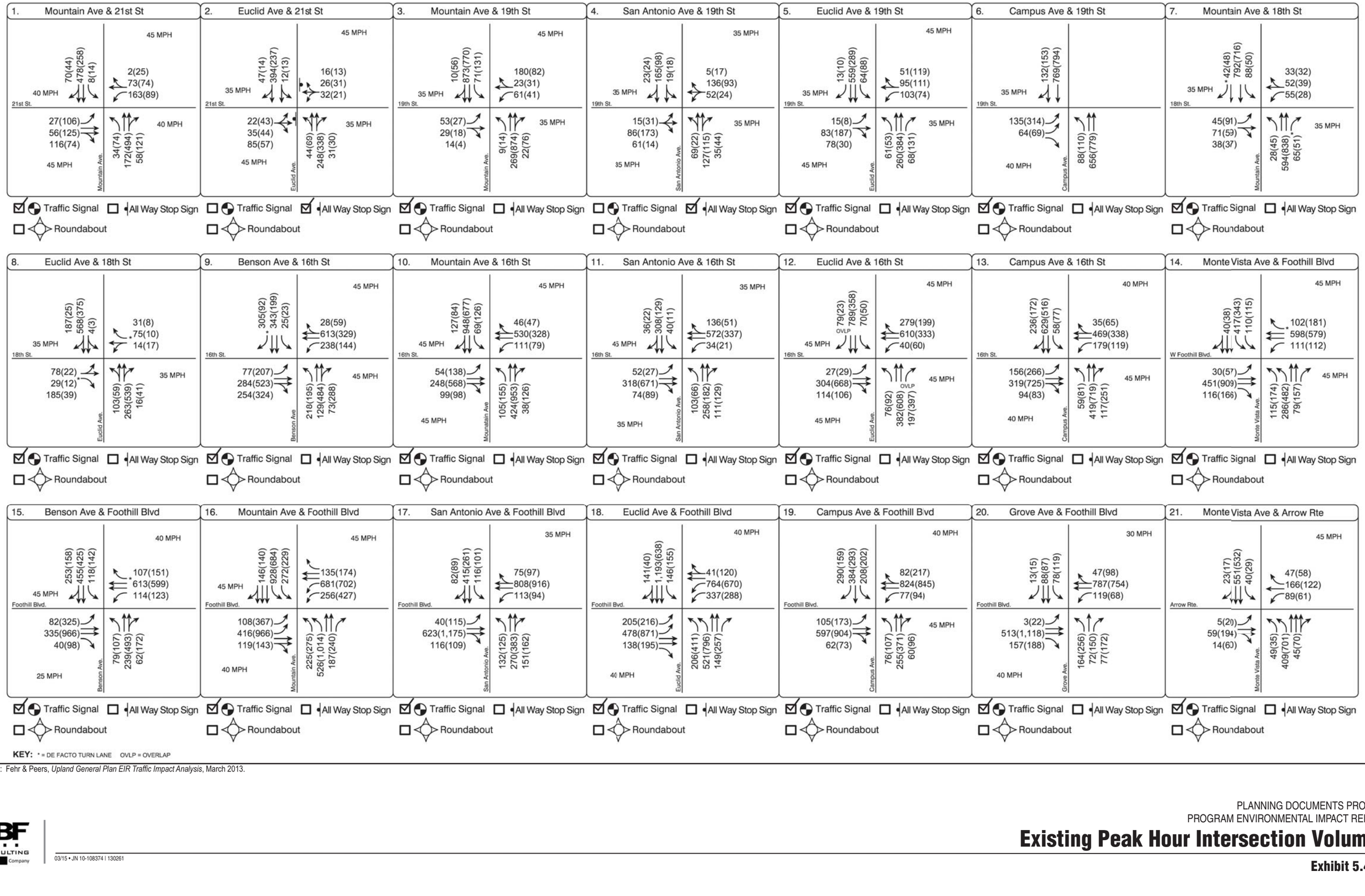
Classification	Typical Lane Configuration	Daily Volume Thresholds				
		LOS A	LOS B	LOS C	LOS D	LOS E
Collector	2 Lanes Undivided	900	2,000	6,800	14,100	17,400
Secondary	4 Lanes Undivided	--	--	17,500	27,400	28,900
Secondary	4 Lanes Divided	--	--	19,200	35,400	37,400
Major	6 Lanes Divided	--	--	27,100	53,200	56,000

Source: Upland General Plan EIR Traffic Impact Analysis, Fehr & Peers, March 2013.

EXISTING TRAFFIC CONDITIONS

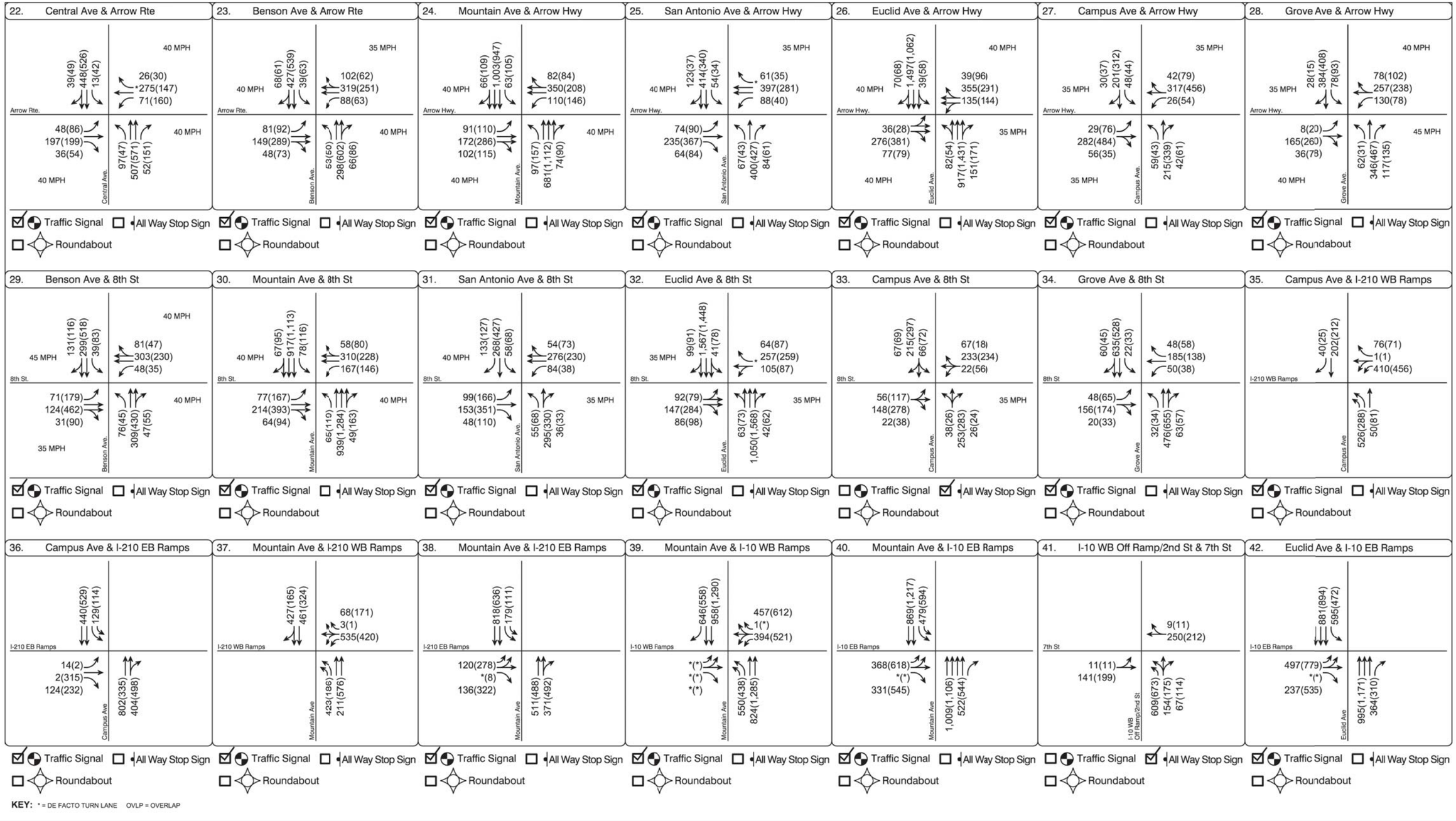
Traffic Data Collection

Intersection traffic counts for the study intersections were collected between 2004 and 2009, from 7 to 9 AM and 4 to 6 PM. The highest one-hour peak of traffic volumes during both the AM and PM hours are shown on Exhibit 5.4-5, *Existing Peak Hour Intersection Volumes*.



Source: Fehr & Peers, *Upland General Plan EIR Traffic Impact Analysis*, March 2013.

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KEY: * = DE FACTO TURN LANE OVLP = OVERLAP

Source: Fehr & Peers, *Upland General Plan EIR Traffic Impact Analysis*, March 2013.

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Existing counts at study intersections and study roadway segments are provided in Appendix A of Appendix D. Existing signal timings were obtained from the jurisdiction maintaining the signals. All peak hour factors used in the assessment were obtained from peak hour traffic counts.

Existing Intersection Operations

Existing LOS results for study intersections are summarized in Table 5.4-5, *Intersection Levels of Service – Existing Conditions*. LOS outputs for existing conditions are provided in Appendix B of Appendix D. As shown in Table 5.4-5, the intersections operate at an acceptable LOS D or better during the peak periods for existing conditions, except the following, which operate at a deficient LOS during one or more peak period:

- 16th Street (Baseline)/Benson Avenue (AM);
- Foothill Boulevard/Mountain Avenue (PM); and
- 8th Street/Campus Avenue (PM).

Existing Roadway Segment Operations

Existing LOS results for study roadway segments are summarized in Table 5.4-6, *Roadway Segment Levels of Service – Existing Conditions*. As shown in Table 5.4-6, all roadway segments operate at an acceptable daily LOS for existing conditions.

TRANSIT FACILITIES

Bus Routes

The bus routes that service the City are illustrated on Exhibit 5.4-6, *Bus and Freight Routes*, and described below. The bus routes are operated by Omnitrans, which provides service within San Bernardino County.

- *Omnitrans Route 63* – Route 63 provides service between the cities of Upland, Ontario, and Chino. Near the study area, Route 63 travels along San Bernardino Road, Grove Avenue, Foothill Boulevard, Campus Avenue, and 6th Street. Route 63 travels at 30-minute headways during the week and at 60-minute headways on the weekend.

- *Omnitrans Route 66* – Route 66 connects the City with the cities of Fontana and Montclair. It also acts as a connection between Upland and the Montclair Metrolink Station. Near the study area, Route 66 travels along Foothill Boulevard, Central Avenue, East Arrow Highway, Monte Vista Avenue, and Moreno Street. Route 66 operates at 15-30 minute headways during the week and at 30 minute headways on the weekend.

- *Omnitrans Route 67* – Route 67 connects the City with the cities of Ontario and Chino. It also acts as a connection between Upland and the Chino Transit Center. In the City, Route 67 travels along 16th Street, Campus Avenue, 19th Street, Mountain Avenue, and 7th Street. Route 67 operates at 60 minute headways throughout the week.

Table 5.4-5
Intersection Levels of Service – Existing Conditions

Intersection		Control[1]	Level of Service			
			Peak Hour	V/C Ratio	Delay[2]	LOS
1.	21st Street/Mountain Avenue	Signalized	AM PM	0.40 0.45	20.3 11.7	C B
2.	21st Street/Euclid Avenue	SSSC	AM PM	N/A N/A	8.6 8.9	A A
3.	19th Street/Mountain Avenue*	Signalized	AM PM	0.47 0.46	13.1 11.5	B B
4.	19th Street/San Antonio Avenue	Signalized	AM PM	0.32 0.23	8.9 9.3	A A
5.	19th Street/Euclid Avenue*	Signalized	AM PM	0.42 0.34	18.9 18.8	B B
6.	19th Street/Campus Avenue	Signalized	AM PM	0.47 0.48	10.2 16.4	B B
7.	18th Street/Mountain Avenue	Signalized	AM PM	0.40 0.43	13.5 12.8	B B
8.	18th Street/Euclid Avenue	Signalized	AM PM	0.44 0.22	9.6 9.2	A A
9.	***16th St. (Baseline)/Benson Avenue***	***Signalized***	***AM*** PM	***0.60*** 0.71	***57.1*** 39.1	***E*** D
10.	16th St. (Baseline)/Mountain Avenue*	Signalized	AM PM	0.70 0.82	36.3 44.6	D D
11.	16th St. (Baseline)/San Antonio Avenue	Signalized	AM PM	0.46 0.40	7.4 6.4	A A
12.	16th St. (Baseline)/Euclid Avenue*	Signalized	AM PM	0.76 0.64	53.4 45.2	D D
13.	16th St. (Baseline)/Campus Avenue	Signalized	AM PM	0.60 0.68	25.3 28.4	C C
14.	Foothill Boulevard/Monte Vista Avenue*	Signalized	AM PM	0.45 0.59	29.0 30.3	C C
15.	Foothill Boulevard/Benson Avenue	Signalized	AM PM	0.72 0.77	32.2 43.7	C D
16.	***Foothill Boulevard/Mountain Avenue***	***Signalized***	AM ***PM***	0.69 ***0.95***	33.6 ***58.2***	C ***E***
17.	Foothill Boulevard/San Antonio Avenue	Signalized	AM PM	0.76 0.71	31.3 22.7	C C
18.	Foothill Boulevard/Euclid Avenue	Signalized	AM PM	0.71 0.82	35.6 52.2	D D
19.	Foothill Boulevard/Campus Avenue*	Signalized	AM PM	0.81 0.77	31.0 34.0	C C
20.	Foothill Boulevard/Grove Avenue	Signalized	AM PM	0.48 0.68	17.0 20.3	B C
21.	Arrow Route/Monte Vista Avenue	Signalized	AM PM	0.40 0.44	46.2 19.4	D B
22.	Arrow Route/Central Avenue	Signalized	AM PM	0.51 0.48	22.8 25.9	C C

Table 5.4-5 [continued]
Intersection Levels of Service – Existing Conditions

Intersection		Control[1]	Level of Service			
			Peak Hour	V/C Ratio	Delay[2]	LOS
23.	Arrow Route/Benson Avenue	Signalized	AM PM	0.46 0.42	11.0 9.9	B A
24.	Arrow Highway/Mountain Avenue*	Signalized	AM PM	0.53 0.58	22.8 26.0	C C
25.	Arrow Highway/San Antonio Avenue	Signalized	AM PM	0.56 0.55	15.1 12.2	B B
26.	Arrow Highway/Euclid Avenue*	Signalized	AM PM	0.59 0.61	9.6 8.4	A A
27.	Arrow Highway/Campus Avenue	Signalized	AM PM	0.46 0.68	15.9 21.9	B C
28.	Arrow Highway/Grove Avenue	Signalized	AM PM	0.53 0.58	15.2 16.9	B B
29.	Arrow Highway/Benson Avenue	Signalized	AM PM	0.31 0.46	8.7 22.5	A C
30.	8th Street/Mountain Avenue	Signalized	AM PM	0.60 0.68	23.8 28.9	C C
31.	8th Street/San Antonio Avenue	Signalized	AM PM	0.39 0.52	11.6 13.9	B B
32.	8th Street/Euclid Avenue	Signalized	AM PM	0.55 0.66	9.3 13.3	A B
33.	***8th Street/Campus Avenue***	***AWSC***	AM ***PM***	N/A ***N/A***	26.1 ***>50***	D ***F***
34.	8th Street/Grove Avenue	Signalized	AM PM	0.40 0.41	11.9 12.0	B B
35.	I-210 WB Ramps/Campus Avenue	Signalized	AM PM	0.51 0.50	37.7 14.9	D B
36.	I-210 EB Ramps/Campus Avenue	Signalized	AM PM	0.49 0.70	9.5 18.5	A B
37.	I-210 WB Ramps/Mountain Avenue	Signalized	AM PM	0.67 0.36	19.8 21.5	B C
38.	I-210 EB Ramps/Mountain Avenue	Signalized	AM PM	0.44 0.42	11.3 13.1	B B
39.	I-10 WB Ramps/Mountain Avenue*	Signalized	AM PM	0.70 0.79	22.1 24.6	C C
40.	I-10 EB Ramps/Mountain Avenue*	Signalized	AM PM	0.52 0.80	20.5 33.7	C C
41.	I-10 WB Off Ramp/Second Avenue*	Signalized	AM PM	N/A N/A	33.3 31.6	D D
42.	I-10 EB Ramps/Euclid Avenue*	Signalized	AM PM	0.66 0.67	12.2 11.2	B B

* Denotes CMP intersection.
Bold-italic text indicates deficient intersection.
1. AWSC = All-way-stop-control. SSSC = Side-street-stop-control.
2. V/C ratio reported for all intersections for reference purposes only. LOS assigned based on calculated delay for consistency with Highway Capacity Manual.
3. Average control delay is reported for AWSC intersections. Worst approach delay is reported for SSSC intersections.

Source: Upland General Plan EIR Traffic Impact Analysis, Fehr & Peers, March 2013.

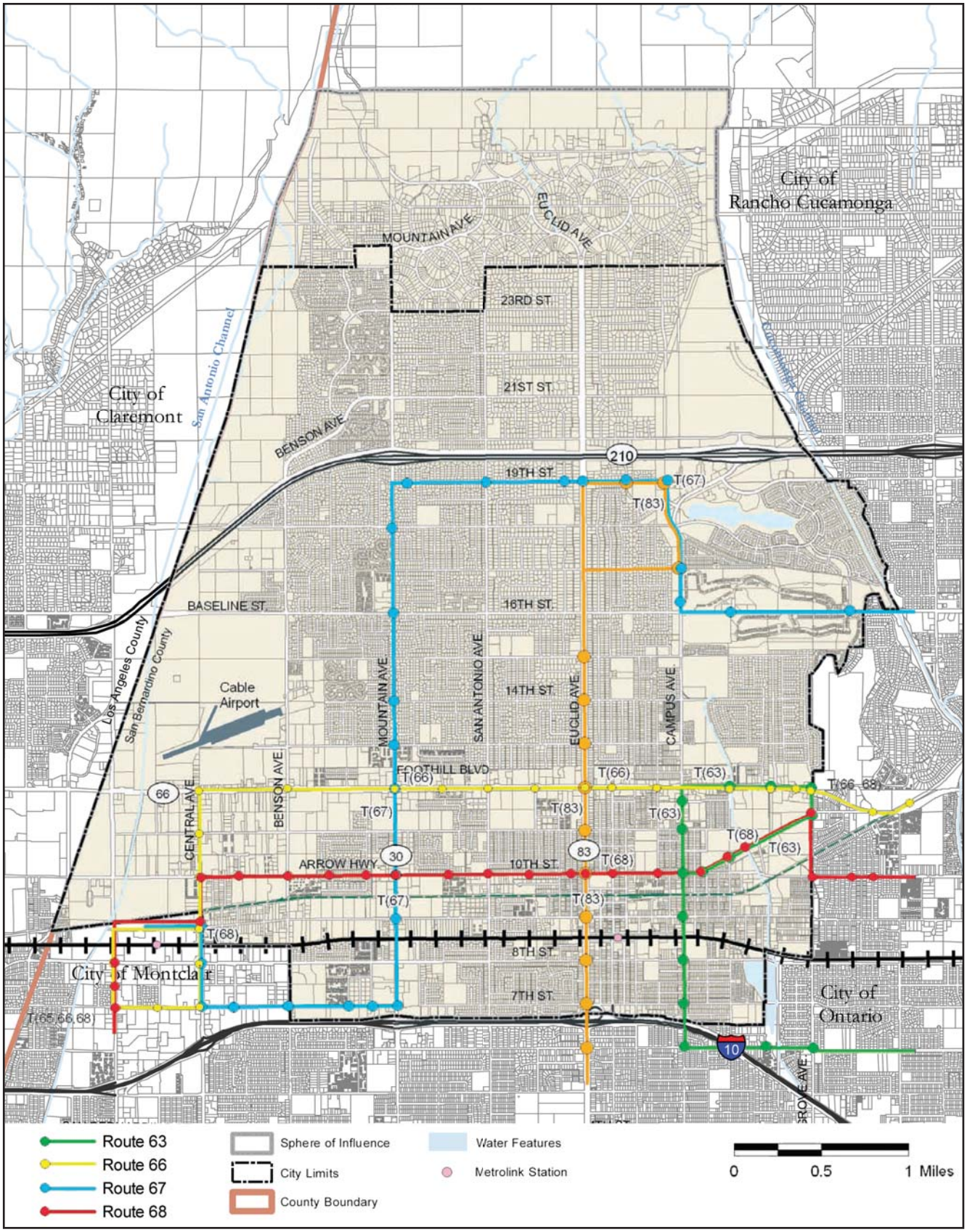
Table 5.4-6
Roadway Segment Levels of Service – Existing Conditions

Segment	Traffic Volume	LOS D Capacity[1]	LOS
NORTH-SOUTH ROADWAYS			
Benson Avenue (Secondary Arterial)			
16th Street (Baseline) to 15th Street	16,100	27,400	C
13th Street to Foothill Boulevard	16,800	27,400	C
Campus Avenue (Secondary Arterial)			
16th Street (Baseline) to 15th Street	12,900	27,400	C
13 Street to Foothill Boulevard	16,700	27,400	C
Euclid Avenue (Major Arterial)*			
16th Street (Baseline) to 15th Street	23,000	53,200	C
Mountain Avenue (Major Arterial)*			
23rd Street to 22nd Street	7,800	53,200	C
16th Street (Baseline) to 15th Street	24,300	53,200	C
Foothill Boulevard to 11th Street	34,400	53,200	D
Arrow Highway to 9th Street	40,700	53,200	D
San Antonio Avenue (Secondary Arterial)			
16th Street (Baseline) to 15th Street	7,500	27,400	C
Foothill Boulevard to 11th Street	10,500	27,400	C
EAST-WEST ROADWAYS			
8th Street (Secondary Arterial)*			
Benson Avenue to Mountain Avenue	10,146	27,400	C
Foothill Boulevard (Secondary Arterial)*			
Monte Vista Avenue to Central Avenue	21,500	35,400	D
Central Avenue to Benson Avenue	21,500	35,400	D
Benson Avenue to Mountain Avenue	21,000	35,400	D
Mountain Avenue to San Antonio Avenue	26,500	35,400	D
San Antonio Avenue to Euclid Avenue	30,000	35,400	D
Euclid Avenue to Campus Avenue	26,000	35,400	D
East of Campus Avenue	24,000	35,400	D
16th Street (Baseline) (Secondary Arterial)*			
Benson Avenue to Mountain Avenue	14,792	27,400	C
Mountain Avenue to San Antonio Avenue	12,716	27,400	C
San Antonio Avenue to Euclid Avenue	12,633	27,400	C
Euclid Avenue to Campus Avenue	16,715	27,400	C
18th Street (Collector)			
Benson Avenue to Mountain Avenue	2,700	14,100	C
19th Street (Collector)			
Mountain Avenue to San Antonio Avenue	4,200	14,100	C
Euclid Avenue to Campus Avenue	4,700	14,100	C

Table 5.4-6 [continued]
Roadway Segment Levels of Service – Existing Conditions

Segment	Traffic Volume	LOS D Capacity[1]	LOS
21st Street (Collector)			
San Antonio Avenue to Euclid Avenue	3,100	14,100	C
Arrow Highway (Secondary Arterial)			
Benson Avenue to Mountain Avenue	10,400	27,400	C
Mountain Avenue to San Antonio Avenue	10,800	27,400	C
San Antonio Avenue to Euclid Avenue	9,700	27,400	C
Arrow Route (Secondary Arterial)			
Monte Vista Avenue to Central Avenue	6,500	27,400	C
Central Avenue to Benson Avenue	9,000	27,400	C

* Denotes CMP roadway.
Shaded cells represent traffic volumes collected by Fehr & Peers. Non-shaded cells represent traffic volumes provided by the City in their 2009 Traffic Count Map.
1. 2000 Highway Capacity Manual Daily Volume Thresholds.



Source: Design, Community & Environment, *Circulation White Paper*, June 2009.

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Bus and Freight Routes

Exhibit 5.4-6

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- *Omnitrans Route 68* – Route 68 connects the City to the City of Chino, stopping at the Chino Transit Center. Near the study area, Route 68 travels along San Bernardino Road, 10th Street, and Arrow Highway. Route 68 runs 6 days a week, with 30-minute headways during the week and 60-minute headways on Saturdays.

- *Omnitrans Route 83* – Route 83 connects the City with the City of Chino. Near the study area, Route 83 travels along 17th Street, Campus Avenue, 19th Street, and Euclid Avenue. Route 83 runs on Sundays only, and operates at 60-minute headways.

Paratransit

Paratransit is an alternative mode of flexible passenger transportation that does not follow fixed routes or schedules. Typically vans or mini-buses are used to provide paratransit service, but also share taxis and jitneys are important providers. Paratransit services may vary considerably on the degree of flexibility they provide their customers. At their simplest, they may consist of a taxi or small bus that will run along a more or less defined route and then stop to pick up or discharge passengers on request. At the other end of the spectrum -- fully demand-responsive transport -- the most flexible paratransit systems offer on-demand call-up door-to-door service from any origin to any destination in a service area.

In Upland, fully demand-responsive transport service is provided by Omnitrans via two modes: dial-a-cab; and access service. Dial-a-cab is a discount travel program for senior citizens and persons with disabilities, utilizing local taxi services. Access Service offers curb-to-curb shared ride service within Upland. Upland also has two private taxi operators: Limo World Inc.; and Yellow Cab. Claremont-Dial-A-Ride and Bell Cab Company are the other two taxi operators close to the City.

Passenger Rail Service

Metrolink's San Bernardino Line traverses the southern portion of Upland. The San Bernardino Line is a commuter rail line connecting San Bernardino County cities and eastern Los Angeles County cities with downtown Los Angeles. The San Bernardino Line's Upland stop is located near the intersection of 3rd Avenue and A Street. The line provides inter-county passenger transport through the Ontario Station, which is 2.5 miles south of Upland. Rail service on this line operates from approximately 5:00 AM to 10:00 PM Monday through Friday, from 7:30 AM to 12:30 PM on Saturday, and from 7:30 AM to 8:45 PM on Sundays. This line operates at 20 to 75 minute headways on weekdays, with shorter headways in the peak direction of traffic, and 65 minute to three-hour headways on weekends. There are approximately 308 free parking spaces located in four parking lots for Metrolink riders.

PEDESTRIAN AND BICYCLE FACILITIES

Walking and bicycling are environmentally friendly modes of transportation that enhance both personal and social well-being. They are also important travel modes as part of a seamless transportation system that includes other modes of transportation, such as transit, commuter rail, etc. Walking and bicycling are recognized as integral components of Upland's transportation system. Safe, convenient, attractive, and well-designed pedestrian and bicycle facilities are essential if these modes are to be properly accommodated and encouraged. Well-designed pedestrian and bicycle facilities are safe, attractive, convenient, and easy to use. Inadequate facilities discourage users and unnecessary facilities waste money and resources.

Pedestrian Paths and Sidewalks

Pedestrian paths are primarily developed as part of the roadway and trail systems of a city and reflect the interconnected nature of circulation and transportation systems as a whole. Constructing wide streets increases the distance a pedestrian must travel to cross a street, thereby making it inconvenient for public use. This inhibits pedestrian circulation within the City.

All signalized and all-way stop controlled intersections in Upland have crosswalks on all approaches to the intersection. At many of the side-street stop controlled intersections, crosswalks are only provided parallel to the major roadway.

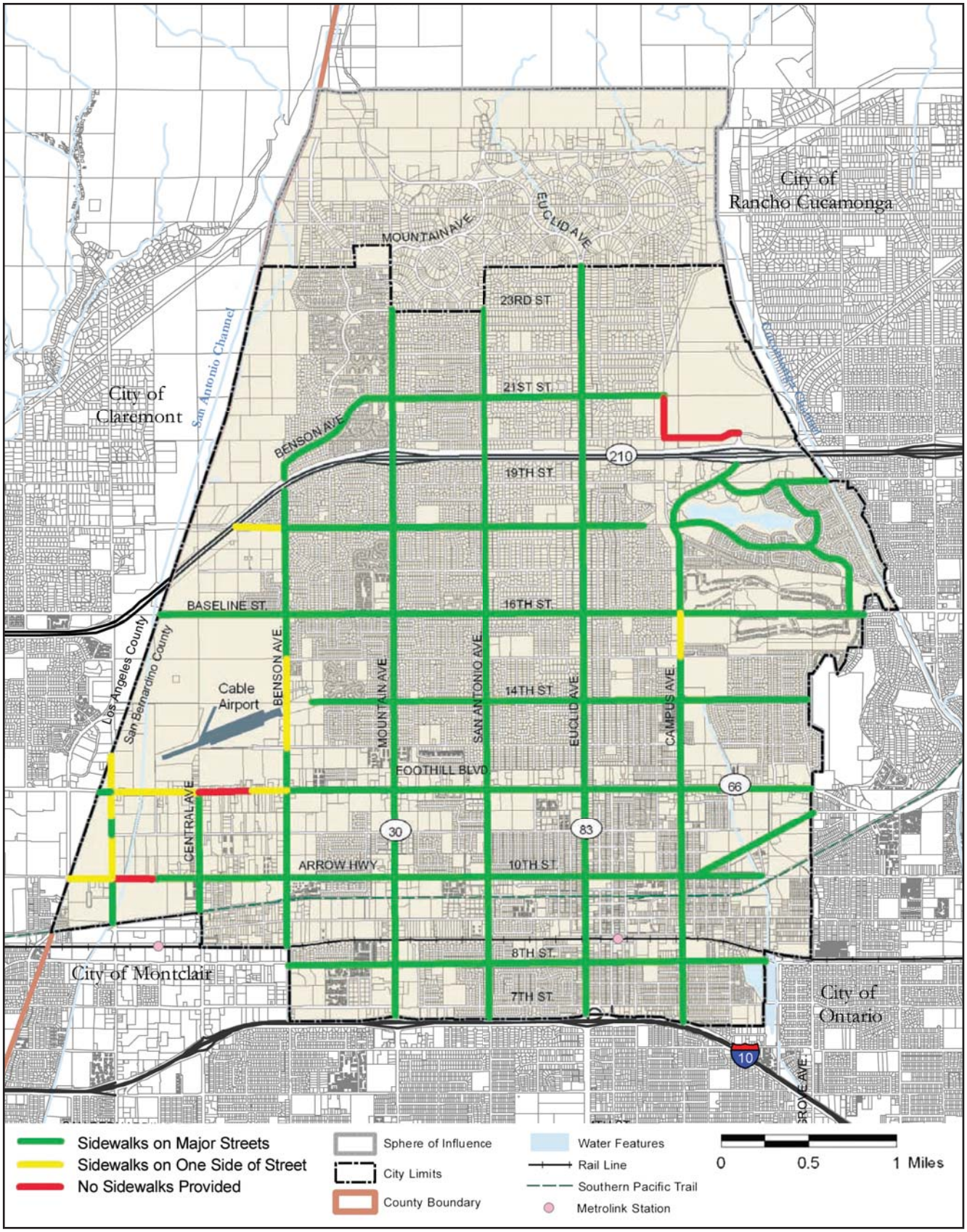
Exhibit 5.4-7, *Existing Sidewalks*, provides an overview of the City's existing sidewalks. As indicated in Exhibit 5.4-7, sidewalks are provided along all major routes within the City. Throughout most of the City, sidewalks range in width from approximately four to five feet, while other locations have sidewalks ranging in width from approximately five to eight feet. Sidewalks are missing at various locations, including primarily industrial areas.

Bicycle Facilities

There are Class I, II, and III facilities in and around Upland, as defined below:

- A Class I facility is an off-street bicycle path. This type of facility is physically separated by automobile traffic, and may be used by both bicyclists and pedestrians.

- A Class II/III facility is an on-street bicycle path. A Class II facility is a marked route delineated by signs and a striped bicycle lane. When on-street parking is available, the bicycle lane is striped between the parking lane and the traffic lane. A Class III facility is similar to a Class II facility, with the exception that the bicycle lane is not striped along the facility and is typically delineated with signage.



Source: Design, Community & Environment, *Circulation White Paper*, June 2009.

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Existing Sidewalks

Exhibit 5.4-7

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The bicycle facilities that are designated throughout the City are outlined below and illustrated on Exhibit 5.4-8, *Existing Bicycle Routes*:

Class I Facility
- Pacific Electric Bike Trail

Class II Facilities
- Foothill Boulevard (Benson Avenue to the east City limit)
- Midura Avenue
- Monte Vista Avenue
- Euclid Avenue

Class II/III Facility
- 16th Street (Baseline)

Class III Facilities
- Benson Avenue
- Campus Avenue
- Arrow Highway

FREIGHT MOVEMENT

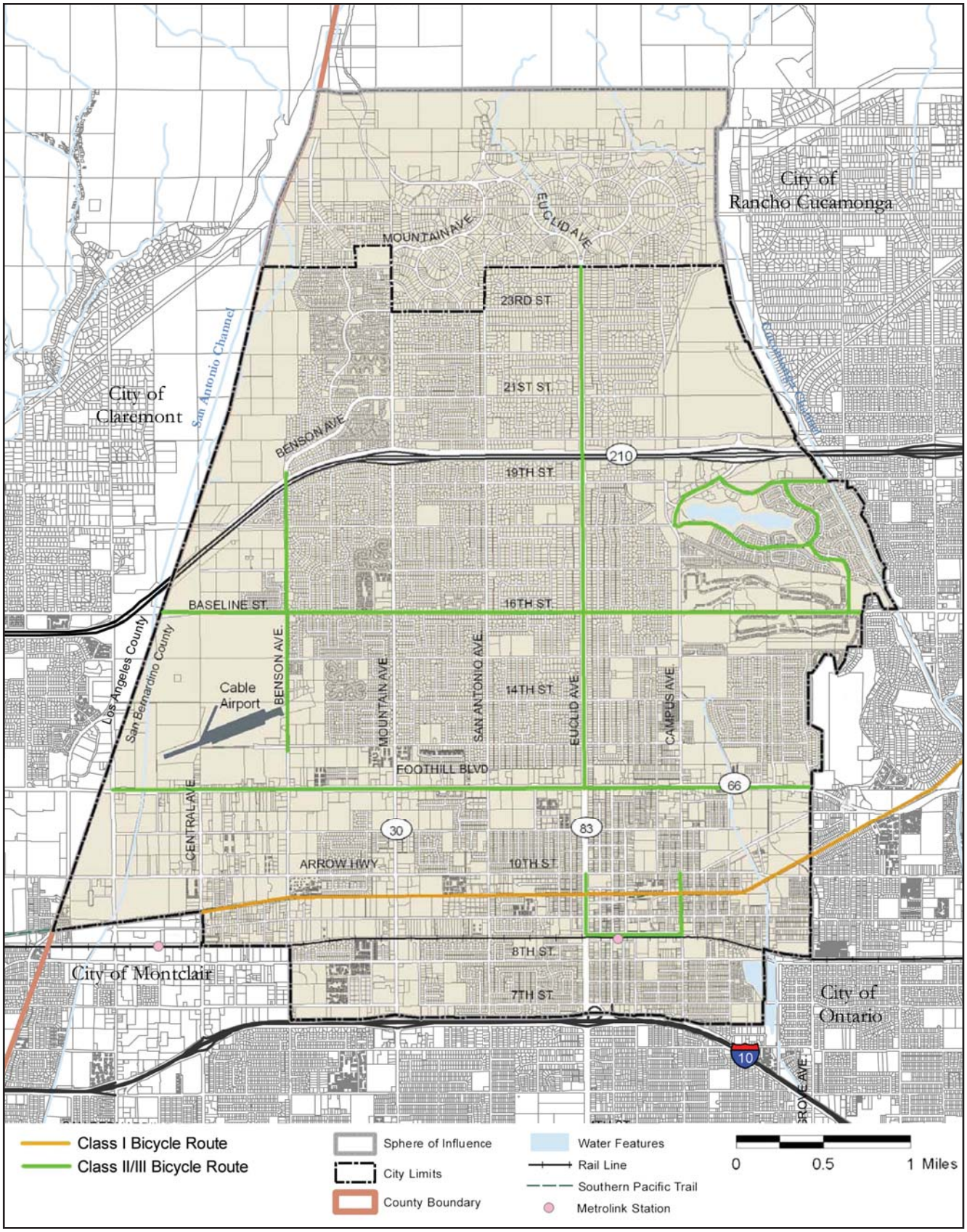
The freight movement system in Upland consists of both an extensive rail system and designated truck routes. Each system is discussed below as it relates to the operation and service of transporting freight.

Rail System

Exhibit 5.4-6 illustrates the City's rail system. Two major rail lines pass through Upland, both in an east-west orientation: the Santa Fe Line; and former Southern Pacific Line. The Santa Fe Line is located between 8th and 9th Streets. This line is used as an industrial rail served by Burlington Northern Santa Fe Railway, one of the largest railway companies in the United States. As discussed above, this line is also used as a commuter (Metrolink) rail service. The former Southern Pacific Line, which is located between 9th Street and Arrow Highway, remains idle to this date.

Truck Routes

Upland has a specific City Ordinance (Ordinance No. 1540) relating to truck routes. This Ordinance defines weight restrictions, specifies the ability of trucks to enter areas not designated as truck routes, and defines the truck routes within the city. Exhibit 5.4-9, *Existing Truck Routes and Restricted Streets*, illustrates the City's designated truck routes. These include restricted (under 18 tons) and unrestricted (18 tons and heavier) truck travel routes. The remaining roadways in the system are restricted to trucks under five tons only.



Source: Design, Community & Environment, *Circulation White Paper*, June 2009.

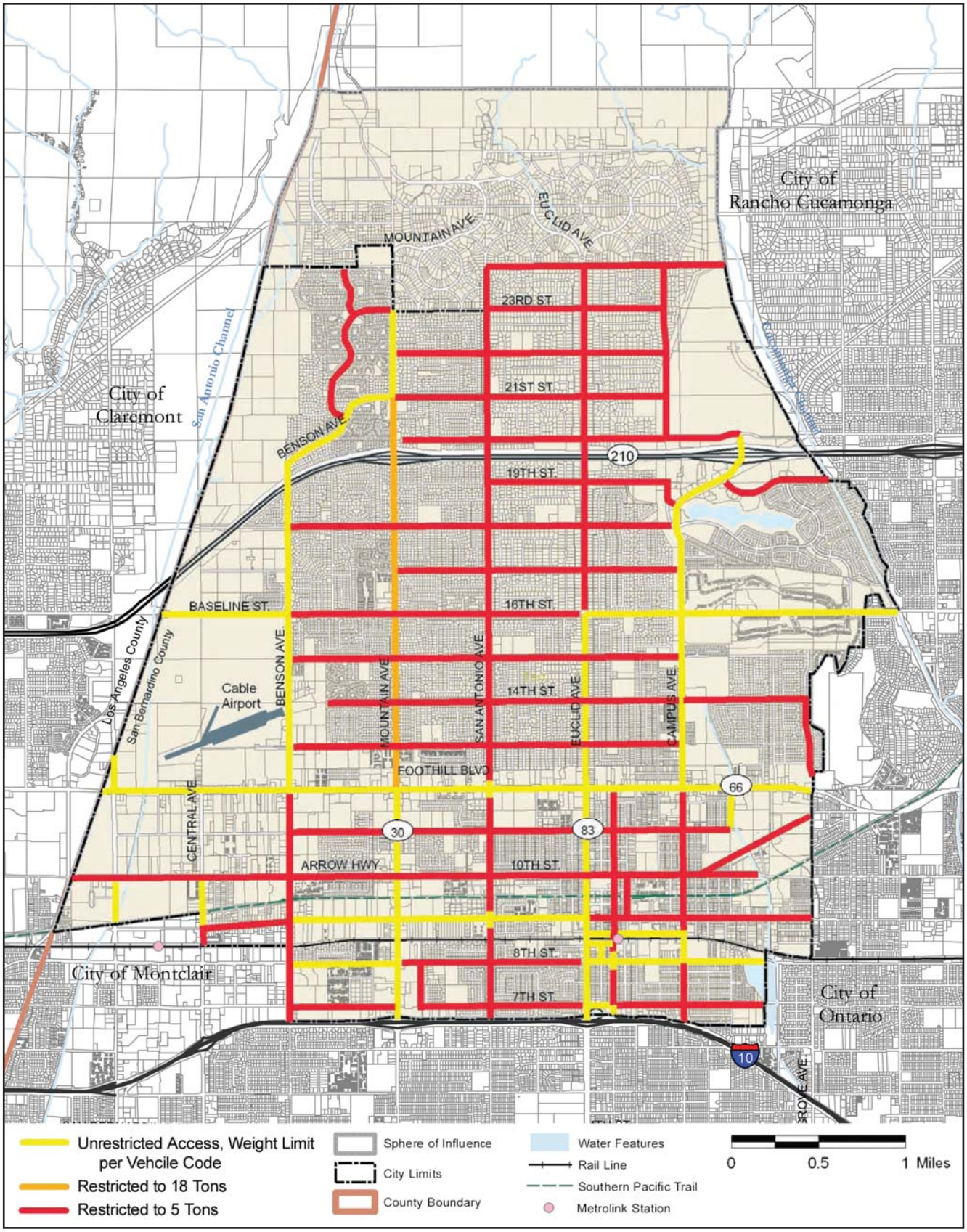
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Existing Bicycle Routes

Exhibit 5.4-8

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Source: Design, Community & Environment, *Circulation White Paper*, June 2009.

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Existing Truck Routes and Restricted Streets

Exhibit 5.4-9

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AIRPORTS

Cable Airport

Upland is home to Cable Airport, the largest privately owned airport in the country. Cable Airport is located in the southwest portion of the City, northeast of the Foothill Boulevard/Monte Vista Avenue intersection. Encompassing 105 acres, Cable Airport is a general aviation airport offering private and charter service. There are over 450 aircraft stationed at the airport, where private aircraft tie-down, aircraft rentals, and flying lessons are provided. Cable Airport is classified as an uncontrolled field, meaning that there is no one in the tower directing traffic into and out of the airport. Except during special events, pilots are responsible for watching for other aircraft in the pattern.

It is noted, the Cable Airport Land Use Compatibility Plan (CALUCP) Update is a primary project component; refer to Section 3.0, *Project Description*. The CALUCP is land use oriented in that the compatibility measures it defines are directed towards future land use development, not airport activity. Therefore, no further analysis of the CALUCP regarding transportation and traffic is warranted.

Los Angeles/Ontario International Airport

LA/Ontario International Airport (ONT) is a medium-hub, full-service airport with commercial jet service to major U.S. cities and through service to many international destinations. ONT is located in the Inland Empire, approximately 35 miles east of downtown Los Angeles and approximately five miles southeast of Upland. ONT's service area includes a population of six million people living in San Bernardino and Riverside Counties, and portions of north Orange County and east Los Angeles County. In 2011, 4.5 million passengers used the airport and 419,523 tons of air freight were shipped. ONT's more than 114 daily flights provide service to major cities in the U.S.

5.4.3 SIGNIFICANCE THRESHOLDS AND CRITERIA

The City strives to maintain a minimum LOS D at City intersections. The City, however, does not maintain significance criteria for conducting traffic studies. Therefore, the existing General Plan, significance criteria from previous Upland traffic studies, and standard engineering guidelines were used to develop significance criteria for the General Plan 2035. The significance criteria used for this analysis are presented below.

CITY OF UPLAND INTERSECTION THRESHOLDS OF SIGNIFICANCE

The Project would result in a significant impact if it disrupts existing traffic operations. Traffic operations were assessed using both quantitative LOS and qualitative criteria. A disruption of traffic operations is defined below:

a. The addition of Project traffic causes a roadway segment operating at LOS D or better to degrade to LOS E or F with the introduction of Project trips (City of Upland threshold).

b. The addition of Project traffic causes a signalized intersection to operate at LOS D or worse with an increase in delay above the following thresholds (City of Upland threshold):

- For an LOS D intersection, an increase in delay greater than 5 seconds
- For an LOS E intersection, an increase in delay greater than 2 seconds
- For an LOS F intersection, an increase in delay greater than 1 second

c. The Project adds 10 or more trips at an unsignalized intersection, causing the intersection to operate at LOS E or F, if the intersection meets signal warrants (standard engineering practice).

d. The addition of 10 or more Project trips at an unsignalized intersection already operating at LOS E or F, if the intersection meets signal warrants (standard engineering practice).

e. A project interferes with, conflicts with or precludes other planned improvements such as roadway extensions/expansions, planned trail facilities, proposed creek restoration projects, etc. (consistent with CEQA guidelines).

f. A project conflicts or creates inconsistencies with adopted traffic plans, guidelines, policies or standards (consistent with CEQA guidelines).

g. The construction of a project creates a temporary but prolonged impact due to lane closures, need for temporary signals, emergency vehicles access, traffic hazards to bikes/pedestrians, damage to roadbed, truck traffic on roadways not designated as truck routes, etc. (consistent with CEQA guidelines).

CMP INTERSECTION THRESHOLDS OF SIGNIFICANCE

For CMP intersections, a V/C ratio of 1.0 or greater is considered to be LOS F, regardless of intersection delay LOS. The significance criteria identified in the San Bernardino CMP guidelines and consistent with standard traffic engineering practice for intersection operations are summarized in Table 5.4-7, *CMP Signalized Intersection Significance Criteria*, and Table 5.4-8, *CMP Unsignalized Intersection Criteria*.

Table 5.4-7
CMP Signalized Intersection Significance Criteria

Level of Service	Threshold
D	Degrades to E or F
E	Any change in V/C or Delay
F	Any change in V/C or Delay

Source: Upland General Plan EIR Traffic Impact Analysis, Fehr & Peers, March 2013.

Table 5.4-8
CMP Unsignalized Intersection Criteria

Level of Service	Project Trips
E	10 or More
F	10 or More

Source: Upland General Plan EIR Traffic Impact Analysis, Fehr & Peers, March 2013.

STATE HIGHWAY INTERSECTION THRESHOLDS OF SIGNIFICANCE

While Caltrans has not established traffic thresholds of significance, this traffic analysis utilizes the following traffic thresholds of significance for the State Highway:

- A significant Project impact occurs at a State Highway signalized study intersection when the addition of Project-generated trips causes the peak hour level of service of the study intersection to change from acceptable operation (LOS A, B, C, or D) to deficient operation (LOS E or F).

CEQA GUIDELINES APPENDIX G

The issues presented in the Initial Study Environmental Checklist (Appendix G of the *CEQA Guidelines*) have been utilized as thresholds of significance in this Section. Accordingly, transportation and traffic impacts resulting from Project implementation may be considered significant if they would result in the following:

- Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.

- Conflict with an applicable congestion management program, including, but not limited to LOS standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways.

- Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks (refer to Section 5.14, *Hazards and Hazardous Materials*).

- Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

- Result in inadequate emergency access.

- Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

Based on these standards, the effects of the proposed Project have been categorized as either a "less than significant impact" or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact.

5.4.4 PROJECT IMPACTS AND MITIGATION MEASURES

GENERAL PLAN 2035 TRAFFIC OPERATIONS

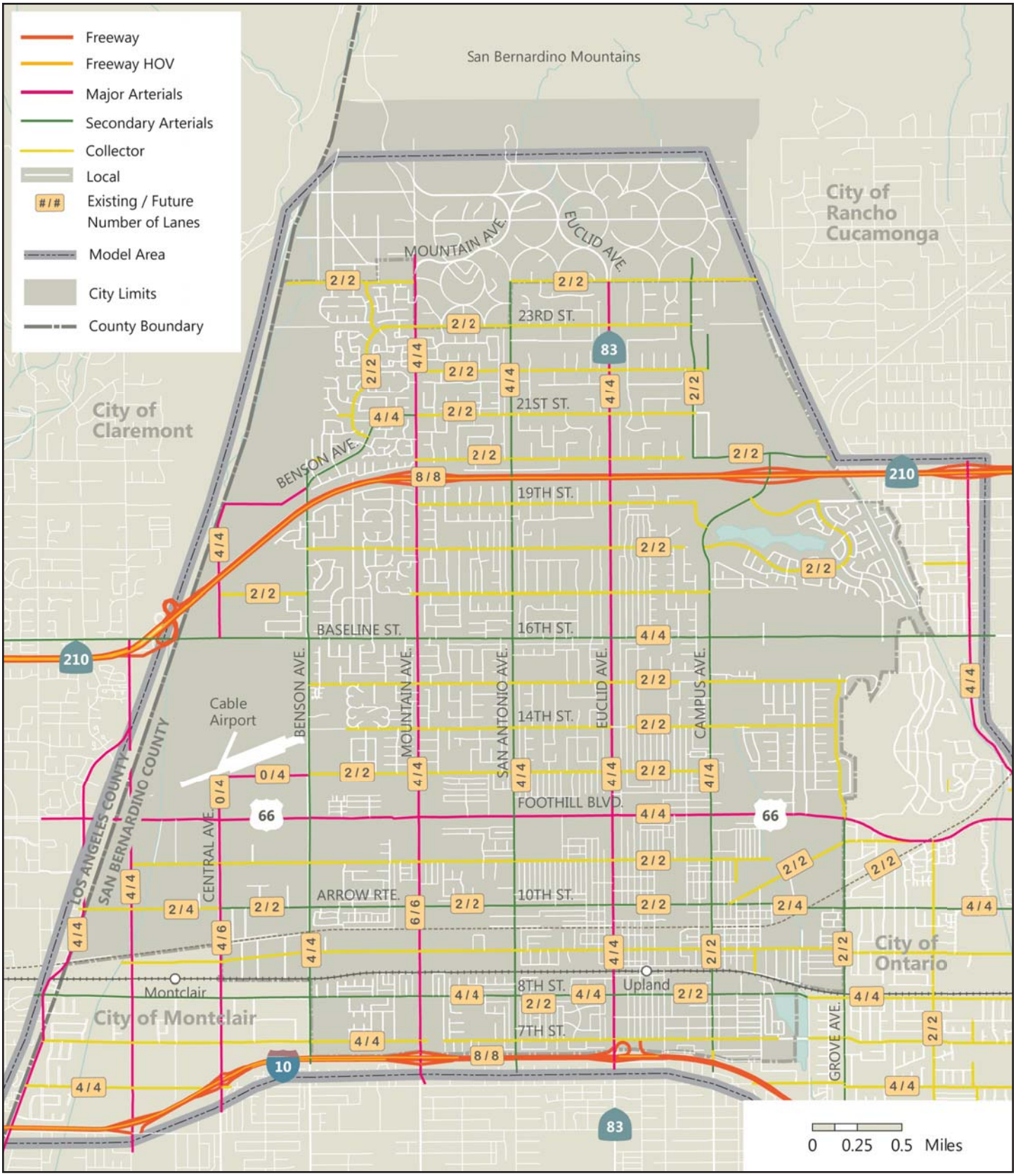
● WOULD THE PROJECT CONFLICT WITH AN APPLICABLE PLAN, ORDINANCE, OR POLICY ESTABLISHING MEASURES OF EFFECTIVENESS FOR INTERSECTIONS AND ROADWAYS?

Impact Analysis: This section documents the future traffic conditions in Upland with implementation of the proposed Project. The proposed roadway system generally conforms to the current adopted Circulation Element. The City has identified changes to the roadway network, which have been incorporated into the modeling discussed below. The following summarizes the primary changes to the Circulation Element proposed by the General Plan 2035:

- Widen Arrow Highway between County Line and Central Avenue from two to four lanes;
- Widen Arrow Highway between San Antonio Avenue and Eastern City Limit from two to four lanes;[11]
- Widen Central Avenue between Southern City Limit and Arrow Route from four to six lanes; and
- Extend Central Avenue from Foothill Boulevard to Benson Avenue.

The roadway network for the proposed General Plan 2035 is shown on Exhibit 5.4-10, *General Plan 2035 Circulation Plan*. The proposed truck routes are shown on Exhibit 5.4-11, *Designated Truck Routes*.

[11] Due to the impacts to adjoining properties, it is unlikely that the City would undertake this project.



Source: City of Upland, *General Plan Circulation Element*, September 2014.

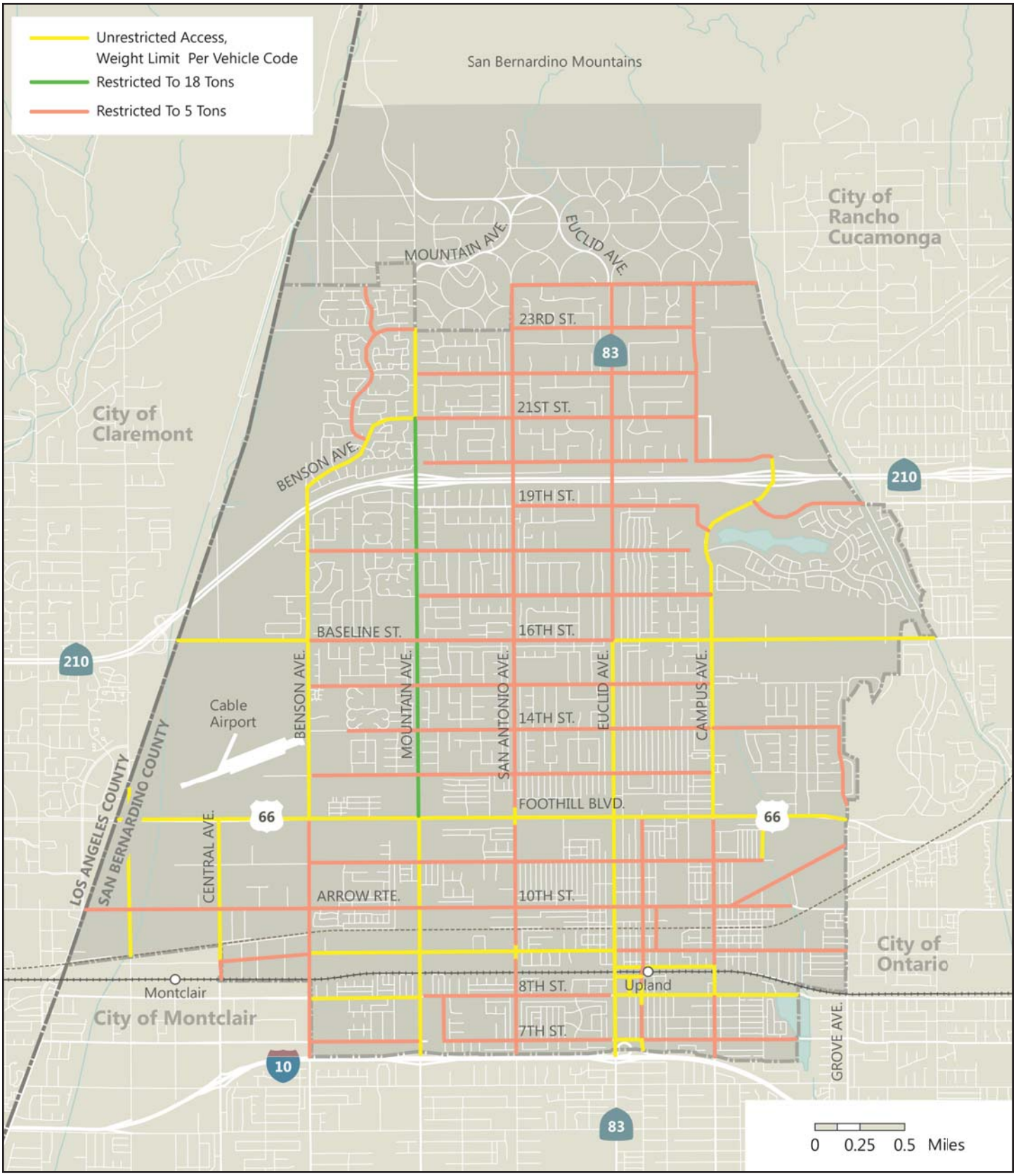
PLANNING DOCUMENTS PROJECT
PROGRAM ENVIRONMENTAL IMPACT REPORT

General Plan 2035 Circulation Plan

Exhibit 5.4-10

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Source: City of Upland, *General Plan Circulation Element*, September 2014.

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PROGRAM ENVIRONMENTAL IMPACT REPORT

Designated Truck Routes

Exhibit 5.4-11

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METHODOLOGY FOR FUTURE TRAFFIC CONDITIONS

Future Traffic Forecasts

The proposed General Plan (Year 2035) traffic conditions were developed using the following approach:

- External-external trip ends from growth in adjacent cities were obtained from the SCAG regional model. This accounts for trips that would pass through Upland without interacting with the City's land use – for example, a trip from Rancho Cucamonga to Claremont. These volumes were applied to external gateways in the Upland Travel Demand Forecasting (TDF) model.

- Internal growth was developed using the change in Upland land use with the addition of the preferred General Plan 2035 land use. Land use change by TAZ was applied to the TDF model. The model was then run to develop trip forecasts at all study locations.

Net new land use from specific plan redevelopment was input into the Upland Travel Demand Forecasting (TDF) model by TAZ. The Upland TDF model has been developed as part of the General Plan 2035 and has been validated beyond Caltrans model development guidelines. The model is built on a TransCAD 5.0 platform and land use is input based on number of dwelling units or square footage of a non-residential land use. The model takes into account average trip length and screenlines developed from the SCAG regional travel model to identify routing of trips within Upland.

Cumulative Traffic Forecasts

Because the Upland TDF model's future scenario is being developed as part of the General Plan 2035, cumulative forecasts were developed for the City using growth rates forecasted in the SCAG regional travel model.

GENERAL PLAN 2035 TRAFFIC CONDITIONS

Trip Generation

The growth in trips to and from Upland was estimated using trip generation rates embedded within the Upland TDF model. These rates are based on both ITE and observed trip generation for areas similar to Upland. The land use trip generation rates used for the General Plan 2035 analysis are presented in Table 5.4-9, *Model Trip Generation Rates*.

The Upland TDF model first forecasts daily trip generation and distribution, and later assigns traffic to the roadway network. To obtain AM and PM peak hour forecasts, the model applies hourly factors by trip purpose to the assigned trips. Table 5.4-10, *Model Trip Generation*, summarizes the expected daily trip generation for the study area, based on model inputs and

anticipated land use change. As shown in Table 5.4-10, the General Plan 2035 is forecast to generate approximately 212,806 average daily trips.

Table 5.4-9
Model Trip Generation Rates

Land Use	Trip Generation Rate	Major Function
Single Family Residential	9.00/DU	Production
Condo/Townhouse (Owner)	7.00/DU	Production
Mobile Home	4.99/DU	Production
Restaurant	89.95/KSF	Attraction
General Commercial	35.00/KSF	Attraction
Office	11.01/KSF	Attraction
Financial Building	148.15/KSF	Attraction
Light Industrial	6.97/KSF	Attraction
Industrial	1.50/KSF	Attraction

Source: Upland General Plan EIR Traffic Impact Analysis, Fehr & Peers, March 2013.

Table 5.4-10
Model Trip Generation

Land Use	Land Use Change		Average Daily Trips	
	Residential (Dwelling Units)	Non-Residential (1,000 Sq. Feet)	Rate	Total
Single Family Residential	+1,097		9.00	9,873
Condo/Townhouse (Owner)	+1,891		7.00	13,237
Mobile Home	+38		4.99	190
Restaurant		+944	89.95	84,913
General Commercial		+2,029	35.00	71,015
Office		+366	11.01	4,030
Financial Building		+59	148.15	8,741
Light Industrial		+2,947	6.97	20,541
Industrial		+176	1.50	267
Total	***+3,026***	***+6,523***		***212,806***

Sources: Upland General Plan EIR Traffic Impact Analysis, Fehr & Peers, March 2013.

Trip Distribution

Trip distribution was completed using the Upland TDF model. Trip distribution within the model was developed with consideration to the SCAG regional model external-external (X-X) trip matrices, data collection, and review of friction factors and average travel lengths. The approach for determining trip distribution is discussed in detail in Section 3 of Appendix D. The outputs of the trip distribution step are trip tables with origin and destination TAZs.

Trip Assignment

Based on trip distribution, trips are assigned to the roadway network within the model. Using the origin and destination tables from trip distribution, the model seeks to assign trips along the fastest, shortest routes between the two TAZs. Arterial roadways are generally the most attractive because they have the largest hourly capacity and fastest speeds. The model, however, takes into account congested speed, so if a roadway such as Euclid Avenue gets an influx of traffic, thus slowing down its speed, then trips may be assigned to a minor arterial or collector road.

GENERAL PLAN 2035 INTERSECTION OPERATIONS

General Plan 2035 LOS results for study intersections are summarized in Table 5.4-11, *Intersection Levels of Service – General Plan 2035 Conditions*.

General Plan 2035 peak hour traffic volumes are illustrated on Exhibit 5.4-12, *Peak Hour Intersection Volumes - General Plan 2035 Conditions*. LOS outputs for General Plan 2035 conditions are provided in Appendix C of Appendix D.

As shown in Table 5.4-11, the following intersections are forecast to operate at a deficient LOS for General Plan 2035 conditions.

- 16th Street (Baseline)/Benson Avenue (AM);
- 16th Street (Baseline)/Mountain Avenue (PM);
- Foothill Boulevard/Mountain Avenue (PM);
- Foothill Boulevard/Euclid Avenue (PM);
- 8th Street/Campus Avenue (AM and PM);
- I-10 EB Ramps/Mountain Avenue (PM);
- I-10 WB Off Ramp/Second Avenue (AM and PM); and
- I-10 EB Ramps/Euclid Avenue (AM).

The intersection impacts and the specified mitigation identifying the necessary improvements are further described below.

Table 5.4-11
Intersection Levels of Service – General Plan 2035 Conditions

Intersection		Control[1]	Level of Service			
			Peak Hour	V/C Ratio	Delay[2]	LOS
1.	21st Street/Mountain Avenue	Signalized	AM PM	0.44 0.46	20.6 12.4	C B
2.	21st Street/Euclid Avenue	SSSC	AM PM	N/A N/A	9.3 9.1	A A
3.	19th Street/Mountain Avenue*	Signalized	AM PM	0.56 0.51	14.7 11.9	B B
4.	19th Street/San Antonio Avenue	Signalized	AM PM	0.34 0.26	8.7 9.4	A A
5.	19th Street/Euclid Avenue*	Signalized	AM PM	0.38 0.34	9.1 20.6	A C
6.	19th Street/Campus Avenue	Signalized	AM PM	0.59 0.55	10.8 16.6	B B
7.	18th Street/Mountain Avenue	Signalized	AM PM	0.46 0.47	14.2 13.5	B B
8.	18th Street/Euclid Avenue	Signalized	AM PM	0.67 0.24	11.0 9.0	B A
9.	***16th Street (Baseline)/Benson Avenue***	***Signalized***	***AM*** PM	***0.80*** 0.75	***>80*** 43.4	***F*** D
10.	***16th Street (Baseline)/Mountain Avenue****	***Signalized***	AM ***PM***	0.78 ***0.92***	39.3 ***60.1***	D ***E***
11.	16th Street (Baseline)/San Antonio Avenue	Signalized	AM PM	0.56 0.42	8.2 6.5	A A
12.	16th Street (Baseline)/Euclid Avenue*	Signalized	AM PM	0.82 0.65	54.6 47.6	D D
13.	16th Street (Baseline)/Campus Avenue	Signalized	AM PM	0.74 0.93	34.4 48.3	C D
14.	Foothill Boulevard/Monte Vista Avenue*	Signalized	AM PM	0.52 0.66	26.0 31.3	C C
15.	Foothill Boulevard/Benson Avenue	Signalized	AM PM	0.75 0.81	36.7 46.9	D D
16.	***Foothill Boulevard/Mountain Avenue***	***Signalized***	AM ***PM***	0.74 ***0.98***	36.2 ***60.1***	D ***E***
17.	Foothill Boulevard/San Antonio Avenue*	Signalized	AM PM	0.85 0.76	34.2 28.7	C C
18.	***Foothill Boulevard/Euclid Avenue***	***Signalized***	AM ***PM***	0.84 ***0.91***	46.3 ***56.3***	D ***E***
19.	Foothill Boulevard/Campus Avenue*	Signalized	AM PM	0.94 0.94	37.9 47.8	D D
20.	Foothill Boulevard/Grove Avenue	Signalized	AM PM	0.68 0.85	19.9 26.3	B C
21.	Arrow Route/Monte Vista Avenue	Signalized	AM PM	0.42 0.39	24.8 15.3	C B
22.	Arrow Route/Central Avenue	Signalized	AM PM	0.65 0.58	24.6 30.8	C C

Table 5.4-11 [continued]
Intersection Levels of Service – General Plan 2035 Conditions

Intersection		Control[1]	Level of Service			
			Peak Hour	V/C Ratio	Delay[2]	LOS
23.	Arrow Route/Benson Avenue	Signalized	AM PM	0.51 0.44	12.2 10.2	B B
24.	Arrow Highway/Mountain Avenue*	Signalized	AM PM	0.57 0.60	24.0 26.8	C C
25.	Arrow Highway/San Antonio Avenue	Signalized	AM PM	0.59 0.55	16.8 11.8	B B
26.	Arrow Highway/Euclid Avenue*	Signalized	AM PM	0.76 0.67	11.3 10.1	B B
27.	Arrow Highway/Campus Avenue	Signalized	AM PM	0.56 0.79	15.7 21.8	B C
28.	Arrow Highway/Grove Avenue	Signalized	AM PM	0.74 0.87	19.7 25.0	B C
29.	Arrow Highway/Benson Avenue	Signalized	AM PM	0.33 0.48	8.9 22.9	A C
30.	8th Street/Mountain Avenue	Signalized	AM PM	0.65 0.70	25.9 31.3	C C
31.	8th Street/San Antonio Avenue	Signalized	AM PM	0.45 0.62	15.6 16.8	B B
32.	8th Street/Euclid Avenue	Signalized	AM PM	0.84 0.72	10.2 15.6	B B
33.	***8th Street/Campus Avenue***	***AWSC***	***AM*** ***PM***	***N/A*** ***N/A***	***>50*** ***>50***	***F*** ***F***
34.	8th Street/Grove Avenue	Signalized	AM PM	0.47 0.49	13.0 12.9	B B
35.	I-210 WB Ramps/Campus Avenue	Signalized	AM PM	0.56 0.59	39.0 16.4	D B
36.	I-210 EB Ramps/Campus Avenue	Signalized	AM PM	0.61 0.67	11.8 15.4	B B
37.	I-210 WB Ramps/Mountain Avenue	Signalized	AM PM	0.77 0.40	27.3 31.8	C C
38.	I-210 EB Ramps/Mountain Avenue	Signalized	AM PM	0.52 0.50	11.5 14.2	B B
39.	I-10 WB Ramps/Mountain Avenue*	Signalized	AM PM	0.89 1.03	29.4 46.4	C D
40.	***I-10 EB Ramps/Mountain Avenue****	***Signalized***	AM ***PM***	0.71 ***0.93***	27.0 ***71.9***	C ***E***
41.	***I-10 WB Off Ramp/Second Avenue****	***AWSC***	***AM*** ***PM***	***N/A*** ***N/A***	***>50*** ***>50***	***F*** ***F***
42.	***I-10 EB Ramps/Euclid Avenue****	***Signalized***	***AM*** PM	***1.055*** 0.99	***>80*** 29.4	***F*** C

* Denotes CMP intersection. ***Bold-italic*** text indicates deficient intersection.
1. AWSC = All-way-stop-control. SSSC = Side-street-stop-control.
2. V/C ratio reported for all intersections for reference purposes only. LOS assigned based on calculated delay for consistency with Highway Capacity Manual.
3. Average control delay is reported for AWSC intersections. Worst approach delay is reported for SSSC intersections.

Source: Upland General Plan EIR Traffic Impact Analysis, Fehr & Peers, March 2013.

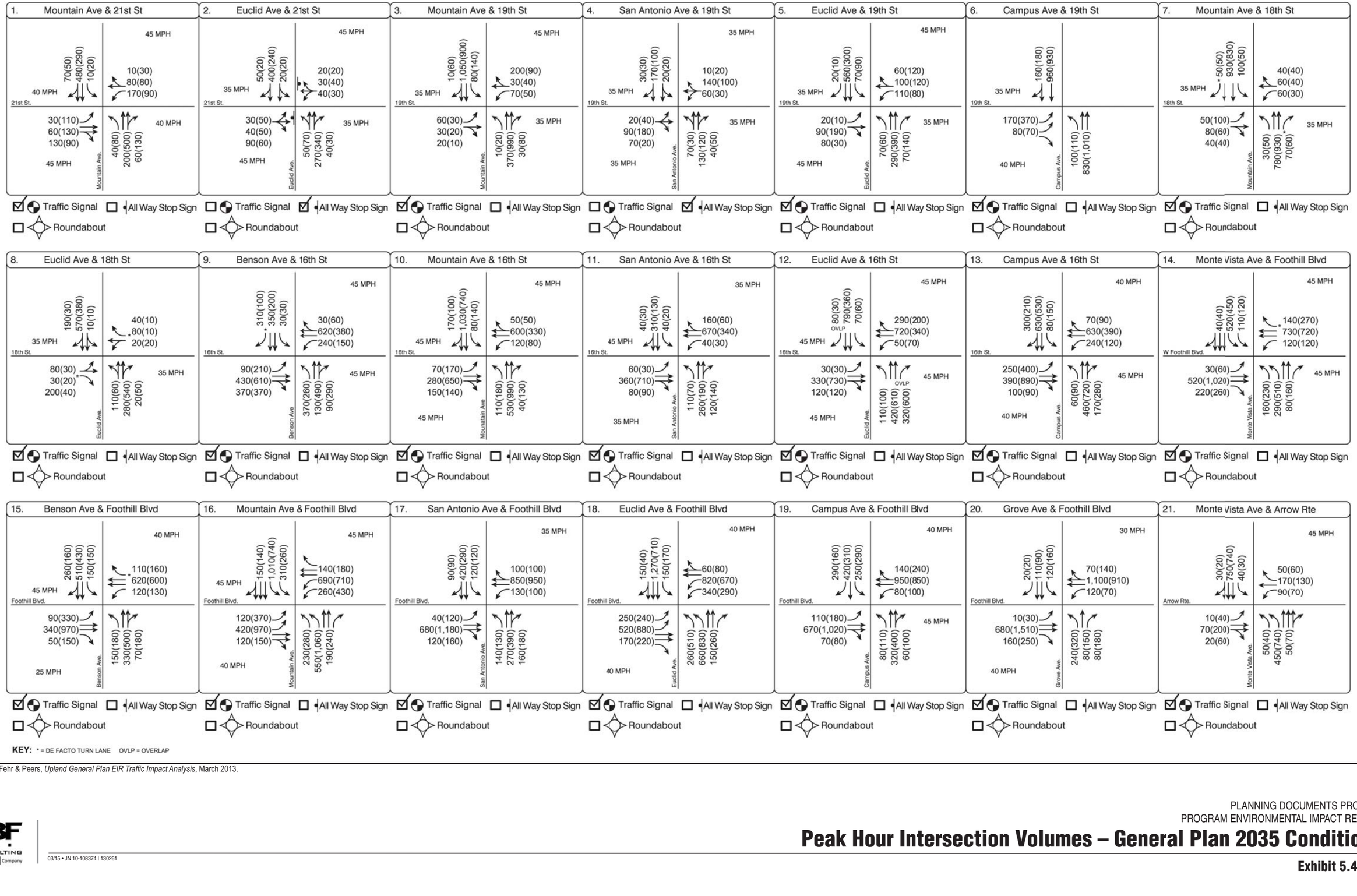
16th Street (Baseline)/Benson Avenue (AM) Intersection. The 16th Street (Baseline)/Benson Avenue intersection is forecast to operate at LOS F in the AM peak hour with Project implementation. There are high left- and right-turn movements in some of the northbound, southbound, and eastbound approaches. Much of the impact associated with this intersection is attributed to existing traffic. The recommended mitigation is to split the eastbound thru-right lane to provide a separate eastbound right turn lane and optimize the signal timing at this intersection. Additional right-of-way would need to be acquired to make this mitigation feasible. The southwest corner of this intersection is undeveloped. With mitigation, the intersection would operate at LOS D with 46.4 seconds of delay.

16th Street (Baseline)/Mountain Avenue (PM) Intersection. The 16th Street (Baseline)/ Mountain Avenue intersection is forecast to operate at LOS E in the PM peak hour with Project implementation. The LOS results indicate that all of the left turn approaches operate deficiently. The recommended mitigation is to optimize the intersection cycle length and splits to provide more time to the left turn approaches. With the mitigation, the intersection would operate at LOS D with 41.9 seconds of delay.

Foothill Boulevard/Mountain Avenue (PM) Intersection. The Foothill Boulevard/Mountain Avenue intersection is forecast to operate at LOS E in the PM peak hour with Project implementation. The LOS results indicate that the eastbound approach and westbound left turn lane operate deficiently. The recommended mitigation is to optimize the intersection splits to provide more time at the eastbound and westbound approaches. With mitigation, the intersection would operate at LOS D with 54.1 seconds of delay.

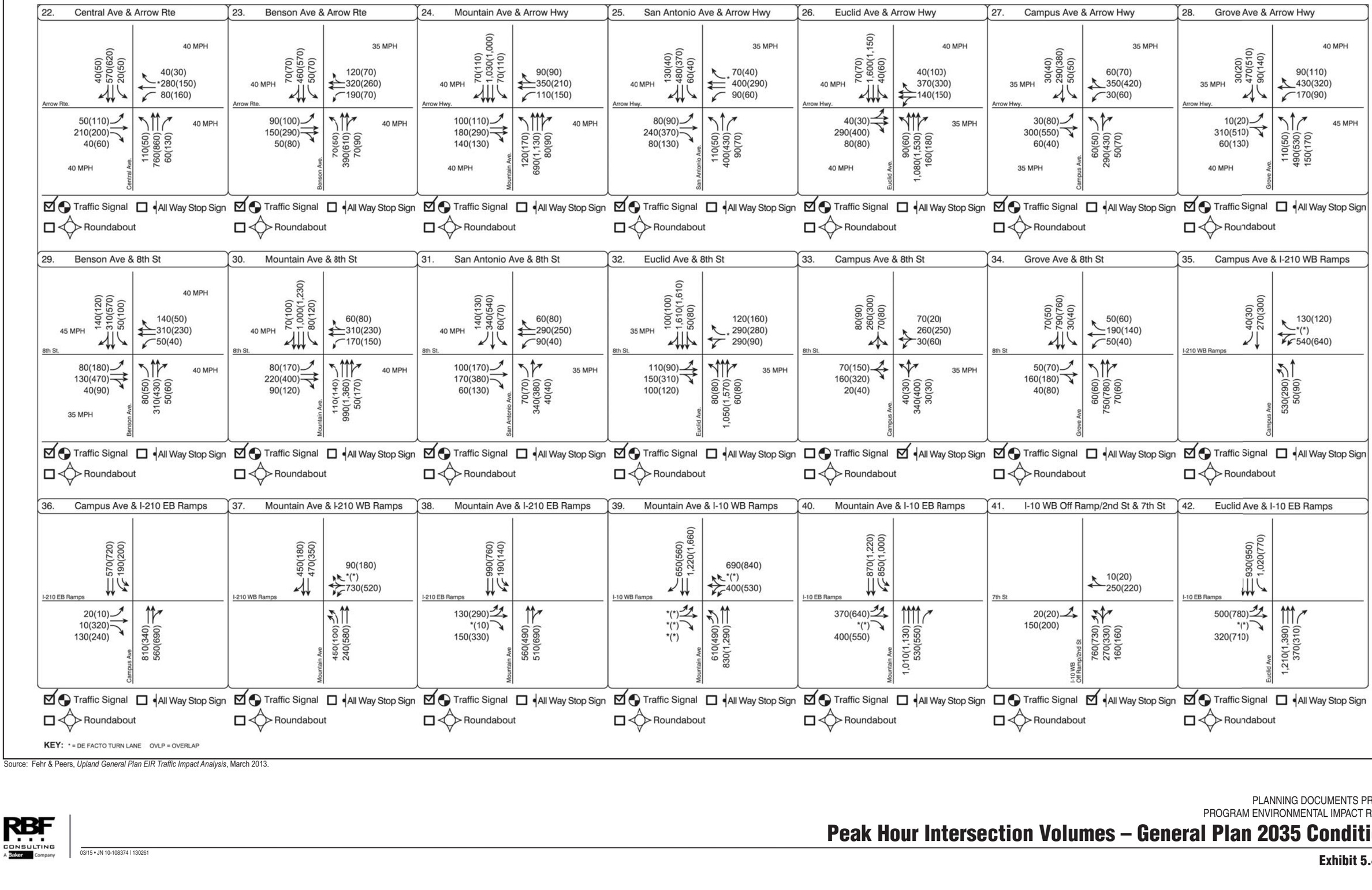
Foothill Boulevard/Euclid Avenue (PM) Intersection. The Foothill Boulevard/Euclid Avenue intersection is forecast to operate at LOS E in the PM peak hour with Project implementation. The critical approach at this intersection is in the eastbound direction. The recommended mitigation is to optimize the intersection splits to provide more time at the eastbound and westbound approaches. With mitigation, the intersection would operate at LOS D with 52.8 seconds of delay.

8th Street/Campus Avenue (AM and PM) Intersection. The 8th Street/Campus Avenue intersection is unsignalized and forecast to operate at LOS F in the AM and PM peak hour with Project implementation. Almost all of the approaches in the AM peak hour and all of the approaches in the PM peak hour operate deficiently. Both the AM and PM peak hour volumes meet signal warrants. Therefore, it is recommended as mitigation that a traffic signal be installed at this location. With mitigation, the intersection would operate at LOS A with 9.9 seconds of delay in the AM peak hour and at LOS B with 18.3 seconds of delay in the PM peak hour. It should be noted that the Historic Downtown Upland Specific Plan Environmental Impact Report (2011) also requires mitigation at the 8th Street/Campus Avenue intersection. It requires the City of Upland to design and install a traffic signal at the intersection when warranted based on traffic growth monitoring at the intersection.



Source: Fehr & Peers, *Upland General Plan EIR Traffic Impact Analysis*, March 2013.

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Source: Fehr & Peers, *Upland General Plan EIR Traffic Impact Analysis*, March 2013.

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I-10 EB Ramps/Mountain Avenue (PM) Intersection. The I-10 EB Ramps/Mountain Avenue intersection is forecast to operate at LOS E in the PM peak hour with Project implementation. There are heavy traffic volumes getting on and off the freeway. The recommended mitigation is to optimize the intersection cycle length and splits at this intersection. With mitigation, the intersection would operate at LOS D with 38.0 seconds of delay.

I-10 WB Off Ramp/Second Avenue (AM and PM) Intersection. The I-10 WB Off Ramps/Second Avenue intersection is unsignalized and forecast to operate at LOS F in the AM and PM peak hour with Project implementation. The northbound approaches in the AM and PM peak hour operate deficiently. Both the AM and PM peak hour volumes meet signal warrants. Therefore, it is recommended as mitigation that a traffic signal be installed at this location. With mitigation, the intersection would operate at LOS B with 17.2 seconds of delay in the AM peak hour and at LOS B with 11.1 seconds of delay in the PM peak hour.

I-10 EB Ramps/Euclid Avenue (AM) Intersection. The I-10 EB Ramps/Euclid Avenue intersection is forecast to operate at LOS F in the AM peak hour with Project implementation. The critical approach at this intersection is in the eastbound direction. The recommended mitigation is to optimize the intersection splits to provide more time at the eastbound and westbound approaches. With mitigation, the intersection would operate at LOS C with 22.9 seconds of delay.

The summary of LOS results with mitigation incorporated is shown in Table 5.4-12, *Intersection Levels of Service – General Plan 2035 Conditions With Mitigation*. LOS outputs for mitigation are provided in Appendix D of Appendix D. As indicated in Table 5.4-12, all of the study intersections would operate acceptably under General Plan 2035 conditions, with implementation of the recommended mitigation. Therefore, Project implementation would result in a less than significant impact to study intersections with mitigation incorporated.

GENERAL PLAN 2035 ROADWAY SEGMENT OPERATIONS

General Plan 2035 results for study roadway segments are summarized in Table 5.4-13, *Roadway Segment Levels of Service – General Plan 2035 Conditions*. As shown in Table 5.4-13, all roadway segments are forecast to operate at an acceptable daily LOS for under General Plan 2035 conditions.

Table 5.4-12
Intersection Levels of Service – General Plan 2035 Conditions With Mitigation

Intersection		Control	Level of Service			
			Peak Hour	V/C Ratio	Delay	LOS
9	***16th St2reet (Baseline)/Benson Avenue***	***Signalized***	***AM***	***0.80***	***>80***	***F***
			PM	0.75	43.4	D
	• With Mitigation		AM	0.72	46.4	D
10*	***16th Street (Baseline)/Mountain Avenue***	***Signalized***	AM	0.78	39.3	D
			PM	***0.92***	***60.1***	***E***
	• With Mitigation		PM	0.88	41.9	D
16	***Foothill Boulevard/Mountain Avenue***	***Signalized***	AM	0.74	36.2	D
			PM	***0.98***	***60.1***	***E***
	• With Mitigation		PM	0.97	54.1	D
18	***Foothill Boulevard/Euclid Avenue***	***Signalized***	AM	0.84	46.3	D
			PM	***0.91***	***56.3***	***E***
	• With Mitigation		PM	0.81	52.8	D
33	***8th Street/Campus Avenue***	***AWSC***	***AM***	***N/A***	***>50***	***F***
			PM	***N/A***	***>50***	***F***
	• With Mitigation	Signalized	AM	0.63	9.9	A
			PM	0.86	18.3	B
40*	***I-10 EB Ramps/Mountain Avenue***	***Signalized***	AM	0.71	27.0	C
			PM	***0.93***	***71.9***	***E***
	• With Mitigation		PM	0.94	38.0	D
41*	***I-10 WB Off Ramp/Second Avenue***	***AWSC***	***AM***	***N/A***	***>50***	***F***
			PM	***N/A***	***>50***	***F***
	• With Mitigation	Signalized	AM	0.76	17.2	B
			PM	0.64	11.1	B
42*	***I-10 EB Ramps/Euclid Avenue***	***Signalized***	***AM***	***1.055***	***>80***	***F***
			PM	0.99	29.4	C
	• With Mitigation		AM	0.93	29.5	C

*Denotes CMP intersection.
Source: Upland General Plan EIR Traffic Impact Analysis, Fehr & Peers, March 2013.

Table 5.4-13
Roadway Segment Levels of Service – General Plan 2035 Conditions

Segment	Traffic Volume	LOS D Capacity[1]	LOS
NORTH-SOUTH ROADWAYS			
Benson Avenue (Secondary Arterial)			
16th Street (Baseline) to 15th Street	18,700	35,400	C
13th Street to Foothill Boulevard	20,600	35,400	D
Campus Avenue (Secondary Arterial)			
16th Street (Baseline) to 15th Street	18,500	27,400	D
13 Street to Foothill Boulevard	16,700	27,400	C
Euclid Avenue (Major Arterial)*			
16th Street (Baseline) to 15th Street	23,400	53,200	C
Mountain Avenue (Major Arterial)*			
23rd Street to 22nd Street	11,200	53,200	C
16th Street (Baseline) to 15th Street	26,200	53,200	C
Foothill Boulevard to 11th Street	34,400	53,200	D
Arrow Highway to 9th Street	41,900	53,200	D
San Antonio Avenue (Secondary Arterial)			
16th Street (Baseline) to 15th Street	7,600	27,400	C
Foothill Boulevard to 11th Street	11,300	27,400	C
EAST-WEST ROADWAYS			
8th Street (Secondary Arterial)*			
Benson Avenue to Mountain Avenue	11,000	27,400	C
Foothill Boulevard (Secondary Arterial)*			
Monte Vista Avenue to Central Avenue	26,600	35,400	D
Central Avenue to Benson Avenue	27,000	35,400	D
Benson Avenue to Mountain Avenue	27,000	35,400	D
Mountain Avenue to San Antonio Avenue	30,000	35,400	D
San Antonio Avenue to Euclid Avenue	31,200	35,400	D
Euclid Avenue to Campus Avenue	30,100	35,400	D
East of Campus Avenue	33,500	35,400	D
16th Street (Baseline) (Secondary Arterial)*			
Benson Avenue to Mountain Avenue	16,600	27,400	C
Mountain Avenue to San Antonio Avenue	12,800	27,400	C
San Antonio Avenue to Euclid Avenue	12,700	27,400	C
Euclid Avenue to Campus Avenue	19,200	27,400	D
18th Street (Collector)			
Benson Avenue to Mountain Avenue	3,100	14,100	C
19th Street (Collector)			
Mountain Avenue to San Antonio Avenue	4,400	14,100	C
Euclid Avenue to Campus Avenue	4,800	14,100	C

Table 5.4-13 [continued]
Roadway Segment Levels of Service – General Plan 2035 Conditions

Segment	Traffic Volume	LOS D Capacity[1]	LOS
21st Street (Collector)			
San Antonio Avenue to Euclid Avenue	3,200	14,100	C
Arrow Highway (Secondary Arterial)			
Benson Avenue to Mountain Avenue	11,000	27,400	C
Mountain Avenue to San Antonio Avenue	10,800	27,400	C
San Antonio Avenue to Euclid Avenue	10,300	27,400	C
Arrow Route (Secondary Arterial)			
Monte Vista Avenue to Central Avenue	7,700	27,400	C
Central Avenue to Benson Avenue	11,000	27,400	C

*Denotes CMP roadway.
1. 2000 Highway Capacity Manual Daily Volume Thresholds.
Source: Upland General Plan EIR Traffic Impact Analysis, Fehr & Peers, March 2013.

GENERAL PLAN 2035 CIRCULATION MAP

As noted above, a number of intersection geometric enhancements and improvements would be needed to accommodate the traffic levels for the proposed General Plan 2035. In most cases, the improvements needed to achieve acceptable LOS consist of optimizing the intersection cycle length and splits. However, at 16th Street (Baseline)/Benson Avenue intersection, an additional right-turn lane would be needed, indicating the potential need for an upgraded roadway classification to this intersection's roadway segment approaches. The roadway network for the proposed General Plan 2035 is shown on Exhibit 5.4-10.

IMPACT CONCLUSIONS

With mitigation incorporated, all study intersections and roadway segments are forecast to operate acceptably under General Plan 2035 conditions. Therefore, impacts to study intersections and roadway segments resulting from Project implementation would be less than significant, with mitigation incorporated.

It is noted, due to the conceptual nature of the future development anticipated by the General Plan 2035, individual proposals could require site-specific assessments of potential impacts. Future proposals for development would be evaluated on a case-by-case basis for their potential impacts to transportation and traffic. The future development's specific impacts would be dependent upon the development's location, intensity, and trip distribution characteristics. If necessary, additional mitigation would be recommended and traffic fees imposed to further minimize potential impacts. Namely, as required by UMC Section 3.44.030, *Street and Traffic Facilities Development Impact Fee*, upon issuance of all Building Permits for development within City boundaries, a Street and Traffic Facilities Development Fee would be imposed on

developments to pay for traffic signal systems and related intersection improvements at major intersections throughout the City.

General Plan 2035 Goal CIR-1 is a transportation network that provides mobility and access for all modes of travel including automobiles. In furtherance of this goal, all future development would be subject to compliance with the proposed Policies and Actions, which would ensure potential transportation and traffic impacts are further minimized. Namely, Policy CIR-1.5 requires future development/redevelopment to disclose intersection traffic impacts in the City or adjacent jurisdictions as identified through the CEQA process and mitigate impacts where such mitigation measures are physically feasible. These shall be required to contribute to the implementation of mitigation measures, including but not limited to those identified in the General Plan EIR, by the payment of fair share costs, constructing the required improvement, providing right-of-way, or other actions required by the City. Additionally, Action CIR-1.2 requires the development of Traffic Study Guidelines that implement the General Plan 2035 Policies related to LOS.

General Plan 2035 Policies and Actions:

Policy CIR-1.1 Roadway System. Require the City's roadways to:

a. Provide accommodations for transit, bicyclists, and pedestrians within the public right-of-way.
b. Comply with Federal, State, San Bernardino County, and local standards for roadway design, maintenance and operation.
c. Strive to maintain LOS D at all intersections outside of the Downtown Specific Plan area and the Transit Priority Roadways except where such improvements are physically infeasible or would negatively impact bicyclists, pedestrians, or transit patrons.
d. Strive to maintain LOS E at all intersections within the Downtown Specific Plan area and intersections along the Transit Priority Roadways.
e. Provide future capacity as envisioned with the Future Roadway System map.

Policy CIR-1.7 Driveway Access Points. Require that driveway access points onto arterial roadways be minimized and located to ensure the smooth and safe flow of vehicles and bicycles.

Action CIR-1.1 Transportation Design Manual. Develop a Transportation Design Manual to guide the development of future transportation improvements within the City. Key elements of the street design manual include:

a. Consistent designs for sidewalks, crosswalks, and bicycle facilities.

b. Example designs and guidelines for future redevelopment along Foothill Boulevard related to the potential elimination of the frontage road along several sections of that roadway.
c. Example improvements for Transit Priority Roadways including signage and bus stop improvements.
d. Guidelines related to access management including the provision of driveways along arterials.
e. Guidelines for the implementation of additional Intelligent Transportation System (ITS) infrastructure throughout the City including Transit Signal Priority (TSP) improvements along the Transit Priority Roadways.

Policy CIR-3.2 Complete Streets Roadway Standards. Require that pedestrian, vehicular, and bicycle circulation on both public and private property be coordinated and designed to maximize safety, comfort and aesthetics while maintaining consistency with applicable Federal, State, and San Bernardino legislation and requirements.

Action CIR-3.1 Transportation Design Manual. Implement a Transportation Design Manual.

Mitigation Measures:

TRA-1 Prior to issuance of each Building Permit, future development projects that are determined through preparation of a Traffic Impact Analysis (Policy CIR-1.5) to impact the specified intersection, shall make a fair contribution toward implementation of the following improvements. These development projects shall be required to contribute to the implementation of mitigation measures, including but not limited to those identified in the General Plan EIR, by the payment of fair share costs, constructing the required improvement, providing right-of-way, or other actions as required by the City.

- 16th Street (Baseline)/Benson Avenue (AM) Intersection. The eastbound thru-right lane shall be split to provide a separate eastbound right turn lane and optimize the signal timing at this intersection. Additional right-of-way shall be acquired to accommodate this improvement.

- 16th Street (Baseline)/Mountain Avenue (PM) Intersection. The intersection cycle length and splits shall be optimized to provide more time to the left turn approaches.

- Foothill Boulevard/Mountain Avenue (PM) Intersection. The intersection splits shall be optimized to provide more time at the eastbound and westbound approaches.

- Foothill Boulevard/Euclid Avenue (PM) Intersection. The intersection splits shall be optimized to provide more time at the eastbound and westbound approaches.

- 8th Street/Campus Avenue (AM and PM) Intersection. A traffic signal shall be installed at this location.

- I-10 EB Ramps/Mountain Avenue (PM) Intersection. The intersection cycle length and splits shall be optimized at this intersection.

- I-10 WB Off Ramp/Second Avenue (AM and PM) Intersection. A traffic signal shall be installed at this location.

- I-10 EB Ramps/Euclid Avenue (AM) Intersection. The intersection splits shall be optimized to provide more time at the eastbound and westbound approaches.

Level of Significance After Mitigation: Less Than Significant Impact.

CONGESTION MANAGEMENT PROGRAM

● WOULD THE PROJECT CONFLICT WITH THE SAN BERNARDINO COUNTY CONGESTION MANAGEMENT PROGRAM?

Impact Analysis: The CMP is directly linked to transportation issues, with requirements that all new developments mitigate their traffic impacts on the surrounding street system. The CMP includes issues such as LOS standards, coordination with other jurisdictions, TDM ordinances and application, monitoring conditions, and mitigation of impacts.

In Upland, the following arterial roadways and intersections are designated by the CMP as part of regional transportation system:

CMP Arterials

- Euclid Avenue;
- Mountain Avenue;
- Foothill Boulevard;
- Arrow Highway;
- 8th Street;
- 16th Street (Baseline);
- 19th Street; and
- Central Avenue.

CMP Intersections

- 19th Street/Mountain Avenue;
- 19th Street/Euclid Avenue;
- 16th Street (Baseline)/Mountain Avenue;
- Foothill Boulevard/Monte Vista Avenue;
- Foothill Boulevard/Campus Avenue;
- Arrow Highway/Mountain Avenue;

- Arrow Highway/Euclid Avenue;
- I-10 WB Ramps/Mountain Avenue;
- I-10 EB Ramps/Mountain Avenue;
- I-10 WB Off Ramp/Second Avenue; and
- I-10 EB Ramps/Euclid Avenue.

As shown in Table 5.4-11, the following CMP intersections are forecast to operate at a deficient LOS for General Plan 2035 conditions:

- 16th St. (Baseline)/Mountain Ave. (PM);
- Foothill Blvd./Euclid Avenue (PM);
- I-10 EB Ramps/Mountain Ave. (PM); and
- I-10 EB Ramps/Euclid Avenue (AM).

As indicated in Table 5.4-12, all of the CMP study intersections would operate acceptably under General Plan 2035 conditions, with implementation of the recommended mitigation. Therefore, Project implementation would result in a less than significant impact to CMP study intersections with mitigation incorporated. Additionally, as shown in Table 5.4-13, all CMP roadway segments are forecast to operate at an acceptable daily LOS under General Plan 2035 conditions. Therefore, Project implementation would result in a less than significant impact to CMP study roadway segments.

General Plan 2035 Policies and Actions: Refer to the Policies and Actions referenced above.

Mitigation Measures: Refer to Mitigation Measure TRA-1.

Level of Significance After Mitigation: Less Than Significant Impact.

DESIGN FEATURES OR INCOMPATIBLE USES

● WOULD THE PROJECT RESULT IN INADEQUATE DESIGN FEATURES OR INCOMPATIBLE USES?

Impact Analysis: Project implementation would result in the development of new residential and non-residential land uses that may require traffic/circulation improvements. However, it is not anticipated that development of new uses would result in inadequate circulation/infrastructure design or incompatible uses. Through the City's development review process, future developments would be evaluated to determine the appropriate land use permit for authorizing their use and the conditions for their establishment and operation. Additionally, future development projects would be evaluated on a case-by-case basis to verify that the circulation/infrastructure is designed according to minimum City standards.

The General Plan 2035 establishes as goals to provide an interconnected network of bicycle, pedestrian, and transit facilities that accommodate and encourage travel through non-automotive modes (Goal CIR-2) and a transportation system that ensures safety for all modes of travel (Goal

CIR-3). Additionally, Goal CIR-5 is to provide a transportation system that accommodates the efficient movement of freight vehicles on appropriate routes. Implementation of the proposed Policies and Actions in furtherance of these goals would further ensure adequate circulation/infrastructure design and compatibility between the various transportation modes utilizing the same roadway system.

General Plan 2035 Policies and Actions: Refer to GPU Policies CIR-1.1, CIR-1.7, CIR-3.2, and Actions CIR-1.1 and CIR-3.1 referenced above, and the following:

Policy CIR-2.1 Transit Facilities. Incorporate transit facilities into the design of land use plans and capital improvement projects where appropriate, including:

a. Attractive and convenient bus stops (shade/weather protection, seats, transit information); and,
b. Bus turnouts at transit stops.

Policy CIR-2.6 Accessible Transit. Provide pedestrian access to all transit facilities and maintain pedestrian facilities that are safe, attractive, and well lit.

Policy CIR-2.9 Bicycle Facilities. Incorporate bicycle facilities into the design of land use plans and capital improvement projects, including:

a. End of trip facilities (bicycle lockers, showers (where feasible), and changing rooms) within non-residential sites;
b. Bicycle parking within new multi-family and non-residential sites;
c. Publicly accessible bicycle parking; and,
d. Signage for all bicycle routes.

Policy CIR-2.11 Intersections and Crossing Locations. Utilize Federal and State guidelines and standards for traffic operations, signal timing, geometric design, Universal Access (ADA) and roadway maintenance that facilitate walking and bicycling at intersections and other key crossing locations.

Policy CIR-3.4 Slow Traffic. Use a combination of traffic calming measures, signage, speed limits, and traffic enforcement to slow traffic in areas where non-motorized travel is encouraged, particularly near schools and parks.

Action CIR-3.3 Neighborhood Traffic Calming. Implement a Neighborhood Traffic Calming Program to address resident concerns regarding cut-through traffic.

Action CIR-3.4 School-Adjacent Traffic Calming. Enact maximum traffic speeds and traffic calming measures near schools, especially on San Antonio Avenue at 22nd and on Olive Street by Olivedale Park.

Action CIR-3.5	Signage. Add appropriate "children present" signage near activity centers, including schools, parks and other destinations.
Action CIR-3.6	School Districts. Work with school districts to educate parents about safe routes to school and to take extra caution when driving along these routes and near schools.
Action FA-2.2	Transportation Design Manual – Foothill Boulevard Components. As part of the Transportation Design Manual specified in the Circulation Element, include detailed guidance for the development of future transportation improvements on Foothill Boulevard. Key elements should include street section exhibits, bicycle path considerations, traffic calming features (bulb outs, parking), and designs, and elimination of the frontage road.
Policy CIR-5.1	Designated Truck Routes. Identify, implement, and maintain a system of truck routes within the City that provide for the effective transport of goods while minimizing negative impacts on local circulation and noise-sensitive land uses.
Policy CIR-5.2	Hazardous Materials Transport. Coordinate with the State of California and other agencies to limit transportation of hazardous materials through the City.
Action CIR-5.1	Truck Routes. Update the Truck Route map and the Municipal Code referencing truck routes based on the adopted roadway network.
Policy FA-4.15	Neighborhood Connectivity. Facilitate the development of safe and convenient bicycle and pedestrian routes throughout the Southeast Quadrant that connect the various neighborhoods, employers and recreation facilities.
Policy FA-6.10	Connectivity. Incorporate pedestrian design elements including pedestrian-oriented street and sidewalk improvements to improve connectivity throughout College Heights.
Policy HC-1.3	Complete Streets. Enhance and improve the safety, convenience, and accessibility of roadways with trees, sidewalks, bicycle lanes, and other amenities to encourage pedestrian, bike, and transit activity for residents of all ages and abilities.
Policy HC-7.1	Safe Streets. Incorporate improvements to street designs, pedestrian routes, and enforcement that make it safer to walk and bicycle to activity centers, including shopping, schools, parks, and other destinations.

Policy LU-5.5 Pedestrian Safety. Encourage the creation of safe, walkable environments that include elements such as wide, smooth sidewalks, good lighting, safe crosswalks, clear signage, curb bulb-outs, curb cuts, street furniture, trees and traffic-calming measures which allow people of all ages and abilities to exercise and safely access public transportation, community centers, schools and goods and services.

Action OSC-4.6 Intersection Design. Design new intersections and convert existing intersections, to the extent practicable, to function in a manner that reduces air pollutant emissions from stop and start and idling traffic conditions.

Policy PFS-4.10 Site Design for Traffic Mitigation. Require private school sites to provide adequate on-site pick-up and drop-off areas and more than one access point to prevent school-related traffic congestion on the fronting and surrounding roadways, and encourage the school districts to meet similar design standards for traffic mitigation.

Mitigation Measures: No further mitigation is required beyond implementation of the GPU Policies and Actions.

Level of Significance After Mitigation: Not Applicable.

EMERGENCY ACCESS

- **WOULD THE PROJECT RESULT IN INADEQUATE EMERGENCY ACCESS?**

Impact Analysis: Future development projects would be subject to review through the City's development review process to verify compliance with all applicable Fire Code and Building Code requirements for construction and access, as well as the City's minimum site access standards. Policy PFS-2.11 requires that new development be accessible to emergency vehicles and not impede the ability of service providers to provide adequate emergency response. The Upland Fire Department would review individual projects to verify compliance with Policy PFS-2.11 and the emergency access requirements applicable to the specific development. Further, the City and Upland Fire Department would review any modifications to existing roadways to ensure that adequate emergency access and emergency response would be maintained. Emergency response and evacuation procedures would continue to be coordinated through the City in consultation with the Police and Fire Departments. Project implementation would result in a less than significant impact involving the provision of adequate emergency access.

General Plan 2035 Policies and Actions:

Policy PFS-2.11 Emergency Vehicle Access. Require new development to be accessible to emergency vehicles and to not impede the ability of service providers to provide adequate emergency response.

Mitigation Measures: No further mitigation is required beyond implementation of the GPU Policy.

Level of Significance After Mitigation: Not Applicable.

TRANSIT SYSTEMS, AND PEDESTRIAN AND BICYCLE FACILITIES

- **WOULD THE PROJECT CONFLICT WITH THE PERFORMANCE OF EXISTING AND/OR PLANNED TRANSIT SYSTEMS SERVING THE AREA AND/OR CONFLICT WITH ADOPTED TRANSIT, BICYCLE, OR PEDESTRIAN POLICIES, PLANS, OR PROGRAMS?**

Impact Analysis:

TRANSIT SYSTEMS

In Upland, Omnitrans provides public bus transit as well as demand-responsive transport service (i.e., dial-a-cab and access service). The six bus routes that are offered in the City are illustrated on Exhibit 5.4-6. Additionally, Metrolink's San Bernardino Line traverses Upland, with a Metrolink Train Station located at 300 East A Street.

Interference with Existing or Planned Service. The future development is not anticipated to interfere with access to any of the existing routes, lines, or services. The Project would enhance transit services by improving circulation and access within the City. There are no known planned expansions to Omnitrans's existing bus service. Implementation of proposed Policy CIR-2.4, which specifies that the City support the future alignment of the Ontario Airport Extension of the Metro Gold Line to be located adjacent to the existing Metrolink rail line through Upland, and Policy CIR-2.5, which specifies that the City support the location of the future station to be near the existing Metrolink station in downtown Upland, would be required. Implementation of Policies CIR-2.4 and CIR-2.5 would ensure Project implementation would not interfere with the planned Gold Line and Gold Line Station. Therefore, potential impacts involving interference with bus and commuter rail services would be less than significant.

Conflicts with Adopted Plans, Guidelines, or Policies. The General Plan 2035 establishes as goals (Goals CIR-1 and CIR-2) a transportation system that provides mobility and access for all modes of travel including transit, and an interconnected network of bicycle, pedestrian, and transit facilities that accommodate and encourage travel through non-automotive modes. Additionally, the General Plan 2035 intends for College Heights to be a transit-oriented

community (Goal FA-6). In furtherance of these goals, the General Plan 2035 has identified the Policies outlined below. All future development within the City would be subject to implementation of the identified Policies, which would ensure conflicts with the established Goals involving bus and commuter rail service would not occur.

Demand for Service. Project implementation would increase the City's population and employment generating uses, with resultant increases in the demands upon the transit systems. Based on CMP guidelines, person transit trips can be estimated by converting total vehicle trips. The Project is forecast to generate approximately 212,806 average daily trips; refer to Table 5.4-10. Table 5.4-14, *CMP Transit Trip Generation of Project*, indicates the calculation of total transit trips generated by the Project, utilizing CMP guidelines. As indicated in Table 5.4-14, based on the CMP guidelines and the proximity of the various land uses in relation to available transit in the City, the Project is forecast to generate approximately 10,247 daily transit trips.

Table 5.4-14
CMP Transit Trip Generation of Project

Type	Daily Trips
Average Daily Trip Generation of Project (Vehicles)	212,806
Person Trips Conversion Factor	1.4
Person Trips of Project	297,928
Transit Trips Conversion Factor	3.5%
Total Transit Trips of Project	**10,427**

Although, future development in the City in accordance with the Project would generate an increased demand for transit services, Project implementation would also accommodate alternative forms of transportation, such as public transit. The General Plan 2035 proposes various Policies that would ensure the performance of transit systems serving the City are not adversely impacted. Namely, Policy CIR-1.8 requires that the City participate in the planning of regional transit improvements, and transit planning efforts such as the development of a regional Bus Rapid Transit (BRT), and Action OSC-4.2 requires that the City coordinate with public transit providers to increase funding for transit improvements to supplement other means of travel. Policy CIR-2.1 requires that transit facilities be incorporated into the design of land use plans and capital improvement projects where appropriate, including the provision of convenient bus stops and bus turnouts at transit stops. Additionally, Policy LU-5.3 requires that the City support transit zones around existing and planned transit stations where transit-oriented development can be facilitated. All future development would be subject to compliance with these Policies and Actions, as well as those identified below, thereby ensuring potential impacts to the performance of transit systems (bus and commuter rail service) serving the City are less than significant. Overall, the Project area would be improved and the City would encourage the use of bus and commuter rail service.

PEDESTRIAN AND BICYCLE FACILITIES

Exhibit 5.4-13, *Proposed Bicycle Routes*, and Exhibit 5.4-14, *Proposed Pedestrian Facilities*, illustrate the proposed bicycle routes and pedestrian facilities.

Interference with Existing or Planned Facilities. Future development in accordance with the Project could temporarily interfere with existing facilities. However, through the City's development review process, temporary interruptions to access would be identified and mitigated on a case-by-case basis. Proposed Policy CIR-1.6 requires evaluation of impacts on all modes of travel including bicyclists, pedestrians, and transit resulting from intersection improvements.

Additionally, all future roadway improvements would be implemented according to the City's adopted standards for typical street sections and adopted Bicycle and Pedestrian Facilities Master Plan. Therefore, Project implementation would result in less than significant impacts to existing and planned facilities.

Conflicts with Adopted Bicycle Plans, Guidelines, or Policies. In addition to Goal CIR-2 noted above, the General Plan 2035 establishes Goal CIR-1, which involves a transportation network that provides mobility and access for all modes of travel including bicyclists and pedestrians, among others. Accordingly, the General Plan 2035 has identified the Policies outlined below, in order to meet the specified goals/objectives. Namely, Policy CIR-2.8 requires that a comprehensive bicycle system be implemented and maintained pursuant to the City's Bicycle and Pedestrian Master Plan, the San Bernardino County Non-Motorized Transportation Plan, and Caltrans standards. Policy CIR-2.9 requires that bicycle facilities be incorporated into the design of land use plans and capital improvement projects. Additionally, Policy CIR-2.10 requires that a network of sidewalks, crosswalks, and other pedestrian facilities be maintained throughout the City, as specified in the County's Non-Motorized Transportation Plan. All future development and infrastructure/transportation improvements within the City would be subject to implementation of these Policies, as well as those outlined below, which would ensure conflicts with the General Plan 2035's Goals concerning bicycle and pedestrian facilities would not occur.

Demand for Service. Future development in accordance with the Project would increase the City's population and employment generating uses, with resultant increases in the demands upon bicycle and pedestrian facilities. All future development would be subject to implementation of Policies CIR-2.9 and CIR-2.10 which would ensure that the necessary bicycle and pedestrian facilities are provided commensurate with the demand created by the new developments. Therefore, impacts would be less than significant in this regard.

General Plan 2035 Policies and Actions: Refer to GPU Policies CIR-1.1, CIR-1.7, CIR-2.6, CIR-2.11, CIR-3.1, CIR-3.2, CIR-3.4, and Action CIR-3.1 referenced above, and the following:

Policy CIR-1.6 Intersection Improvements. Evaluate impacts of intersection improvements on all modes of travel including bicyclists, pedestrians, and transit.



Source: City of Upland, *General Plan Circulation Element*, September 2014.

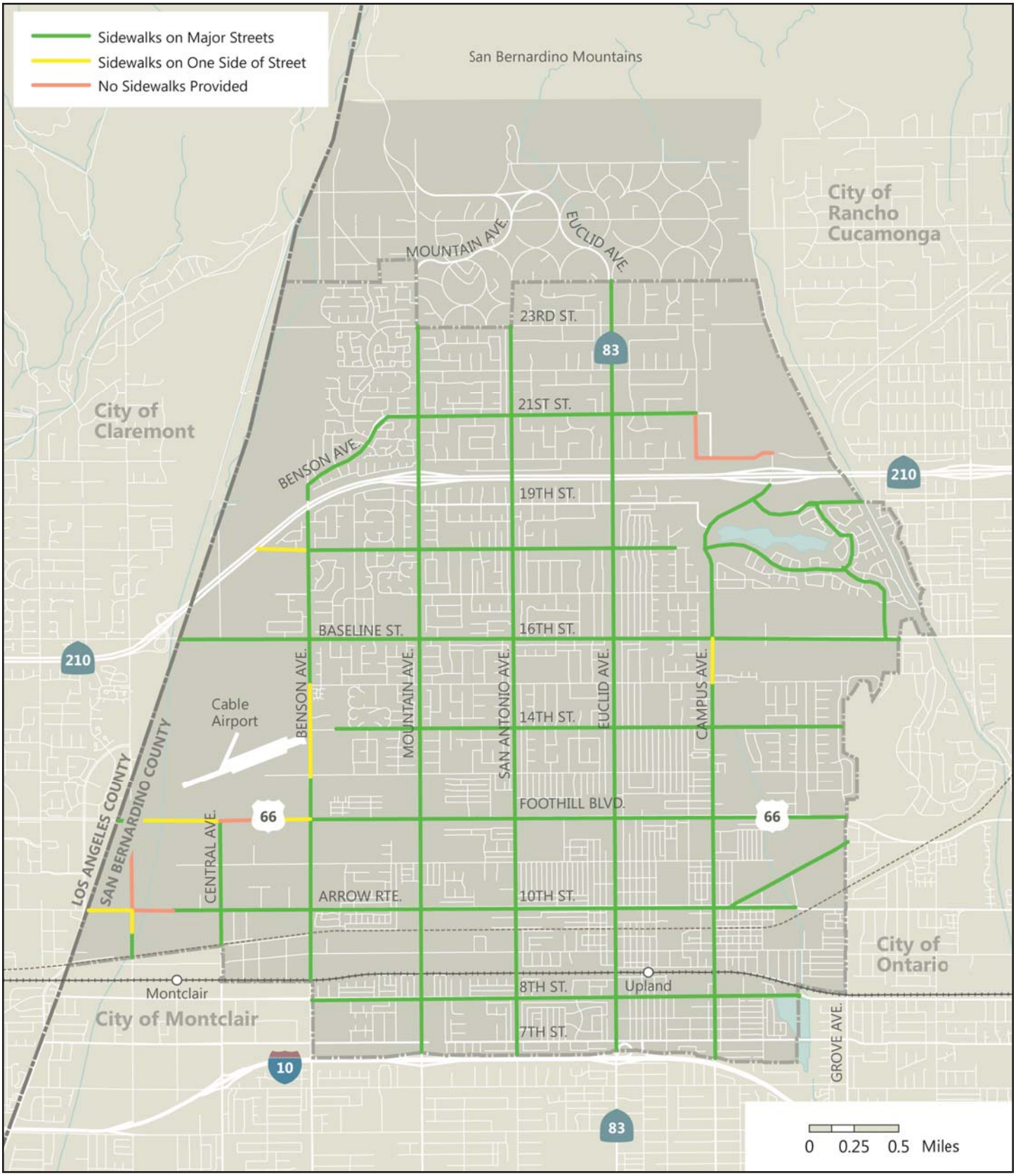
PLANNING DOCUMENTS PROJECT
PROGRAM ENVIRONMENTAL IMPACT REPORT

Proposed Bicycle Routes

Exhibit 5.4-13

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03/15 • JN 10-108374 | 130261



Source: City of Upland, *General Plan Circulation Element*, September 2014.

PLANNING DOCUMENTS PROJECT
PROGRAM ENVIRONMENTAL IMPACT REPORT

Proposed Pedestrian Facilities

Exhibit 5.4-14

RBF CONSULTING A Baker Company

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Policy CIR-2.8	Bicycle System. Implement and maintain a comprehensive bicycle system pursuant to the City's Bicycle and Pedestrian Master Plan, the San Bernardino County Non-Motorized Transportation Plan and Caltrans standards to reduce slope, sharp curves, and interference from vegetation, pedestrians, and motor vehicle traffic.
Policy CIR-2.10	Pedestrian System. Maintain a network of sidewalks, crosswalks, and other pedestrian facilities throughout the City as specified in the County's Non-Motorized Transportation Plan.
Policy CIR-2.12	Regional Bicycle and Pedestrian Connections. Participate in regional planning activities related to development of regional bicycle and pedestrian facilities that connect to Upland.
Action CIR-2.1	Bicycle and Pedestrian Master Plan. Update the City's Bicycle and Pedestrian Master Plan consistent with the General Plan 2035, the Historic Downtown Upland Specific Plan, and the County Non-Motorized Transportation Plan.
Action CIR-2.2	Municipal Code. Update the City's Municipal Code to require the provision of end-of-trip facilities within non-residential buildings.
Action CIR-2.3	Safety Education Program. Implement a Citywide Bicycle and Pedestrian Safety Education Program.
Action CIR-2.4	Sidewalk/Crosswalk Maintenance. Identify funding through the City's Capital Improvement Program to provide regular maintenance of sidewalks and crosswalks.
Action CIR-2.5	Mileage Markers. Implement mileage markers along Bicycle facilities.
Policy CIR-3.3	Safe Routes to School. Collaborate with local school districts and private schools to identify and implement safety measures to improve safe travel to and from schools for students, parents, and school employees.
Policy CIR-3.5	Bicycle Education and Enforcement. Maintain and promote a comprehensive safety awareness program for cyclists and drivers.
Action CIR-3.2	Grant Applications. Prepare grant applications for available Safe Routes to School funding programs to improve circulation around Upland Schools.

Mitigation Measures: No further mitigation is required beyond implementation of the GPU Policies and Actions.

Level of Significance After Mitigation: Not Applicable.

5.4.5 CUMULATIVE IMPACTS AND MITIGATION MEASURES

- **WOULD DEVELOPMENT ASSOCIATED WITH THE PROJECT AND CUMULATIVE DEVELOPMENT RESULT IN CUMULATIVELY CONSIDERABLE TRANPORTATION AND TRAFFIC IMPACTS?**

Impact Analysis: Cumulative traffic impacts are analyzed in terms of impacts within the City and impacts to the traffic system in neighboring communities. The General Plan 2035's Circulation Element considers the impacts of traffic traveling through and within the City. As discussed above, cumulative forecasts were developed for the City using growth rates forecasted in the SCAG regional travel model.

Project implementation would increase residential and non-residential uses, which would result in study intersections operating at a deficient LOS based on the established performance criteria. As indicated in Table 5.4-11, all 42 study intersections would operate acceptably under General Plan 2035 conditions with the exception to the following eight:

- 16th Street (Baseline)/Benson Avenue (AM)
- 16th Street (Baseline)/Mountain Avenue (PM)
- Foothill Boulevard/Mountain Avenue (PM)
- Foothill Boulevard/Euclid Avenue (PM)
- 8th Street/Campus Avenue (AM and PM)
- I-10 EB Ramps/Mountain Avenue (PM)
- I-10 WB Off Ramp/Second Avenue (AM and PM)
- I-10 EB Ramps/Euclid Avenue (AM)

With implementation of the recommended mitigation, all of the study intersections would operate acceptably under General Plan 2035 conditions; refer to Table 5.4-12. As shown in Table 5.4-13, all roadway segments are forecast to operate at an acceptable daily LOS under General Plan 2035 conditions. Therefore, Project implementation would not result in cumulatively considerable transportation and traffic impacts.

General Plan 2035 Policies and Actions: Refer to the GPU Policies and Actions referenced above.

Mitigation Measures: Refer to Mitigation Measure TRA-1.

Level of Significance After Mitigation: Less Than Significant Impact.

5.4.6 SIGNIFICANT UNAVOIDABLE IMPACTS

All transportation and traffic impacts associated with Project implementation would be less than significant implementation of the General Plan 2035 Policies and Actions and compliance with the recommended mitigation.

5.4.7 SOURCES CITED

Placeworks, *City of Upland Zoning Code Update*, Draft September 2014.

Placeworks, *City of Upland General Plan Update*, Draft September 2014.

Placeworks, *City of Upland General Plan Update Land Use Map (Preferred Land Use Alternative)*, September 2014.

San Bernardino Associated Governments Website, http://sanbag.ca.gov/about/index.html, Accessed March 7, 2013.

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San Bernardino Associated Governments Website, Measure I Fact Sheet Upland, http://sanbag.ca.gov/news/mi_factsheets2009/Upland2009.pdf, Accessed March 7, 2013.

Southern California Association of Governments, 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS): Towards a Sustainable Future, http://rtpscs.scag.ca.gov/Pages/default.aspx, Accessed March 7, 2013.

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SECTION 5.5
Air Quality

5.5 AIR QUALITY

Information in this section is based primarily on the *CEQA Air Quality Handbook*, April 1993 (as revised through November 1993), prepared by the South Coast Air Quality Management District (SCAQMD), the *2012 Air Quality Management Plan* (December 2012), prepared by the SCAQMD, and Air Quality Data (California Air Resources Board [CARB], 2010 through 2012).

It is noted, the Zoning Code Update's (ZCU) development capacity would be less than the General Plan 2035's development capacity; refer to Section 5.1, *Land Use and Planning*. Therefore, the General Plan 2035's development capacity, which would result in greater air quality impacts, is assumed in this analysis.

5.5.1 EXISTING REGULATORY FRAMEWORK

FEDERAL

The U.S. Environmental Protection Agency (U.S. EPA) is responsible for implementing the Federal Clean Air Act (FCAA), which was first enacted in 1955 and amended numerous times after. The FCAA established Federal air quality standards known as the National Ambient Air Quality Standards (NAAQS). These standards identify levels of air quality for "criteria" pollutants that are considered the maximum levels of ambient (background) air pollutants considered safe, with an adequate margin of safety, to protect the public health and welfare. The criteria pollutants addressed under the FCAA are ozone (O_3), carbon monoxide (CO), nitrogen dioxide (NO_2) (which is a form of nitrogen oxides [NO_X]), sulfur dioxide (SO_2) (which is a form of sulfur oxides [SO_x]), particulate matter less than 10 and 2.5 microns in diameter (PM_{10} and $PM_{2.5}$, respectively) and lead (Pb); refer to Table 5.5-1, *National and California Ambient Air Quality Standards*.

STATE

The California Air Resources Board (CARB) administers the air quality policy in California. The California Ambient Air Quality Standards (CAAQS) were established in 1969 pursuant to the Mulford-Carrell Act. These standards, included with the NAAQS in Table 5.5-1, are generally more stringent and apply to more pollutants than the NAAQS. In addition to the criteria pollutants, CAAQS have been established for visibility reducing particulates, hydrogen sulfide, and sulfates. The California Clean Air Act (CCAA), which was approved in 1988, requires that each local air district prepare and maintain an Air Quality Management Plan (AQMP) to achieve compliance with CAAQS. These AQMPs also serve as the basis for preparation of the State Implementation Plan (SIP) for the State of California.

Table 5.5-1
National and California Ambient Air Quality Standards

Pollutant	Averaging Time	California[1]		Federal[2]	
		Standard[3]	Attainment Status	Standards[4]	Attainment Status
Ozone (O_3)	1 Hour	0.09 ppm (180 μg/m³)	**Nonattainment**	N/A	N/A[5]
	8 Hours	0.070 ppm (137 μg/m³)	Unclassified	0.075 ppm (147 μg/m³)	**Nonattainment**
Particulate Matter (PM_{10})	24 Hours	50 μg/m³	**Nonattainment**	150 μg/m³	**Nonattainment**
	Annual Arithmetic Mean	20 μg/m³	**Nonattainment**	N/A	**Nonattainment**
Fine Particulate Matter ($PM_{2.5}$)[6]	24 Hours	No Separate State Standard		35 μg/m³	**Nonattainment**
	Annual Arithmetic Mean	12 μg/m³	**Nonattainment**	12.0 μg/m³	**Nonattainment**
Carbon Monoxide (CO)	8 Hours	9.0 ppm (10 mg/m³)	Attainment	9 ppm (10 mg/m³)	Attainment/Maintenance
	1 Hour	20 ppm (23 mg/m³)	Attainment	35 ppm (40 mg/m³)	Attainment/Maintenance
Nitrogen Dioxide (NO_2)[7]	Annual Arithmetic Mean	0.030 ppm (57 μg/m³)	Attainment	0.053 ppm (100 μg/m³)	Attainment
	1 Hour	0.18 ppm (339 μg/m³)	Attainment	100 ppb (188 μg/m³)	N/A
Lead (Pb)[8, 9]	30 days Average	1.5 μg/m³	Attainment	N/A	N/A
	Calendar Quarter	N/A	N/A	1.5 μg/m³	Attainment
	Rolling 3-Month Average	N/A	N/A	0.15 μg/m³	Attainment
Sulfur Dioxide (SO_2)[10]	24 Hours	0.04 ppm (105 μg/m³)	Attainment	0.14 ppm (for certain areas)	Attainment
	3 Hours	N/A	N/A	N/A	Attainment
	1 Hour	0.25 ppm (655 μg/m³)	Attainment	75 ppb (196 μg/m³)	N/A
	Annual Arithmetic Mean	N/A	N/A	0.30 ppm (for certain areas)	Attainment
Visibility-Reducing Particles[11]	8 Hours (10 a.m. to 6 p.m., PST)	Extinction coefficient = 0.23 km@<70% RH	Unclassified	**No Federal Standards**	
Sulfates	24 Hour	25 μg/m³	Attainment		
Hydrogen Sulfide	1 Hour	0.03 ppm (42 μg/m³)	Unclassified		
Vinyl Chloride[8]	24 Hour	0.01 ppm (26 μg/m³)	N/A		

μg/m³ = micrograms per cubic meter; ppm = parts per million; ppb = parts per billion; km = kilometer(s); RH = relative humidity; PST = Pacific Standard Time; N/A = Not Applicable

1. California standards for ozone, carbon monoxide (except Lake Tahoe), sulfur dioxide (1- and 24-hour), nitrogen dioxide, suspended particulate matter-PM_{10} and visibility-reducing particles, are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations. In 1990, CARB identified vinyl chloride as a toxic air contaminant, but determined that there was not sufficient available scientific evidence to support the identification of a threshold exposure level. This action allows the implementation of health-protective control measures at levels below the 0.010 ppm ambient concentration specified in the 1978 standard.
2. National standards (other than ozone, particulate matter and those based on annual averages or annual arithmetic mean) are not to be exceeded more than once a year. The U.S. EPA also may designate an area as *attainment/unclassifiable*, if: (1) it has monitored air quality data that show that the area has not violated the ozone standard over a three-year period; or (2) there is not enough information to determine the air quality in the area. For PM_{10}, the 24-hour standard is attained when 99 percent of the daily concentrations, averaged over the three years, are equal to or less than the standard. For $PM_{2.5}$, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard.
3. Concentration is expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 mm of mercury. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 mm of mercury (1,013.2 millibar); ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
4. National Primary Standards: The levels of air quality necessary, with an adequate margin of safety, to protect the public health.
5. The Federal 1-hour ozone standard was revoked on June 15, 2005 in all areas except the 14 8-hour ozone nonattainment Early Action Compact (EAC) areas.
6. On December 14, 2012, the national annual $PM_{2.5}$ primary standard was lowered from 15 μg/m³ to 12.0 μg/m³. The existing national 24-hour $PM_{2.5}$ standards (primary and secondary) were retained at 35 μg/m³, as was the annual secondary standard of 15 μg/m³. The existing 24-hour PM_{10} standards (primary and secondary) of 150 μg/m³ also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.
7. To attain this standard, the 3-year average of the 98th percentile of the daily maximum 1-hour average at each monitor within an area must not exceed 0.100 ppm (effective January 22, 2010).
8. CARB has identified lead and vinyl chloride as "toxic air contaminants" with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.
9. National lead standard, rolling 3-month average: final rule signed October 15, 2008.
10. On June 2, 2010, a new 1-hour SO_2 standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO_2 national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved. Note that the 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.
11. In 1989, CARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

Source: California Air Resources Board and U.S. Environmental Protection Agency, June 4, 2013.

Similar to the U.S. EPA, CARB also designates areas within California as either attainment or nonattainment for each criteria pollutant based on whether the CAAQS have been achieved. Under the CCAA, areas are designated as nonattainment for a pollutant if air quality data shows that a state standard for the pollutant was violated at least once during the previous three calendar years. Exceedances that are affected by highly irregular or infrequent events are not considered violations of a state standard, and are not used as a basis for designating areas as nonattainment. Similar to the FCAA, all areas designated as nonattainment under the CCAA are required to prepare plans showing how the area would meet the CAAQS by its attainment dates. Table 5.5-1 also illustrates the FCAA and CCAA attainment status for the South Coast Air Basin (SCAB) which the City of Upland (City) is located in.

REGIONAL

South Coast Air Quality Management District

The *2012 Air Quality Management Plan* (2012 AQMP), which was adopted in December 2012, proposes policies and measures to achieve federal and state standards for improved air quality in the SCAB and those portions of the Salton Sea Air Basin (formerly named the Southeast Desert Air Basin) that are under the SCAQMD's jurisdiction. The AQMP relies on a regional and multi-level partnership of governmental agencies at the federal, state, regional, and local level. These agencies (U.S. EPA, CARB, local governments, Southern California Association of Governments [SCAG], and the SCAQMD) are the primary agencies that implement the AQMP programs. The 2012 AQMP incorporates the latest scientific and technical information and planning assumptions, including the *2012 Regional Transportation Plan/Sustainable Communities Strategy*, updated emission inventory methodologies for various source categories, and SCAG's latest growth forecasts.

The 2012 AQMP addresses several state and federal planning requirements, incorporating new scientific information, primarily in the form of updated emissions inventories, ambient measurements, and new meteorological air quality models. The 2012 AQMP highlights the reductions and the interagency planning necessary to identify additional strategies, especially in the area of mobile sources, to meet all federal criteria pollutant standards within the timeframes allowed under federal Clean Air Act. The primary task of the 2012 AQMP is to bring the SCAB into attainment with federal health-based standards.

Southern California Association of Governments

SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties and serves as a forum for regional issues relating to transportation, the economy, community development, and the environment. SCAG serves as the Federally-designated Metropolitan Planning Organization (MPO) for the Southern California region and is the largest Metropolitan Planning Organization in the United States. With respect to air quality planning, SCAG has prepared the *2012-2035 Regional Transportation Plan/Sustainable Communities Strategy: Towards a Sustainable Future* (2012 RTP/SCS) for the

region, which focuses on transportation, sustainability, and growth management. SCAG is responsible under the FCAA for determining conformity of projects, plans, and programs within the SCAQMD.

5.5.2 EXISTING ENVIRONMENTAL SETTING

SOUTH COAST AIR BASIN

Geography

Upland is located in the SCAB, a 6,600-square mile area bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino and San Jacinto Mountains to the north and east. The SCAB includes all of Orange County and the nondesert portions of Los Angeles, Riverside, and San Bernardino Counties, in addition to the San Gorgonio Pass area of Riverside County. The SCAB's terrain and geographical location (i.e., a coastal plain with connecting broad valleys and low hills) determine its distinctive climate.

The general region lies in the semi-permanent high-pressure zone of the eastern Pacific. The climate is mild and tempered by cool sea breezes. The usually mild climatological pattern is interrupted infrequently by periods of extremely hot weather, winter storms, or Santa Ana winds. The extent and severity of the air pollution problem in the SCAB is a function of the area's natural physical characteristics (weather and topography), as well as man-made influences (development patterns and lifestyle). Factors such as wind, sunlight, temperature, humidity, rainfall, and topography all affect the accumulation and/or dispersion of pollutants throughout the SCAB.

Climate

The climate in the SCAB is characterized by moderate temperatures and comfortable humidity, with precipitation limited to a few storms during the winter season (November through April). The average annual temperature varies little throughout the SCAB, averaging 75 degrees Fahrenheit (°F). However, with a less pronounced oceanic influence, the eastern inland portions of the SCAB show greater variability in annual minimum and maximum temperatures. January is usually the coldest month at all locations, while July and August are usually the hottest months of the year. Although the SCAB has a semi-arid climate, the air near the surface is moist due to the presence of a shallow marine layer. Except for infrequent periods when dry, continental air is brought into the SCAB by offshore winds, the ocean effect is dominant. Periods with heavy fog are frequent, and low stratus clouds, occasionally referred to as "high fog," are a characteristic climate feature.

Annual average relative humidity is 70 percent at the coast and 57 percent in the eastern part of the SCAB. Precipitation in the SCAB is typically 9 to 14 inches annually and is rarely in the form of snow or hail due to typically warm weather. The frequency and amount of rainfall is greater in the coastal areas of the SCAB.

In Upland, the climate is typically warm during summer when temperatures tend to be in the 80s and 90s and cool during winter when temperatures tend to be in the 50s and 60s. The warmest month of the year is August with an average maximum temperature of 92°F, while the coldest month of the year is December with an average minimum temperature of 42°F. Temperature variations between night and day tend to be moderate during summer with a difference that can reach 30°F, and moderate during winter with an average difference of 27°F. The annual average precipitation at Upland is 17.3 inches. Rainfall is fairly evenly distributed throughout the year. The wettest month of the year is February with an average rainfall of 4.76 inches.[1]

AMBIENT AIR QUALITY

The monitoring stations in the State are operated by CARB, local Air Pollution Control Districts (APCD) or Air Quality Management Districts (AQMD), by private contractors, and by the National Park Service (NPS). These entities operate more than 250 air monitoring stations in California. Air quality monitoring stations usually measure pollutant concentrations ten feet above. In the SCAB, each monitoring station is located within a Source Receptor Area (SRA). The communities within an SRA are expected to have similar climatology and ambient air pollutant concentrations. The City is located in SRA 32 (Northwest San Bernardino Valley).

Pollutants Measured

The following air quality information briefly describes the various types of pollutants monitored at the Upland Monitoring Station. Air quality data from 2010 through 2012 is provided in Table 5.5-2, *Local Air Quality Levels*.

Carbon Monoxide. Carbon monoxide (CO) is an odorless, colorless toxic gas that is emitted by mobile and stationary sources as a result of incomplete combustion of hydrocarbons or other carbon-based fuels. In cities, automobile exhaust can cause as much as 95 percent of all CO emissions.

CO replaces oxygen in the body's red blood cells. Individuals with a deficient blood supply to the heart, patients with diseases involving heart and blood vessels, fetuses, and patients with chronic hypoxemia (oxygen deficiency, as seen in high altitudes) are most susceptible to the adverse effects of CO exposure. People with heart disease are also more susceptible to developing chest pains when exposed to low levels of CO. Exposure to high levels of CO can slow reflexes and cause drowsiness, as well as result in death in confined spaces at very high concentrations.

[1] The Weather Channel, *Average Weather for Upland, CA*, http://www.weather.com/weather/wxclimatology/monthly/graph/USCA1179, accessed November 19, 2013.

Table 5.5-2
Local Air Quality Levels

Pollutant	California Standard	Federal Standard	Year	Maximum[1] Concentration	Days (Samples) State/Federal Std. Exceeded
Ozone (O_3) (1-Hour) [2]	0.09 ppm for 1 hour	NA	2010 2011 2012	0.131 ppm 0.145 0.136	31/1 36/5 42/4
Ozone (O_3) (8-Hour)[2]	0.07 ppm for 8 hours	0.075 ppm for 8 hours	2010 2011 2012	0.098 ppm 0.122 0.112	54/39 45/36 66/45
Carbon Monoxide (CO) (1-Hour)[2]	20 ppm for 1 hour	35 ppm for 1 hour	2010 2011 2012	2.32 ppm 1.78 1.89	0/0 0/0 0/0
Carbon Monoxide (CO) (8-Hour)[2]	9.0 ppm for 8 hours	9.0 ppm for 8 hours	2010 2011 2012	1.80 ppm 1.27 0.93	0/0 0/0 0/0
Nitrogen Dioxide (NO_2) [2]	0.18 ppm for 1 hour	0.100 ppm for 1 hour	2010 2011 2012	0.079 ppm 0.069 0.067	0/0 0/0 0/0
Particulate Matter (PM_{10}) [2, 3, 4]	50 µg/m^3 for 24 hours	150 µg/m^3 for 24 hours	2010 2011 2012	78.0 µg/m^3 72.4 92.7	*/0 */0 */0
Fine Particulate Matter ($PM_{2.5}$) [2,4]	No Separate State Standard	35 µg/m^3 for 24 hours	2010 2011 2012	67.8 µg/m^3 66.7 40.3	*/* */* */*

ppm = parts per million; PM_{10} = particulate matter 10 microns in diameter or less; NM = not measured; µg/m^3 = micrograms per cubic meter; $PM_{2.5}$ = particulate matter 2.5 microns in diameter or less; NA = not available; * = insufficient data available.

Notes:
1. Maximum concentration is measured over the same period as the California Standards.
2. Upland Monitoring Station located at 1350 San Bernardino Road, Upland, California 91786.
3. PM_{10} exceedances are based on State thresholds established prior to amendments adopted on June 20, 2002.
4. PM_{10} and $PM_{2.5}$ exceedances are derived from the number of samples exceeded, not days.

Source: Aerometric Data Analysis and Measurement System (ADAM), summaries from 2010 to 2012, http://www.arb.ca.gov/adam.

Nitrogen Dioxide. NO_X are a family of highly reactive gases that are a primary precursor to the formation of ground-level O_3, and react in the atmosphere to form acid rain. NO_2 (often used interchangeably with NO_X) is a reddish-brown gas that can cause breathing difficulties at high levels. Peak readings of NO_2 occur in areas that have a high concentration of combustion sources (e.g., motor vehicle engines, power plants, refineries, and other industrial operations).

NO_2 can irritate and damage the lungs, and lower resistance to respiratory infections such as influenza. The health effects of short-term exposure are still unclear. However, continued or frequent exposure to NO_2 concentrations that are typically much higher than those normally found in the ambient air, may increase acute respiratory illnesses in children and increase the incidence of chronic bronchitis and lung irritation. Chronic exposure to NO_2 may aggravate eyes and mucus membranes as well as cause pulmonary dysfunction.

Ozone. Ozone (O_3) occurs in two layers of the atmosphere. The layer surrounding the earth's surface is the troposphere. The troposphere extends approximately 10 miles above ground level, where it meets the second layer, the stratosphere. The stratospheric (the "good" O_3 layer) extends upward from about 10 to 30 miles and protects life on earth from the sun's harmful ultraviolet rays.

The "Bad" ozone is a photochemical pollutant, and needs volatile organic compounds (VOC), Nitrogen Oxides (NO_X), and sunlight to form; therefore, VOCs and NO_X are ozone precursors. To reduce ozone concentrations, it is necessary to control the emissions of these ozone precursors. Significant ozone formation generally requires an adequate amount of precursors in the atmosphere and a period of several hours in a stable atmosphere with strong sunlight. High ozone concentrations can form over large regions when emissions from motor vehicles and stationary sources are carried hundreds of miles from their origins.

While ozone in the upper atmosphere (stratosphere) protects the earth from harmful ultraviolet radiation, high concentrations of ground-level ozone (in the troposphere) can adversely affect the human respiratory system and other tissues. Ozone is a strong irritant that can constrict the airways, forcing the respiratory system to work hard to deliver oxygen. Individuals exercising outdoors, children, and people with pre-existing lung disease such as asthma and chronic pulmonary lung disease are considered to be the most susceptible to the health effects of ozone. Short-term exposure (lasting for a few hours) to ozone at levels typically observed in Southern California can result in aggravated respiratory diseases such as emphysema, bronchitis and asthma, shortness of breath, increased susceptibility to infections, inflammation of the lung tissue, increased fatigue, as well as chest pain, dry throat, headache, and nausea.

Coarse Particulate Matter (PM_{10}). PM_{10} refers to suspended particulate matter, which is smaller than 10 microns (or ten one-millionths) of a meter. PM_{10} arises from sources such as road dust, diesel soot, combustion products, construction operations, and dust storms. PM_{10} scatters light and significantly reduces visibility. In addition, these particulates penetrate in the lungs and can potentially damage the respiratory tract. On June 19, 2003, CARB adopted amendments to the statewide 24-hour particulate matter standards based upon requirements set forth in the Children's Environmental Health Protection Act (Senate Bill 25).

Fine Particulate Matter ($PM_{2.5}$). Due to recent increased concerns over health impacts related to fine particulate matter (particulate matter 2.5 microns in diameter or less), both State and Federal $PM_{2.5}$ standards have been created. Particulate matter impacts primarily affect infants, children, the elderly, and those with pre-existing cardiopulmonary disease. In 1997, the U.S. EPA announced new $PM_{2.5}$ standards. Industry groups challenged the new standard in court and the implementation of the standard was blocked. However, upon appeal by the U.S. EPA, the U.S. Supreme Court reversed this decision and upheld the U.S. EPA's new standards.

On January 5, 2005, the U.S. EPA published a Final Rule in the Federal Register that designates the Orange County portion of the SCAB as a nonattainment area for Federal $PM_{2.5}$ standards.[2]

[2] http://www.epa.gov/fedrgstr/EPA-AIR/2005/January/Day-05/a001.pdf.

On June 20, 2002, CARB adopted amendments for statewide annual ambient particulate matter air quality standards. These standards were revised/established due to increasing concerns by CARB that previous standards were inadequate, as almost everyone in California is exposed to levels at or above the current State standards during some parts of the year, and the statewide potential for significant health impacts associated with particulate matter exposure was determined to be large and wide-ranging.[3]

Sulfur Dioxide. SO_2 is a colorless, irritating gas with a rotten egg smell. It is formed primarily by the combustion of sulfur-containing fossil fuels. Sulfur dioxide is often used interchangeably with sulfur oxides (SO_X) and lead (Pb). Exposure of a few minutes to low levels of SO_2 can result in airway constriction in some asthmatics. In asthmatics, increase in resistance to air flow, as well as reduction in breathing capacity leading to severe breathing difficulties, are observed after acute exposure to SO_2.

Reactive Organic Gases and Volatile Organic Compounds. Hydrocarbons are organic gases that are formed solely of hydrogen and carbon that exist in the ambient air. There are several subsets of organic gases including reactive organic gases (ROGs) and volatile organic compounds (VOCs). ROGs contribute to the formation of smog and/or may be toxic themselves. ROGs often have an odor; some examples include gasoline, alcohol, and the solvents used in paints.

PRIMARY SOURCES OF EMISSIONS

Air pollutants within the City are generated by stationary and mobile sources. These emission sources are described below.

Stationary and Point Sources

Stationary source emissions refer to those that originate from a single place or object that does not move. Typical stationary sources include buildings, power plants, mines, smokestacks, vents, incinerators, and other facilities using industrial combustion processes. Stationary point sources have one or more emission sources at a facility with an identified location and are usually associated with manufacturing and industrial projects.

Upland also contains several point sources of air pollutants. A variety of pollutants, including reactive hydrocarbons from activities such as spray painting, are generated by smaller commercial and industrial uses. Industrial uses are generally located in the southwest portion of the City. Mining activities occur in the northwest and northeast portions of the City. While each use might not represent a significant source of air pollution, the cumulative effects of these emissions could be significant. Although the number and nature of air pollutant point sources is unknown, each individual source is required to comply with SCAQMD rules and regulations. These regulations require that sources of hazardous materials or criteria pollutants above threshold levels obtain permits prior to operation of the facility.

[3] California Environmental Protection Agency, Air Resources Board, *Staff Report: Public Hearing to Consider Amendments to the Ambient Air Quality Standards for Particulate Matter and Sulfates,* May 3, 2002.

Mobile Sources

Mobile sources of emissions refer to those moving objects that release pollution, including cars, trucks, busses, planes, trains, motorcycles, and gasoline-powered lawn mowers. Mobile source emissions may be classified as on- or off-road sources. Traffic volumes within the City contribute to regional incremental emissions of NO_X, VOC, CO, SO_X, and PM_{10}. The following is a listing of emissions that typically emanate from vehicular sources:

- Vehicle running exhaust (VOC, CO, NO_X, SO_X, and PM_{10});
- Vehicle tire wear particulates (PM_{10});
- Vehicle brake wear particulates (PM_{10});
- Vehicle variable starts (VOC, CO, NO_X);
- Vehicle hot soaks (VOC);
- Vehicle diurnal (VOC);
- Vehicle resting losses (VOC); and
- Vehicle evaporative running losses (VOC).

ON-ROAD SOURCES

These sources are comprised of a combination of emissions from automobiles, trucks, and indirect sources. Major sources of mobile emissions in the City include the local and regional roadway network. Interstate 10 (I-10) and State Route 210 (SR-210) are the two major regional access routes that pass through the City, as well as Foothill Boulevard and Euclid Avenue. In the City, 2012 daily traffic volumes reached 248,000 vehicles per day for I-10; and 162,000 vehicles per day for SR-210.[4] Other heavily traveled roadways within the City that contribute to localized air quality emissions are Arrow Highway, 8th Street, 16th Street, Mountain Avenue, San Antonio Avenue, Benson Avenue, and Campus Avenue.

Indirect on-road emission sources are those that by themselves may not emit air contaminants; however, they indirectly cause the generation of air pollutants by attracting vehicle trips or consuming energy. Examples of these indirect sources include an office complex or commercial center that generates trips and consumes energy resources.

OFF-ROAD SOURCES

Off-road sources include aircraft, construction equipment, and landscape equipment. The primary source of aircraft traffic within the City is from Cable Airport, located at the southwestern portion of the City. There are also two international airports in close proximity to the City including Ontario International Airport, located approximately 3 miles to the southeast and San Bernardino International Airport, located approximately 22 miles to the east. These sources of air transportation contribute to off-road emissions, as aircrafts fly over the City. Additionally, the Santa Fe and former Southern Pacific rail lines pass through the southern

[4] California Department of Transportation, *Traffic and Vehicle Data Systems Unit 2012 All Traffic Volumes on the California State Highway System*, 2013.

portion of the City in an east-west orientation. The Santa Fe line serves Metrolink and freight trains, while the Southern Pacific line is idle. Construction activities are typically temporary and intermittent, and are located at various locations within the City. Landscape equipment emissions occur more regularly and throughout the City, particularly within residential areas.

Emissions from off-road sources include NO_X and diesel particulate matter, which contribute to public health problems. The U.S. EPA has set emission standards for the engines used in most construction, agricultural, and industrial equipment. The U.S. EPA has adopted off-road diesel fuel requirements to decrease the allowable levels of sulfur, which can damage advanced emission control technologies. Additionally in 2007, CARB adopted a regulation to reduce diesel particulate matter and NO_X emissions from in-use off-road heavy-duty diesel vehicles in California.

EMISSIONS INVENTORY

San Bernardino County Emissions Inventory

Table 5.5-3, *2010 Estimated Emissions Inventory for San Bernardino County*, summarizes the emissions of criteria air pollutants within San Bernardino County for various source categories in 2010. According to San Bernardino County's emissions inventory, vehicular sources are the largest contributor to the estimated annual average air pollutant levels for ROG, CO, NO_X, SO_X, PM_{10}, and $PM_{2.5}$.

City of Upland Emissions Inventory

Table 5.5-4, *Summary of Estimated Emissions Inventory for the City of Upland*, summarizes the emissions of criteria air pollutants within the City for area, mobile, and indirect source categories. The emissions inventory is based on existing land use information, and associated vehicle miles traveled, energy consumption data, area sources, waste generation, and water consumption data. According to the City's emissions inventory, mobile sources are the largest contributor to the estimated annual average air pollutant levels.

SENSITIVE RECEPTORS

Sensitive populations are more susceptible to the effects of air pollution than are the general population. Sensitive populations (sensitive receptors) that are in proximity to localized sources of toxics and CO are of particular concern. Land uses considered sensitive receptors include residences, schools, playgrounds, childcare centers, athletic facilities, churches, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. The majority of land uses located within the City that are sensitive to air pollution include residential uses (particularly those in the vicinity of I-10 and SR-210), schools, hospitals (particularly the San Antonio Community Hospital), churches, and parks. Most pollutant sources affecting sensitive receptors in the City include freeways and arterials.

Table 5.5-3
2010 Estimated Emissions Inventory for San Bernardino County

Source Type/Category	Estimated Annual Average Emissions (Tons/Day)					
	ROG	CO	NO_X	SO_X	PM_{10}	$PM_{2.5}$
Stationary Sources						
Fuel Combustion	1.2	9.3	26.9	2.0	5.8	4.5
Waste Disposal	4.8	0.1	0.1	0.1	0.3	0.0
Cleaning and Surface Coating	7.1	0.0	0.0	0.0	0.3	0.2
Petroleum Production Marketing	5.8	0.0	0.0	0.0	0.0	0.0
Industrial Processes	4.6	11.3	38.7	2.6	27.9	15.2
Subtotal (Stationary Sources)[1]	**23.6**	**20.7**	**65.9**	**4.8**	**34.2**	**20.1**
Areawide Sources						
Solvent Evaporation	17.8	--	--	--	0.0	0.0
Miscellaneous Processes	7.6	56.7	4.3	0.3	116.4	22.5
Subtotal (Areawide Sources)[1]	**25.4**	**56.7**	**4.3**	**0.3**	**116.4**	**22.5**
Mobile Sources						
On-Road Mobile Sources	30.7	306.1	113.7	0.3	6.0	4.7
Other Mobile Sources	44.7	186.4	52.4	0.9	4.0	3.5
Subtotal (Mobile Sources)[1]	**75.3**	**492.5**	**166.1**	**1.2**	**10.0**	**8.1**
Grand Total for San Bernardino County[2]	**124.3**	**569.9**	**236.2**	**6.3**	**160.7**	**50.7**

Notes:
1 – Totals may be slightly off due to rounding. Totals are derived from the inventory model, and are not specifically added by category.
2 – This total excludes emissions from natural sources (i.e., biogenic, geogenic, and wildfire sources).

Source: California Air Resources Board, *California Emissions Facility Search Engine (CEFS)*, accessed at: http://www.arb.ca.gov/app/emsinv/emssumcat.php.

Table 5.5-4
Summary of Estimated Emissions Inventory for the City of Upland

Source Type/Category[2]	Estimated Annual Average Emissions (Tons/Year) [1]					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Area Sources	280.66	7.08	575.92	0.28	27.74	27.73
Energy	4.53	38.81	17.25	0.25	3.13	3.13
Mobile	364.55	1,067.80	3,682.13	5.18	577.77	60.34
Waste	--	--	--	--	0.00	0.00
Water	--	--	--	--	0.00	0.00
Grand Total for the City of Upland	**649.74**	**1,113.69**	**4,275.30**	**5.71**	**608.64**	**91.20**

Notes:
1 – Emissions estimates calculated using CalEEMod.
2 – Emissions estimates calculated using the land use categories/intensities depicted in Section 5.1, Land Use.

PUBLIC HEALTH

SCAQMD Mates III Study

The Multiple Air Toxics Exposure Study III (MATES III) is a monitoring and evaluation study conducted by the SCAQMD. The MATES III study consists of a monitoring program, an updated emissions inventory of toxic air contaminants, and a modeling effort to characterize risk throughout the SCAB. The study concentrates on the carcinogenic risk from exposure to air toxics. Ten monitoring locations measured toxic air contaminants (over 30 air pollutants) once every three days for two years. The monitoring locations were the same as the previous MATES II Study in order to provide comparisons. Additionally, five mobile monitoring platforms were used to determine if gradients existed between communities.

The carcinogenic risk from air toxics in the SCAB, based on average concentrations at the fixed monitoring locations, is about 1,200 per million (as compared to the 1,400 per million in the MATES II Study). This risk refers to the expected number of additional cancers in a population of one million individuals that are exposed over a 70-year lifetime. Under the MATES III methodology, approximately 94 percent of the risk is attributed to mobile source emissions, and approximately six percent is attributed to stationary sources. The City is closest to the Inland Valley San Bernardino monitoring location, which reported the highest levels of risk. However, as compared to previous studies of the presence of air toxics in the SCAB, the MATES III Study found a decreasing risk for air toxics exposure. The study found an estimated SCAB-wide population-weighted risk down by eight percent from the MATES II Study. Although the SCAB has some areas with higher concentrations of air toxics, these concentrations are declining and conditions are improving. Ambient air toxics data from the ten fixed monitoring sites demonstrated a reduction in air toxic levels and risks. Although the model estimates an overall SCAB-wide reduction, some areas (near the ports, eastern portions of the SCAB, and in northern Los Angeles County) showed an increase in air toxics risk.

General Plan Guidance

The SCAQMD has prepared the *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning*, dated May 6, 2005. The SCAQMD has made this document available to local governments as a tool to assist in the development of their General Plans and other planning decisions. Implementation of the suggested strategies throughout the region will strengthen the local government partnership with the SCAQMD to achieve State and Federal clean air standards and demonstrate efforts taken to provide environmental equity and protect public health.

The involvement of local governments to establish public policies that support SCAQMD strategies is essential for this region to meet State and Federal air quality goals. Since the General Plan is the foundation for all local planning and development decisions, it is the most important tool in the implementation of local government policies and programs necessary to achieve clean air standards. Local governments work with their Council of Governments and the

SCAQMD to improve air quality through a variety of programs, including regulatory actions, policy making, and education programs. The City can address air quality issues through ordinances, local circulation systems, transportation services, energy, and land use. Design standards such as requirements for bicycle racks and bicycle paths may result in reduced motor vehicle trips and decreased levels of air pollutants. The *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning* suggests policies and strategies which are intended to guide local governments in developing approaches to reduce exposure to source-specific air pollution and lower health risk associated with cumulative air pollution impacts.

5.5.3 SIGNIFICANCE THRESHOLDS AND CRITERIA

Under *CEQA*, the SCAQMD is an expert commenting agency on air quality within its jurisdiction or impacting its jurisdiction. The SCAQMD reviews projects to ensure that they would not: 1) cause or contribute to any new violation of any air quality standard; 2) increase the frequency or severity of any existing violation of any air quality standard; or 3) delay timely attainment of any air quality standard or any required interim emission reductions or other milestones of any Federal attainment plan.

The SCAQMD's *CEQA Air Quality Handbook* provides significance thresholds for both construction and operation of projects within the SCAQMD jurisdictional boundaries; refer to Table 5.5-5, *South Coast Air Quality Management District Emission Thresholds*. If the SCAQMD thresholds are exceeded, a potentially significant impact could result. However, ultimately the lead agency determines the thresholds of significance for impacts.

Table 5.5-5
South Coast Air Quality Management District Emissions Thresholds

Phase	Pollutant (lbs/day)					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Construction	75	100	550	150	150	55
Operational	55	55	550	150	150	55

Source: South Coast Air Quality Management District, *CEQA Air Quality Handbook*, November 1993.

The issues presented in the Environmental Checklist (Appendix G of the *CEQA Guidelines*) have been utilized as thresholds of significance in this Section. Accordingly, air quality impacts resulting from the implementation of the General Plan 2035 may be considered significant if they would result in the following:

- Conflict with or obstruct implementation of the applicable air quality plan.
- Violate any air quality standard or contribute substantially to an existing or projected air quality violation.

- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).

- Exposes sensitive receptors to substantial pollutant concentrations.

- Create objectionable odors affecting a substantial number of people.

Based on these standards and significance thresholds and criteria, the Project's effects have been categorized as either "no impact," a "less than significant impact," or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact.

5.5.4 PROJECT IMPACTS AND MITIGATION MEASURES

SHORT-TERM CONSTRUCTION EMISSIONS

- **WOULD CITYWIDE CONSTRUCTION ACTIVITIES UNDER THE PROJECT CONSIDERABLY INCREASE CRITERIA POLLUTANTS, AND THUS, VIOLATE AIR QUALITY STANDARDS?**

Impact Analysis: Project implementation would result in new emissions being generated from construction activities. The thresholds of significance recommended by the SCAQMD for construction emissions were developed for individual development projects. Construction-related emissions are described as short-term or temporary in duration and have the potential to represent a significant impact with respect to air quality. Project implementation is dependent on individual housing decisions, employment opportunities, provision of services for housing and supporting commercial uses, land use decisions by the City and other public agencies, regional transportation planning decisions, the decisions of financial institutions related to development projects, and other similar factors.

Planned phasing and development under the Project would be reviewed in relation to residential uses, revenue-generating employment uses, housing affordability, provision and financing of infrastructure and public facilities, mechanisms for funding of ongoing service needs, and overall coordination of improvements with future development projects. Future implementation of individual projects and plans would continue to define specific phasing at a detailed level. Each individual project would be reviewed by the City to ensure that development occurs in a logical manner consistent with General Plan 2035 Policies and Actions, and that additional environmental review is conducted under *CEQA*, as needed.

Construction-related activities associated with Project implementation would result in emissions of criteria air pollutants and precursors from site preparation (e.g., demolition, excavation, grading, and clearing); exhaust from off-road equipment, material delivery trucks, and worker commute vehicles; vehicle travel on roads; and other miscellaneous activities (e.g., building construction, asphalt paving, application of architectural coatings, and trenching for utility installation).

Construction activities occurring under the Project could also generate airborne odors associated with the operation of construction vehicles (i.e., diesel exhaust) and the application of architectural coatings. However, these odors are not generally considered offensive. Emissions would occur during daytime hours only and would be isolated to the immediate vicinity of the construction site and activity. As such, these odors would not affect a substantial number of people and impacts would be limited to individuals living and working near the source. Due to the types of odors that would be created in the City and limited exposure, Project implementation would not create construction-related objectionable odors affecting a substantial number of people; thus, impacts would be less than significant in this regard.

Because the Project identifies future land uses and does not contain specific development proposals, construction-related emissions that may occur at any one time are speculative and cannot be accurately determined at this stage of the planning process. Assuming relatively robust economic conditions over the next 20 to 25 years, construction activities would occur throughout the City, but the actual rate of development is unknown. Construction-related emissions could lead to the violation of an applicable air quality standard or contribute substantially to an existing or projected air quality violation.

The General Plan 2035 Healthy Community Element and Open Space and Conservation Element address the reduction of emissions during construction activities. Policy OSC-4.13 would require best management practices to reduce construction-related emissions. Policy OSC-4.14 would require a review of construction plans associated with development projects to determine if all feasible mitigation measures are included. Element Policy HC-3.1 would require the improvement of indoor and outdoor air quality through land use siting, appropriate mitigation, education, enforcement, and coordinated planning with business, government, and residents. Additionally, Policy HC-7.5 would require the continued support of policies and programs that ensure an environment that is safe from air, water, noise, hazardous waste, and other manmade environmental hazards. Future development projects would also be subject to compliance with applicable SCAQMD rules and regulations, as well as other control measures to reduce construction emissions; refer to Mitigation Measure AQ-1 through AQ-8. However, Project implementation would facilitate future development and generate construction emissions that would potentially exceed SCAQMD thresholds. Thus, a significant unavoidable impact would occur in this regard.

General Plan 2035 Policies and Actions:

Policy OSC-4.13 Best Management Practices. Require best management practices to reduce air pollution associated with construction of development projects.

Policy OSC-4.14 Construction Mitigation. Review construction plans associated with development projects to determine if all feasible mitigation measures are included.

Policy HC-3.1 Air Quality. Improve indoor and outdoor air quality through land use siting, appropriate mitigation, education, enforcement, and coordinated planning with business, government, and residents.

Policy HC-7.5 Safe Environment. Continue to support policies and programs that ensure an environment that is safe from air, water, noise, hazardous waste, and other manmade environmental hazards.

Mitigation Measures:

AQ-1 Prior to issuance of any Grading Permit, the Development Services Director and the Engineering/Land Development Division shall confirm that the Grading Plan, Building Plans, and specifications stipulate that, in compliance with SCAQMD Rule 403, excessive fugitive dust emissions shall be controlled by regular watering or other dust prevention measures, as specified in the SCAQMD's Rules and Regulations. In addition, SCAQMD Rule 402 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off-site. Implementation of the following measures would reduce short-term fugitive dust impacts on nearby sensitive receptors:

- All active portions of the construction site shall be watered twice daily to prevent excessive amounts of dust;
- Non-toxic soil stabilizers shall be applied to all inactive construction areas (previously graded areas inactive for 20 days or more, assuming no rain), according to manufacturers' specifications;
- All excavating and grading operations shall be suspended when wind gusts (as instantaneous gust) exceed 25 miles per hour;
- On-site vehicle speed shall be limited to 15 miles per hour;
- All on-site roads shall be paved as soon as feasible, watered twice daily, or chemically stabilized;
- Visible dust shall not cross the property line;
- All material transported off-site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust prior to departing the job site;
- Track-out devices shall be used at all construction site access points;
- All delivery truck tires shall be watered down and/or scraped down prior to departing the job site;
- A construction relations officer shall be appointed to act as a community liaison concerning on-site construction activity including resolution of issues related to fugitive dust generation;

- Streets shall be swept at the end of the day if visible soil material is carried onto adjacent paved public roads and use of SCAQMD Rule 1186 and 1186.1 certified street sweepers or roadway; and
- Replace ground cover in disturbed areas as quickly as possible.

AQ-2 All trucks that are to haul excavated or graded material on-site shall comply with State Vehicle Code Section 23114 (Spilling Loads on Highways), with special attention to Sections 23114(b)(F), (e)(4) as amended, regarding the prevention of such material spilling onto public streets and roads. Prior to the issuance of grading permits, the Applicant shall demonstrate to the City how the project operations subject to that specification during hauling activities shall comply with the provisions set forth in Sections 23114(b)(F), (e)(4).

AQ-3 Prior to issuance of any Building Permit, the Development Services Director and the Engineering/Land Development Division shall confirm that the Building Plans and specifications include the following measures to reduce VOC emissions resulting from application of architectural coatings:

- Contractors shall use high-volume-low-pressure (HVLP) paint applicators with a minimum transfer efficiency of at least 50 percent;
- Use required coatings and solvents with a VOC content lower than required under Rule 1113;
- Construct/build with materials that do not require painting; and
- Use pre-painted construction materials.

AQ-4 Prior to issuance of any Grading Permit, the Development Services Director and the Engineering/Land Development Division shall confirm that the Grading Plan, Building Plans and specifications stipulate that ozone precursor emissions from construction equipment vehicles shall be controlled by maintaining equipment engines in good condition and in proper tune per manufacturer's specifications, to the satisfaction of the City Engineer. Equipment maintenance records and equipment design specifications data sheets shall be kept on site during construction. The City Inspector shall be responsible for ensuring that contractors comply with this measure during construction.

AQ-5 Electricity from power poles shall be used instead of temporary diesel or gasoline-powered generators to reduce the associated emissions. Approval shall be required by the City Building and Safety Division prior to issuance of grading permits.

AQ-6 Each individual implementing development project shall submit a traffic control plan prior to the issuance of a grading permit. The traffic control plan shall describe in detail safe detours and provide temporary traffic control during construction activities for that project. To reduce traffic congestion, the plan shall include, as necessary, appropriate, and practicable, the following: temporary

traffic controls such as a flag person during all phases of construction to maintain smooth traffic flow, dedicated turn lanes for movement of construction trucks and equipment on- and off-site, scheduling of construction activities that affect traffic flow on the arterial system to off-peak hour, consolidating truck deliveries, rerouting of construction trucks away from congested streets or sensitive receptors, and/or signal synchronization to improve traffic flow.

AQ-7 Building and grading permits shall include a general note that restricts idling of construction equipment on site to no more than five minutes.

AQ-8 Proposed development projects that are not exempt from CEQA shall have construction-related air quality impacts analyzed using the latest available air emissions model, or other analytical method determined in conjunction with the SCAQMD. The results of the construction-related air quality impacts analysis shall be included in the development project's CEQA documentation. To address potential localized impacts, the air quality analysis may incorporate SCAQMD's Localized Significance Threshold analysis or other appropriate analyses as determined in conjunction with SCAQMD. If such analyses identify potentially significant regional or local air quality impacts, the City shall require the incorporation of appropriate mitigation to reduce such impacts.

Level of Significance After Mitigation: Significant and Unavoidable Impact.

LONG-TERM MOBILE AND STATIONARY SOURCE EMISSIONS

- **WOULD THE PROJECT INCREASE MOBILE AND STATIONARY SOURCE EMISSIONS, WHICH WOULD EXCEED SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT AIR QUALITY STANDARDS?**

Impact Analysis: Regional area- and mobile-source emissions of criteria air pollutants and ozone precursors were modeled using the California Emissions Estimator Model (CalEEMod), which is designed to estimate emissions for land use development projects. CalEEMod allows land use data entries that include project location specifics and trip generation rates, and accounts for area-source emissions from the use of natural gas, fireplaces, consumer products, as well as mobile-source emissions associated with vehicle trip generation. Regional area- and mobile-source emissions were modeled based on proposed land use types, the increase in trip generation from the traffic analysis prepared for the Project, and default settings and parameters attributable to the analysis period and site location. Table 5.5-6, *Summary of 2035 Estimated Emissions Inventory*, presents the criteria air pollutant emissions within the City for area and mobile source categories at the General Plan horizon year. According to the emissions inventory, mobile sources are the largest contributor to the estimated annual average air pollutant levels.

Table 5.5-6
Summary of 2035 Estimated Emissions Inventory

Source Type/Category[2]	Estimated Annual Average Emissions (Tons/Year)[1]					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Area (hearths, consumer products, architectural coatings, and landscape equipment)	598.55	6.11	501.94	0.32	30.67	30.67
Energy (building electricity and natural gas use)	4.69	40.30	18.52	0.26	3.24	3.24
Mobile (vehicle emissions)	159.98	438.95	1,924.86	7.97	529.78	149.25
Waste (emissions associated with landfill disposal)	--	--	--	--	0.00	0.00
Water (electricity associated with transport and treatment of water)	--	--	--	--	0.00	0.00
Grand Total for the City of Upland	**7663.22**	**485.36**	**2,445.31**	**8.56**	**563.69**	**183.16**

Notes:
1 – Emissions estimates calculated using CalEEMod.
2 – Emissions estimates calculated using the land use categories/intensities depicted in Section 5.1, *Land Use*.
Refer to Appendix D, *Air Quality Data*.

The City's stationary source emissions would primarily consist of industrial, residential, and commercial uses. Indirect sources would consist of electricity usage including the energy usage associated with water consumption. Mobile source emissions would be produced by each trip generating land use within the City (e.g., residential, schools, retail, office, industrial, etc.). The Project's anticipated development potential includes 30,300 dwelling units (including within specific plan areas, 2,256,570 square feet of commercial uses, 2,172,134 square feet of industrial uses, 282,185 square feet of civic/institutional uses, 7,116,592 square feet of mixed use, 322,912 square feet in Specific Plan areas, and 1,202 acres of parks and open space. Although the City anticipates future growth, overall emissions are anticipated to be lower than existing conditions for ROG, NO_X, and CO (refer to Table 5.5-4). Area and energy source emissions are expected to increase from existing conditions. However, mobile source ROG, NO_X, and CO emissions would decrease despite a projected increase in vehicle trips. This can be attributed to improved vehicle emissions standards, improved fuel efficiency, and a newer model year vehicle fleet at buildout. It is noted that mobile source SO_X, PM_{10}, and $PM_{2.5}$ emissions would increase from existing conditions.

General Plan 2035 Goal OSC-4 is to improve air quality within the City by promoting land use patterns such as compact development and mixed use to reduce the number and length of motor vehicle trips. In furtherance of this Goal, the General Plan 2035 proposes Policies OSC-4.1 through OSC-4.3, and OSC-4.11. Specifically, Policy OSC-4.11 requires that proposed development projects be reviewed, in accordance with CEQA to ensure projects incorporate feasible measures that reduce construction and operational emissions through project design.

The General Plan 2035 would also address localized impacts through implementation of Policies OSC-4.4, OSC-4.5, OSC-4.6, OSC-4.7, and OSC-4.12, which require the separation of sensitive land uses from pollutant sources. For example, Policies OSC-4.7 and OSC-4.12 require the use

of buffers from toxic air sources and that developers of projects with sensitive receptors within 500 feet of SR-210 or I-10 prepare a health impact assessment (HIA).

Mobile source emissions are based on trip generation and traffic data provided in the *Upland General Plan EIR Traffic Impact Analysis*, (Fehr and Peers, September 2014), and encompass vehicular emissions for all trips captured or generated within the City limits. The Project traffic forecasts were based on the proposed land use changes. As previously noted, mobile source emissions are the largest emissions source in the City. The General Plan 2035 Policies and Actions would reduce mobile source emissions. Specifically, Policies OSC-4.8 and OSC-4.9 would reduce mobile source emissions by promoting employment opportunities within the City and encouraging employers to offer incentives for ridesharing. Additionally, it is the City's goal (Goal CIR-2) to provide an interconnected network of bicycle, pedestrians, and transit facilities that accommodate and encourage travel through non-automotive modes. To this end, Policies CIR-2.1, through CIR-2.5 would incorporate transit facilities into the design of land use plans and facilitate the development of community-serving transit within the City. Additionally, Policies CIR-2.6, and CIR-2.8 through CIR-2.12 focus on developing a pedestrian and bicycle system that would encourage alternate modes of transportation. Implementation of these proposed General Plan 2035 Policies would reduce vehicle trips and Vehicle Miles Traveled (VMT), thereby reducing mobile source emissions.

IMPACT CONCLUSION

The thresholds of significance recommended by the SCAQMD were established for individual development projects and are based on the SCAQMD's New Source Review emissions standards for individual sources of new emissions, such as boilers and generators. They do not apply to cumulative development or multiple projects. Project-related air quality emissions would be regional and not confined to the Upland City limits. The destinations of motor vehicles, which are the primary contributors to air pollution, would vary widely and cross many jurisdictional boundaries. As stated above, the General Plan 2035 establishes the City's mobility goals by providing improved local and regional transit services as well as a connected, balanced, and integrated transportation system of bicycle and pedestrian networks. Such alternatives to automotive transportation would greatly reduce mobile source emissions. Future site-specific development proposals would be evaluated for potential air emissions once development details have been determined and are available. Individual development projects may not result in significant air quality emissions. Although individual development projects have the potential to exceed SCAQMD thresholds, the General Plan 2035 Policies and Actions would help to reduce the significance of their impacts on air quality.

Development in accordance with the Project would increase regional ozone precursor pollutants over current conditions, specifically reactive organic compounds and nitrogen oxides. CEQA review of individual development projects would include an evaluation to determine whether potential air pollutant emissions generated from growth could result in a significant impact to air quality. The significance level of these impacts would be determined during review and appropriate mitigation measures would be developed, if needed. Depending on the specific air quality impact, Mitigation Measures AQ-9 through AQ-14 would be required to reduce

emissions of criteria pollutants. However, due to the magnitude of development anticipated by the Project, and associated mobile and stationary source emissions, impacts would be significant unavoidable in this regard.

General Plan 2035 Policies and Actions:

Policy OSC-4.1 Land Use Patterns. Promote land use patterns that reduce the number and length of motor vehicle trips.

Policy OSC-4.2 Compact Development. Where development opportunities near shopping areas and transit corridors exist, prioritize higher-density residential development.

Policy OSC-4.3 Mixed Retail Development. Encourage employment areas to include a mix of retail support services, and allow new small-scale retail and service uses within established residential neighborhoods to reduce vehicle trips.

Policy OSC-4.4 Separation of Sensitive Land Uses. To the extent practicable, separate sensitive land uses (schools, senior centers, medical facilities, and residences) from significant sources of air pollutants, toxic air contaminants, or odor emissions.

Policy OSC-4.5 Design of Sensitive Uses. Require new development with sensitive uses located adjacent to mobile and stationary toxic air contaminants to be designed with consideration of site and building orientation, location of trees, and incorporation of appropriate technology for improved air quality (i.e., ventilation and filtration) to lessen any potential health risks.

Policy OSC-4.6 Protect All Residents Equally. Ensure that all land use decisions are made in an equitable manner in order to protect residents, regardless of age, culture, ethnicity, gender, race, socioeconomic status, or geographic location, from the health effects of air pollution.

Policy OSC-4.7 Proximity to Freeways. Require developers of projects that include sensitive land uses (schools, senior centers, medical facilities, and residences) within 500 feet of State Route 210 and Interstate 10 to prepare a health impact assessment (HIA) to determine the significance of the impact, and to incorporate project-specific mitigation measures to avoid this risk.

Policy OSC-4.8 Reduction in Commuting. Promote expansion of employment opportunities within Upland to reduce commuting to areas outside of the City.

Policy OSC-4.9 Rideshare Incentives. Encourage employers to offer employees incentives for ridesharing.

Policy OSC-4.10 Vehicle Idling. Continue to enforce the vehicle idling restrictions established by the State.

Policy OSC-4.11 New Development. Review proposed development projects as required by CEQA to ensure projects incorporate feasible measures that reduce construction and operational emissions for reactive organic gases, nitrogen oxides, and particulate matter (PM_{10} and $PM_{2.5}$) through project design.

Policy OSC-4.12 Health Risk Assessment. New sources of toxic air pollutants shall prepare a Health Risk Assessment as required by Section 44300 of the California Health and Safety Code. The Assessment shall be used to establish appropriate land use buffer zones around those areas posing substantial health risks based upon the California Air Resources Board's guidance provided in the Air Quality Land Use Handbook.

Policy OSC-4.13 Best Management Practices. Require best management practices to reduce air pollution associated with construction of development projects.

Policy OSC-4.15 Green Building Practices. Promote green building practices that support healthy indoor living and working environments that are well-ventilated and contaminant-free.

Policy OSC-4.16 Lead Abatement. Support lead-abatement programs.

Policy OSC-4.17 Mold Growth. Disseminate information about methods for reducing mold growth.

Policy OSC-4.18 Coordinated Planning. Coordinate air quality planning efforts with other local, regional and State agencies, and encourage community participation in air quality planning.

Policy OSC-4.19 Community Involvement. Design and conduct efforts to involve the public and affected/interested parties in the implementation of air quality improvement plans and programs. This may include public forums and workshops, community and education programs, informational brochures and web postings, and a variety of other media forms to maximize citizen involvement.

Policy OSC-5.5 Emissions Reductions. Require development projects that exceed AQMD ROG and NOX operational thresholds to incorporate design or operational features that reduce emissions equal to 15 percent from the level that would be produced by an unmitigated project.

Policy OSC-5.6 Reduced Emissions for City Operations. Promote reduced idling, trip reduction, routing for efficiency, and the use of public transportation, carpooling, and alternate modes of transportation for operating City departments.

Policy OSC-5.7 Fleet Operations. Purchase low-emission vehicles for the City's fleet and use available clean fuel sources for trucks and heavy equipment, where economically feasible.

Policy OSC-5.8 Zero-Emission and Low-Emission Vehicle Use. Encourage the use of zero-emission vehicles, low-emission vehicles, non-motorized vehicles and bicycles, and car-sharing programs by requiring sufficient and convenient infrastructure and parking facilities in residential developments and employment centers to accommodate these vehicles.

Policy OSC-5.9 Preference for Reduced-Emission Equipment. Give preference to professional maintenance providers using reduced emission equipment for contracts for services (e.g., landscape maintenance), as well as businesses which practice sustainable operations, to the extent that it is economically feasible to do so.

Policy OSC-5.10 Transportation Systems Management and Trip Reduction. Encourage all City employees to use means other than a single-occupant vehicle for their daily work commute.

Policy OSC-5.11 Minimum Green Building Standards. Require new development to comply with the California Green Building Code (CalGreen) adopted by the California Building Standards Commission at the time of building permit application.

Policy OSC-5.12 LEED Standard for Public Buildings. Evaluate the feasibility of constructing new public buildings to meet, at a minimum, a LEED-Silver building standard or an equivalent standard, and construct said buildings toward meeting this standard to the extent feasible, using these buildings to demonstrate green building practices to builders, developers, homeowners and others.

Policy CIR-2.1 Transit Facilities. Incorporate transit facilities into the design of land use plans and capital improvement projects where appropriate, including:

a. Attractive and convenient bus stops (shade/weather protection, seats, transit information); and,
b. Bus turnouts at transit stops.

Policy CIR-2.2 Coverage and Frequency of Transit Service. Coordinate with regional transit operators to maintain and improve the coverage and frequency of transit service in the City.

Policy CIR-2.3 Transit Access. Locate community-serving facilities in transit-ready areas that are served by transit or can be made accessible to transit.

Policy CIR-2.4 Future Gold Line. Support the future alignment of the Ontario Airport Extension of the Metro Gold Line to be located adjacent to the existing Metrolink rail line through Upland.

Policy CIR-2.5 Future Gold Line Station. Support the location of the future station to be near the existing Metrolink station in downtown Upland.

Policy CIR-2.6 Accessible Transit. Provide pedestrian access to all transit facilities and maintain pedestrian facilities that are safe, attractive, and well lit.

Policy CIR-2.7 Regional Participation. Actively participate in regional planning efforts related to transit service within Upland.

Policy CIR-2.8 Bicycle System. Implement and maintain a comprehensive bicycle system pursuant to the City's Bicycle and Pedestrian Master Plan, the San Bernardino County Non-Motorized Transportation Plan and Caltrans standards to reduce slope, sharp curves, and interference from vegetation, pedestrians, and motor vehicle traffic.

Policy CIR-2.9 Bicycle Facilities. Incorporate bicycle facilities into the design of land use plans and capital improvement projects, including:

a. End of trip facilities (bicycle lockers, showers, where feasible, and changing rooms) within non-residential sites;
b. Bicycle parking within new multi-family and non-residential sites;
c. Publicly accessible bicycle parking; and,
d. Signage for all bicycle routes.

Policy CIR-2.10 Pedestrian System. Maintain a network of sidewalks, crosswalks, and other pedestrian facilities throughout the City as specified in the County's Non-Motorized Transportation Plan.

Policy CIR-2.12 Regional Bicycle and Pedestrian Connections. Participate in regional planning activities related to development of regional bicycle and pedestrian facilities that connect to Upland.

Mitigation Measures:

AQ-9 Prior to issuance of Building Permits, the Development Services Director and the Engineering/Land Development Division shall confirm that the Building Plans, and specifications stipulate that proposed developments within the City shall include, to the extent feasible, the following measures:

- All residential and commercial structures shall be required to incorporate high efficiency/low polluting heating, air conditioning, appliances, and water heaters.
- All residential and commercial structures shall be required to incorporate thermal pane windows and weather-stripping.
- All new residential, commercial, and industrial structures shall be required to incorporate light colored roofing materials where it would not conflict with other design objectives.

AQ-10 Future development projects within the City that include employers with 250 employees or more shall comply with SCAQMD Rule 2202, which requires the implementation of employee commute reduction programs.

AQ-11 To identify potential implementing development project-specific impacts resulting from operational activities, proposed development projects that are not exempt from CEQA shall have long-term operational-related air quality impacts analyzed using the latest available air emissions model, or other analytical method determined in conjunction with the SCAQMD (only for projects that are subject to a discretionary action and that require a General Plan amendment and/or Zone Change). The results of the operational-related air quality impacts analysis shall be included in the development project's CEQA documentation. To address potential localized impacts, the air quality analysis may incorporate SCAQMD's Localized Significance Threshold analysis, CO Hot Spot analysis or other appropriate analyses as determined in conjunction with SCAQMD. If such analyses identify potentially significant regional or local air quality impacts, the City shall require the incorporation of appropriate mitigation to reduce such impacts.

AQ-12 Prior to the issuance of Building Permits, the Development Services Director and the Engineering/Land Development Division shall confirm that the Building Plans and specifications require signage to be posted at loading docks and all entrances to loading areas prohibiting all on-site truck idling in excess of five minutes.

AQ-13 New sensitive land uses such as residential, schools, hospitals, medical offices, day care facilities, and fire stations to be located within the City shall not be located closer than 500 feet to the I-10 or SR-210 freeways, pursuant to the recommendations set forth in the CARB *Air Quality and Land Use Handbook*. If new sensitive land uses cannot meet this setback, they shall be designed and

conditioned to include mechanical ventilation systems with fresh air filtration. For operable windows or other sources of ambient air filtration, installation of a central heating, ventilation, and air conditioning (HVAC) system that includes high efficiency filters for particulates (Minimum Efficiency Reporting Value [MERV] 13 or higher) or other similarly effective systems shall be required.

AQ-14 New sensitive land uses such as residential, schools, hospitals, medical offices, day care facilities, and fire stations shall not be located closer than 1,000 feet from any existing or proposed distribution center/warehouse facility which generates a minimum of 100 truck trips per day, or 40 truck trips with transport refrigeration units (TRUs) per day, or TRU operations exceeding 300 hours per week, pursuant to the recommendations set forth in the CARB *Air Quality and Land Use Handbook*. If new sensitive land uses cannot meet this setback, they shall be designed and conditioned to include mechanical ventilation systems with fresh air filtration. For operable windows or other sources of ambient air filtration, installation of a central heating, ventilation, and air conditioning (HVAC) system that includes high efficiency filters for particulates (Minimum Efficiency Reporting Value [MERV] 13 or higher) or other similarly effective systems shall be required.

Level of Significance After Mitigation: Significant and Unavoidable Impact.

ODOR IMPACTS

- **WOULD THE PROJECT CREATE OBJECTIONABLE ODORS AFFECTING A SUBSTANTIAL NUMBER OF PEOPLE?**

Impact Analysis: Potential operational airborne odors could be created by cooking activities associated with the residential and commercial (i.e., food service) uses anticipated by the General Plan 2035. These odors would be similar to the City's existing residential and food service uses and would be confined to the immediate vicinity of the new buildings. Restaurants are also typically required to provide ventilation systems that avoid substantial adverse odor impacts.

The other potential source of odors would be new waste receptacles within the community. In compliance with City and San Bernardino County Health Department regulations, the receptacles would be stored in areas and containers, and would be emptied on a regular basis, before potentially substantial odors have developed.

The Project accommodates development of residential, commercial, industrial, office, civic/institutional, mixed-use, and park uses. These uses are not identified by the SCAQMD as significant odor generators. Additionally, the General Plan 2035's Policies would minimize odors associated with cooking activities and waste receptacles by focusing on land use patterns that improve air quality. Consequently, Project implementation would not create operational-

related objectionable odors affecting a substantial number of people within the City. Impacts would be less than significant in this regard.

General Plan 2035 Policies and Actions:

Policy OSC-4.4 Separation of Sensitive Land Uses. To the extent practicable, separate sensitive land uses (schools, senior centers, medical facilities, and residences) from significant sources of air pollutants, toxic air contaminants, or odor emissions.

Policy OSC-4.5 Design of Sensitive Uses. Require new development with sensitive uses located adjacent to mobile and stationary toxic air contaminants to be designed with consideration of site and building orientation, location of trees, and incorporation of appropriate technology for improved air quality (i.e., ventilation and filtration) to lessen any potential health risks.

Policy OSC-4.6 Protect All Residents Equally. Ensure that all land use decisions are made in an equitable manner in order to protect residents, regardless of age, culture, ethnicity, gender, race, socioeconomic status, or geographic location, from the health effects of air pollution.

Mitigation Measures: No further mitigation is required beyond implementation of the GPU Policies.

Level of Significance After Mitigation: Not Applicable.

CARBON MONOXIDE HOTSPOTS

- **WOULD THE PROJECT EXPOSE SENSITIVE RECEPTORS TO SUBSTANTIAL POLLUTANT CONCENTRATIONS ASSOCIATED WITH CARBON MONOXIDE HOTSPOTS, WHICH COULD EXCEED SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT AIR QUALITY STANDARDS?**

Impact Analysis: Carbon monoxide (CO) emissions are a function of vehicle idling time, meteorological conditions and traffic flow. Under certain extreme meteorological conditions, CO concentrations near a congested roadway or intersection may reach unhealthy levels (i.e., adversely affect residents, school children, hospital patients, the elderly, etc.). To identify CO hotspots, the SCAQMD requires a CO microscale hotspot analysis when a project increases the volume-to-capacity ratio (also called the intersection capacity utilization) by 0.02 (two percent) for any intersection with an existing level of service (LOS) D or worse. Because traffic congestion is highest at intersections where vehicles queue and are subject to reduced speeds, these hot spots are typically produced at intersection locations. However, forecast intersection

capacity/queuing conditions are unknown, as no specific development proposals have yet been formulated.

The City is located in the SCAB, which is designated as an attainment area for State and Federal CO standards. There has been a decline in CO emissions even though VMT on U.S. urban and rural roads have increased. On-road mobile source CO emissions have declined 24 percent between 1989 and 1998, despite a 23 percent rise in motor vehicle miles traveled over the same 10 years. California trends have been consistent with national trends; CO emissions declined 20 percent in California from 1985 through 1997, while VMT increased 18 percent in the 1990s. Three major control programs have contributed to the reduced per-vehicle CO emissions: exhaust standards, cleaner burning fuels, and motor vehicle inspection/maintenance programs.

A detailed CO analysis was conducted in the Federal Attainment Plan for Carbon Monoxide (CO Plan) for the SCAQMD's 2003 *Air Quality Management Plan*.[5] The locations selected for microscale modeling in the CO Plan are worst-case intersections in the SCAB, and would likely experience the highest CO concentrations. Of these locations, the Wilshire Boulevard/Veteran Avenue intersection experienced the highest CO concentration (4.6 ppm), which is well below the 35-ppm 1-hr CO Federal standard. The Wilshire Boulevard/Veteran Avenue intersection is one of the most congested intersections in Southern California with an average daily traffic (ADT) volume of approximately 100,000 vehicles per day. As the CO hotspots were not experienced at the Wilshire Boulevard/Veteran Avenue intersection, it can be reasonably inferred that CO hotspots would not be experienced at any locations within the City, due to traffic volumes generated by future development in accordance with the Project. Additionally, General Plan 2035 proposes Goal CIR-1, which is a transportation network that provides mobility and access for all modes of travel including automobiles, transit, bicyclists, pedestrians, and freight vehicles. To this end, General Plan 2035 proposes Policies CIR-1.1 and CIR-1.2, which would ensure intersections would operate at acceptable Levels of Service, thus, optimizing traffic flow through the City and reducing traffic queuing. Therefore, impacts would be less than significant in this regard.

General Plan 2035 Policies and Actions:

Policy CIR-1.1 Roadway System. Require the City's roadways to:

a. Provide accommodations for transit, bicyclists, and pedestrians within the public right-of-way.
b. Comply with Federal, State, San Bernardino County, and local standards for roadway design, maintenance and operation.
c. Strive to maintain LOS D at all intersections outside of the Downtown Specific Plan area and the Transit Priority Roadways except where such improvements are physically infeasible or would negatively impact bicyclists, pedestrians, or transit patrons.

[5] South Coast Air Quality Management District, *Final Air Quality Management Plan*, 2003, available at: http://www.aqmd.gov/home/library/clean-air-plans/air-quality-mgt-plan/2003-aqmp

d. Strive to maintain LOS E at all intersections within the Downtown Specific Plan area and intersections along the Transit Priority Roadways.
e. Provide future capacity as envisioned with the Future Roadway System map.

Policy CIR-1.2 Foothill Boulevard. As shown on the Roadway System Map, maintain Foothill Boulevard as a four-lane roadway with necessary deceleration and acceleration lanes at intersections to facilitate an acceptable level of service.

Mitigation Measures: No further mitigation is required beyond implementation of the GPU Policies.

Level of Significance After Mitigation: Not Applicable.

CONSISTENCY WITH REGIONAL PLANS

- **WOULD THE PROJECT CONFLICT WITH OR HINDER IMPLEMENTATION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENT'S REGIONAL COMPREHENSIVE PLAN GUIDELINES AND THE SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT'S AIR QUALITY MANAGEMENT PLAN?**

Impact Analysis: According to the *CEQA Air Quality Handbook*, in order to determine consistency with the 2012 South Coast Air Quality Management District (SCAQMD) *Air Quality Management Plan* (2012 AQMP) two main criteria must be addressed.

CRITERION 1

With respect to the first criterion, SCAQMD methodologies require that an air quality analysis for a project include forecasts of project emissions in relation to contributing to air quality violations and delay of attainment. All future development projects would be required to comply with existing SCAQMD regulations and permitting requirements. Compliance with regulations and permit requirements would ensure that new land uses reduce emissions to the maximum extent feasible. Additionally, based on the short-term construction and long-term operations impact analyses above, the General Plan 2035 Policies and Actions would reduce the significance of air quality impacts.

The General Plan 2035 includes provisions for improved local and regional transit services as well as a connected, balanced, and integrated transportation system of bicycle and pedestrian networks. However, the program-level analysis of emissions associated with future development in accordance with the Project would exceed SCAQMD thresholds. It is noted that the SCAQMD thresholds are intended to evaluate the air quality impacts from individual

development projects, and do not apply to plan-level projects such as the GPU and ZCU. Additionally, the General Plan 2035's Air Quality Element includes Policies and Actions that would reduce air quality impacts of future developments within the City. Development projects occurring in accordance with the Project would be required to comply with General Plan 2035 Policies and Actions, and SCAQMD regulations, and would incorporate mitigation measures, as feasible, to reduce air quality impacts.

CRITERION 2

With respect to the second criterion for determining consistency with SCAQMD and SCAG air quality policies, it is important to recognize that air quality planning within the SCAB focuses on attainment of ambient air quality standards at the earliest feasible date. Projections for achieving air quality goals are based on assumptions regarding population, housing, and growth trends. Thus, the SCAQMD's second criterion for determining project consistency focuses on whether a proposed project exceeds the assumptions utilized in preparing the forecasts presented in the 2012 AQMP. Determining whether a project exceeds the assumptions reflected in the 2012 AQMP involves the evaluation of whether the project is consistent with its growth projections and land use planning strategies.

The 2012 AQMP was prepared to: accommodate growth; reduce the high levels of pollutants within SCAQMD's jurisdiction; return clean air to the region; and minimize the impact on the economy. Projects that are considered consistent with the 2012 AQMP would not interfere with attainment, because this growth is included in the projections utilized in the formulation of the 2012 AQMP. Therefore, projects, uses, and activities that are consistent with the applicable assumptions used in the development of the 2012 AQMP would not jeopardize attainment of the identified air quality levels, even if they exceed the SCAQMD's recommended daily emissions thresholds. As the proposed Project involves the update of the existing General Plan upon which the 2012 AQMP was based upon, the land use changes would result in an inconsistency between the General Plan 2035 and the 2012 AQMP assumptions. However, the focus of the General Plan 2035 is economic development and an increased jobs/housing balance. The City plans to attract new and diverse job-generating businesses by revitalizing aging commercial corridors and other similar areas that would allow Upland residents to live and work in the same community. In addition, the City would proactively take measures to reduce greenhouse gas (GHG) emissions through land use patterns that support public transit and provide additional alternative transportation opportunities for pedestrians and bicyclists. Therefore, the VMT associated with future development in accordance with the Project would be substantially reduced, which correlates directly to a reduction in transportation emissions (the largest emissions category). Further, the City has also prepared a Climate Action Plan (CAP), which includes several strategies and measures aimed at reducing VMT and energy consumption. These measures would reduce both GHG emissions and criteria air pollutants within the City and throughout the SCAB. Although the General Plan 2035 conflicts with the 2012 AQMP's assumptions, impacts would be less than significant, as emissions are anticipated to be less than those assumed in the 2012 AQMP. It is noted that the next AQMP will account for updated growth forecasts contained within the General Plan 2035. The SCAQMD updates the AQMP every few years; although at this time it is unknown when the next update will occur.

Projects that are consistent with the population and employment forecasts identified in the Growth Management Chapter of SCAG's Regional Comprehensive Plan and Guide (RCPG) are considered consistent with the 2012 AQMP, since the Growth Management Chapter forms the basis of the 2012 AQMP's land use and transportation control portions. It is noted that the General Plan 2035 growth projections are less than the SCAG forecasts; refer to Table 5.2-8. Additionally, consistency with other SCAG regional planning documents would be required, including the Regional Transportation Plan (RTP) and SCAG's Compass Growth Visioning Regional Growth Principles. Section 5.1, *Land Use*, evaluates the General Plan 2035's consistency with these regional plans. The General Plan 2035 includes Policies and Actions that reflect and respond to SCAG's regional goals. Section 5.1 concludes that the General Plan 2035 is consistent with the RTP's goals. The General Plan 2035 Circulation, Land Use, Air Quality, Open Space and Conservation, and Health and Safety Elements propose various goals pertaining to regional mobility, reduced vehicle trips, energy efficiency, smart land use patterns, and emergency management, which are consistent with SCAG's RTP goals and Compass Growth Visioning Regional Growth Principles. Additionally, the Housing Element identifies Policies and programs to provide housing consistent with the Regional Housing Needs Assessment (RHNA), which includes a variety of housing types to meet the housing needs of all income levels. Therefore, the Project would be consistent with regional goals and principles and impacts in this regard are less than significant.

General Plan 2035 Policies and Actions: Refer to the GPU Policies and Actions referenced above.

Mitigation Measures: No further mitigation is required beyond implementation of the GPU Policies and Actions.

Level of Significance After Mitigation: Not Applicable.

5.5.5 CUMULATIVE IMPACTS AND MITIGATION MEASURES

- **WOULD REGIONAL AIR QUALITY EMISSIONS RESULTING FROM THE PROJECT IMPACT REGIONAL AIR QUALITY LEVELS ON A CUMULATIVELY CONSIDERABLE BASIS?**

Impact Analysis: The geographic context for the City's air quality impacts is SCAB SRA 32 (Northwest San Bernardino Valley). The analysis accounts for all anticipated cumulative growth within this geographic area. However, the significance of cumulative air quality impacts is typically determined according to the project methodology employed by the SCAQMD, as the regional body with authority in this area, which has taken regional growth projections into consideration.

CONSTRUCTION

SCAQMD thresholds for criteria pollutants are established for individual development projects, and it is assumed that some of the projects that would be implemented under the Project could individually exceed the SCAQMD thresholds. Based on the programmatic-level construction analysis above, construction-related emissions associated with future development projects in the City, Sphere of Influence, and surrounding cities may be "cumulatively considerable," despite implementation of General Plan 2035 Policies and Actions. Construction of future development projects under the Project would be required to comply with the applicable SCAQMD rules and regulations, as well as other emissions control measures; refer to Mitigation Measure AQ-1 through AQ-8. These measures call for the maintenance of construction equipment, use of non-polluting and non-toxic building equipment, and minimizing fugitive dust. This cumulative impact is considered significant unavoidable.

REGIONAL AIR QUALITY IMPACTS

With regard to daily operational emissions and the cumulative net increase of any criteria pollutant for which the region is nonattainment, cumulative impacts are considered potentially significant due to nonattainment of O_3 and PM_{10}, and $PM_{2.5}$ standards in the SCAB. The City's 2035 emissions inventory presented in Table 5.5-6 includes the City's existing emissions, as well as emissions associated with the anticipated future development. As a result, Table 5.5-6 represents the cumulative condition within the City for 2035. With regard to the Project's contribution, the SCAQMD has recommended methods to determine the cumulative significance of new land use projects. The SCAQMD's methods are based on performance standards and emission reduction targets necessary to attain Federal and State air quality standards as predicted in the 2012 AQMP. As previously discussed, the contribution of daily operational emissions from the growth associated with Project implementation could be cumulatively considerable, despite compliance with Mitigation Measures AQ-9 through AQ-14. This cumulative impact is considered significant and unavoidable.

LOCALIZED AIR QUALITY

Cumulative development is not expected to expose sensitive receptors to substantial pollutant concentrations. Thus, this is considered a less than significant cumulative impact. Future ambient CO concentrations resulting from the Project would be substantially below National and State standards. These future predictions consider cumulative development that would occur in SRA 32 (Northwest San Bernardino Valley). Therefore, the Project's contribution to the impact is considered less than cumulatively considerable, and the cumulative impact would be less than significant.

ODOR IMPACTS

Cumulative development would not have a potentially significant impact in terms of the creation of objectionable odors affecting a substantial number of people. Thus, this is considered a less than significant cumulative impact. Odors resulting from the construction of projects that would

occur with Project implementation are not likely to affect a substantial number of people, since construction activities occur in a limited area and do not usually emit odors that are considered offensive. Development anticipated within the City would include residential and commercial uses, and could include restaurants. Other odor impacts resulting from these projects are also not expected to affect a substantial amount of people, as solid waste from these projects would be stored in areas and in containers as required by City regulations (*Municipal Code* Chapter 13.28) and restaurants are typically required to have ventilation systems that avoid substantial adverse odor impacts. Cumulative odor impacts would thus be less than significant.

General Plan 2035 Policies and Actions: Refer to the GPU Policies and Actions specified above.

Mitigation Measures: No further mitigation is required beyond implementation of the GPU Policies and Actions.

Level of Significance After Mitigation: Significant and Unavoidable Impacts for construction and regional air quality impacts; Less Than Significant Impacts for localized air quality and cumulative odor impacts.

5.5.6 SIGNIFICANT UNAVOIDABLE IMPACTS

The Project would result in significant unavoidable impacts for the following issues:

- *Short-Term Construction Emissions.* As Project-related emissions (associated with future development and infrastructure projects facilitated by the Project) are anticipated to exceed SCAQMD thresholds, construction-related emissions are considered significant unavoidable despite compliance with Mitigation Measures AQ-1 through AQ-8.

- *Long-Term Mobile and Stationary Source Emissions.* During the operational phase, potential development within the Project area would result in a net increase in regional criteria pollutants from the operation of both stationary and mobile sources. CEQA review of individual development projects would include an evaluation to determine whether potential air pollutant emissions generated from growth could result in a significant impact to air quality. The significance level of these impacts would be determined during review and appropriate mitigation measures would be developed. However, due to the magnitude of development and associated mobile and stationary source air quality impacts, impacts in this regard would be significant unavoidable despite compliance with Mitigation Measures AQ-9 through AQ-14.

- *Cumulative Short-Term Construction and Long-Term Mobile and Stationary Source Emissions Impacts.* Construction of future potential development projects in the City, Sphere of Influence, and surrounding cities may be "cumulatively considerable," despite implementation of General Plan 2035 Policies and Actions. Emissions from operations of future development associated with Project implementation would potentially exceed

the SCAQMD thresholds for criteria pollutants, resulting in a significant impact. In accordance with SCAQMD methodology, any project that cannot be mitigated to a level of less than significant is also significant on a cumulative basis.

All other air quality impacts associated with Project implementation would be less than significant through implementation of General Plan 2035 Policies and Actions.

If the City of Upland approves the General Plan 2035, the City would be required to cite their findings in accordance with *CEQA Guidelines* Section 15091 and prepare a Statement of Overriding Considerations in accordance with *CEQA Guidelines* Section 15093.

5.6.7 SOURCES CITED

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The Weather Channel, *Average Weather for Upland, CA*, Accessed November 19, 2013.

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SECTION 5.6
Greenhouse Gas Emissions

5.6 GREENHOUSE GAS EMISSIONS

This section presents a discussion of existing and projected greenhouse gas (GHG) emissions sources in California and in the City of Upland, as well as a summary of applicable regulations and a description of potential impacts of the proposed Project. Refer to Appendix F, *Climate Action Plan*, for the assumptions used in this analysis.

5.6.1 EXISTING REGULATORY SETTING

FEDERAL

The Federal Clean Air Act (FCAA) requires the U.S. Environmental Protection Agency (EPA) to define national ambient air quality standards (NAAQS) to protect public health and welfare in the United States. The FCAA does not specifically regulate GHG emissions; however, on April 2, 2007 the U.S. Supreme Court in *Massachusetts v. U.S. Environmental Protection Agency*, determined that GHGs are pollutants that can be regulated under the FCAA. The EPA adopted an endangerment finding and cause or contribute finding for GHGs on December 7, 2009. Under the endangerment finding, the Administrator found that the current and projected atmospheric concentrations of the six, key, well-mixed GHGs (carbon dioxide [CO_2], methane [CH_4], nitrous oxide [N_2O], hydrofluorocarbons [HFCs], perfluorocarbons [PFCs], and sulfur hexafluoride [SF_6]) threaten the public health and welfare of current and future generations. Under the cause of contribute finding, the Administrator found that the combined emissions of these well-mixed GHGs from new motor vehicles and new motor vehicle engines contribute to the GHG pollution which threatens public health and welfare.

Based on these findings, on April 1, 2010, the EPA finalized the light-duty vehicle rule controlling GHG emissions. This rule confirmed that January 2, 2011, is the date that a 2012 model year vehicles become subject to these rule requirements in order to be sold in the United States. On May 13, 2010, the EPA issued the final GHG Tailoring Rule. This rule set thresholds for GHG emissions that define when permits are required for new and existing industrial facilities under the Prevention of Significant Deterioration and Title V Operating Permit programs. Implementation of the Federal rules is expected to reduce the level of emissions from new motor vehicles and large stationary sources.

STATE

CARB is the agency responsible for coordination and oversight of State and local air pollution control programs in California and for implementing the CCAA, which was adopted in 1988. Various statewide and local initiatives to reduce the State's contribution to GHG emissions have raised awareness that, even though the various contributors to and consequences of global climate change are not yet fully understood, global climate change is under way, and there is a real potential for severe adverse environmental, social, and economic effects in the long term. Every nation emits GHGs and as a result makes an incremental cumulative contribution to global

climate change; therefore, global cooperation will be required to reduce the rate of GHG emissions enough to slow or stop the human-caused increase in average global temperatures and associated changes in climatic conditions.

Assembly Bill 1493

AB 1493 (also known as the Pavley Bill) requires that CARB develop and adopt, by January 1, 2005, regulations that achieve "the maximum feasible reduction of GHG emitted by passenger vehicles and light-duty trucks and other vehicles determined by CARB to be vehicles whose primary use is noncommercial personal transportation in the State."

To meet the requirements of AB 1493, CARB approved amendments to the *California Code of Regulations* (*CCR*) in 2004 by adding GHG emissions standards to California's existing standards for motor vehicle emissions. Amendments to *CCR* Title 13, Sections 1900 and 1961 and adoption of *13 CCR* Section 1961.1 require automobile manufacturers to meet fleet-average GHG emissions limits for all passenger cars, light-duty trucks within various weight criteria, and medium-duty weight classes for passenger vehicles (i.e., any medium-duty vehicle with a gross vehicle weight rating less than 10,000 pounds that is designed primarily to transport people), beginning with the 2009 model year. Emissions limits are reduced further in each model year through 2016. When fully phased in, the near-term standards will result in a reduction of about 22 percent in GHG emissions compared to the emissions from the 2002 fleet, while the mid-term standards will result in a reduction of about 30 percent.

Assembly Bill 32

California passed the California Global Warming Solutions Act of 2006 (AB 32; *California Health and Safety Code* Division 25.5, Sections 38500 - 38599). AB 32 establishes regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and establishes a cap on statewide GHG emissions. AB 32 requires that statewide GHG emissions be reduced to 1990 levels by 2020. AB 32 specifies that regulations adopted in response to AB 1493 should be used to address GHG emissions from vehicles. However, AB 32 also includes language stating that if the AB 1493 regulations cannot be implemented, then CARB should develop new regulations to control vehicle GHG emissions under the authorization of AB 32.

Assembly Bill 3018

AB 3018 established the Green Collar Jobs Council (GCJC) under the California Workforce Investment Board (CWIB). The GCJC will develop a comprehensive approach to address California's emerging workforce needs associated with the emerging green economy. This bill will ignite the development of job training programs in the clean and green technology sectors.

Executive Order S-3-05

Executive Order S-3-05 set forth a series of target dates by which statewide emissions of GHGs would be progressively reduced, as follows:

- By 2010, reduce GHG emissions to 2000 levels;
- By 2020, reduce GHG emissions to 1990 levels; and
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

The Executive Order directed the secretary of the California Environmental Protection Agency (Cal/EPA) to coordinate a multi-agency effort to reduce GHG emissions to the target levels. The secretary will also submit biannual reports to the governor and California Legislature describing the progress made toward the emissions targets, the impacts of global climate change on California's resources, and mitigation and adaptation plans to combat these impacts. To comply with the executive order, the secretary of Cal/EPA created the California Climate Action Team (CAT), made up of members from various State agencies and commissions. The team released its first report in March 2006. The report proposed to achieve the targets by building on the voluntary actions of California businesses, local governments, and communities and through State incentive and regulatory programs.

Executive Order S-1-07

Executive Order S-1-07 proclaims that the transportation sector is the main source of GHG emissions in California, generating more than 40 percent of statewide emissions. It establishes a goal to reduce the carbon intensity of transportation fuels sold in California by at least ten percent by 2020. This order also directs the California Air Resources Board (CARB) to determine whether this Low Carbon Fuel Standard (LCFS) could be adopted as a discrete early-action measure as part of the effort to meet the mandates in AB 32.

Executive Order S-13-08

Executive Order S-13-08 seeks to enhance the State's management of climate impacts including sea level rise, increased temperatures, shifting precipitation, and extreme weather events by facilitating the development of State's first climate adaptation strategy. This will result in consistent guidance from experts on how to address climate change impacts in the State of California.

Executive Order S-20-04

Executive Order S-20-04, the California Green Building Initiative, (signed into law on December 14, 2004), establishes a goal of reducing energy use in State-owned buildings by 20 percent from a 2003 baseline by 2015. It also encourages the private commercial sector to set the same goal. The initiative places the California Energy Commission (CEC) in charge of developing a building efficiency benchmarking system, commissioning and retro-commissioning

(commissioning for existing commercial buildings) guidelines, and developing and refining building energy efficiency standards under Title 24 to meet this goal.

Senate Bill 97

SB 97, signed in August 2007 (Chapter 185, Statutes of 2007; PRC Sections 21083.05 and 21097), acknowledges that climate change is a prominent environmental issue that requires analysis under CEQA. This bill directs the Governor's Office of Planning and Research (OPR), which is part of the State Natural Resources Agency, to prepare, develop, and transmit to CARB guidelines for the feasible mitigation of GHG emissions (or the effects of GHG emissions), as required by CEQA.

OPR published a technical advisory recommending that CEQA lead agencies make a good-faith effort to estimate the quantity of GHG emissions that would be generated by a proposed project. Specifically, based on available information, CEQA lead agencies should estimate the emissions associated with project-related vehicular traffic, energy consumption, water usage, and construction activities to determine whether project-level or cumulative impacts could occur, and should mitigate the impacts where feasible. OPR requested CARB technical staff to recommend a method for setting CEQA thresholds of significance as described in *CEQA Guidelines* Section 15064.7 that will encourage consistency and uniformity in the CEQA analysis of GHG emissions throughout the State.

The Natural Resources Agency adopted the CEQA Guidelines Amendments prepared by OPR, as directed by SB 97. On February 16, 2010, the Office of Administration Law approved the CEQA Guidelines Amendments, and filed them with the Secretary of State for inclusion in the California Code of Regulations. The CEQA Guidelines Amendments became effective on March 18, 2010.

Senate Bill 375

SB 375, signed in September 2008 (Chapter 728, Statutes of 2008), aligns regional transportation planning efforts, regional GHG reduction targets, and land use and housing allocation. SB 375 requires Metropolitan Planning Organizations (MPOs) to adopt a sustainable communities strategy (SCS) or alternative planning strategy (APS) that will address land use allocation in that MPOs regional transportation plan. CARB, in consultation with MPOs, will provide each affected region with reduction targets for GHGs emitted by passenger cars and light trucks in the region for the years 2020 and 2035. These reduction targets will be updated every eight years but can be updated every four years if advancements in emissions technologies affect the reduction strategies to achieve the targets. CARB is also charged with reviewing each MPO's SCS or APS for consistency with its assigned targets. If MPOs do not meet the GHG reduction targets, transportation projects may not be eligible for funding programmed after January 1, 2012.

Senate Bills 1078, 107, X1-2, Executive Orders S-14-08, and S-21-09

SB 1078 (Chapter 516, Statutes of 2002) requires retail sellers of electricity, including investor-owned utilities and community choice aggregators, to provide at least 20 percent of their supply from renewable sources by 2017. SB 107 (Chapter 464, Statutes of 2006) changed the target date to 2010. Executive Order S-14-08 was signed in November 2008, expanding the State's Renewable Energy Standard to 33 percent renewable power by 2020. Additionally, Executive Order S-21-09 (signed on September 15, 2009) directs CARB to adopt regulations requiring 33 percent of electricity sold in the state come from renewable energy by 2020. CARB adopted the "Renewable Electricity Standard" on September 23, 2010, which requires 33 percent renewable energy by 2020 for most publicly owned electricity retailers. On April 12, 2011, Governor Jerry Brown reinforced the requirements of Executive Order S-21-09, and signed SB X1-2 requiring California's electric utilities to procure 33 percent of their energy from renewable resources by 2020.

Senate Bill 1368

SB 1368 (Chapter 598, Statutes of 2006) is the companion bill of AB 32 and was signed into law in September 2006. SB 1368 required the California Public Utilities Commission (CPUC) to establish a performance standard for baseload generation of GHG emissions by investor-owned utilities by February 1, 2007. SB 1368 also required the CEC to establish a similar standard for local publicly owned utilities by June 30, 2007. These standards could not exceed the GHG emissions rate from a baseload combined-cycle, natural gas–fired plant. Furthermore, the legislation states that all electricity provided to California, including imported electricity, must be generated by plants that meet the standards set by CPUC and CEC.

CARB Scoping Plan

On December 11, 2008, CARB adopted its Scoping Plan, which functions as a roadmap of CARB's plans to achieve GHG reductions in California required by AB 32 through subsequently enacted regulations.[1] CARB's Scoping Plan contains the main strategies California will implement to reduce CO_2 equivalent (CO_2eq)[2] emissions by 174 million metric tons (MMT), or approximately 30 percent, from the state's projected 2020 emissions level of 596 MMT of CO_2eq under a business as usual (BAU)[3] scenario (This is a reduction of 42 MMT CO_2eq, or almost ten percent, from 2002 to 2004 average emissions, but requires the reductions in the face of population and economic growth through 2020).

[1] California Air Resources Board, *Climate Change Scoping Plan, A Framework for Change*, December 2008.

[2] Carbon Dioxide Equivalent (CO_2eq) - A metric measure used to compare the emissions from various greenhouse gases based upon their global warming potential.

[3] "Business as Usual" refers to emissions that would be expected to occur in the absence of GHG reductions. See http://www.arb.ca.gov/cc/inventory/data/forecast.htm. Note that there is significant controversy as to what BAU means. In determining the GHG 2020 limit, CARB used the above as the "definition." It is broad enough to allow for design features to be counted as reductions.

CARB's Scoping Plan calculates 2020 BAU emissions as the emissions that would be expected to occur in the absence of any GHG reduction measures. The 2020 BAU emissions estimate was derived by projecting emissions from a past baseline year using growth factors specific to each of the different economic sectors (e.g., transportation, electrical power, commercial and residential, industrial, etc.). CARB used three-year average emissions, by sector, for 2002 to 2004 to forecast emissions to 2020. At the time CARB's Scoping Plan process was initiated, 2004 was the most recent year for which actual data was available. The measures described in CARB's Scoping Plan are intended to reduce the projected 2020 BAU to 1990 levels, as required by AB 32.

In *Association of Irritated Residents, et al. v. California Air Resources Board, et al*., the Superior Court of California for the County of San Francisco (Superior Court) issued a Final Order on May 20, 2011 that prevents CARB from implementing a statewide GHG regulatory program. Although the court upheld the impact analysis contained in the environmental document for the Scoping Plan, the court found that the analysis of project alternatives was not sufficient for informed decision-making and public review under CEQA. The court found that CARB violated CEQA by failing to fully evaluate possible alternatives to the measures described in the Scoping Plan, and focused specifically on the cap and trade program. The court noted that CEQA requires that CARB undertake a similar analysis of the impacts of each alternative so that the public may know not only why cap and trade was chosen, but also why the alternatives were not.

It should be noted that the Superior Court held in the favor of CARB on all substantive challenges to the State's compliance with AB 32 mandates. The Court stated that "as the agency with technical expertise and the responsibility for the protection of California's air resources, CARB has substantial discretion to determine the mix of measures needed to 'facilitate' the achievement of GHG reductions."[4]

On June 1, 2011, CARB filed a notice of appeal with the Court of Appeal, First Appellate District and followed up its appeal with a Petition for a Writ of Supersedeas, asking the First Appellate District to stay the Superior Court's decision. CARB's intent was to clarify the scope of the order, which enjoins CARB's implementation of all measures in the Scoping Plan, including programs like improved energy efficiency, clean car standards, and low-carbon fuel regulations. The First Appellate District granted CARB's Petition for Writ of Supersedeas, staying the Superior Court's injunction and allowing CARB to move forward with Scoping Plan implementation until the Court of Appeal renders a decision or issues another order. As a result of the lawsuit, CARB has adjusted the implementation schedule for the cap and trade program and compliance obligations have been pushed back.

CARB also released a *Supplement to the AB 32 Scoping Plan Functional Equivalent Document* on June 13, 2011, which is designed to address the CEQA flaws first identified by Superior Court. The Supplement provides an expanded analysis of the five alternatives to the Scoping

[4] Superior Court of California, County of San Francisco, *Statement of Decision: Association of Irritated Residents, et al v. California Air Resources Board*, March 18, 2011.

Plan, including a no project alternative, a variation of the proposed combination of reduction measures proposed in the Scoping Plan, and three alternatives based on specific programs including cap-and-trade, source-specific regulatory requirements, and a carbon fee or tax.

Southern California Association of Governments

The Southern California Association of Governments (SCAG) is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties, and serves as a forum for regional issues relating to transportation, the economy, community development, and the environment. SCAG serves as the federally designated Metropolitan Planning Organization for the Southern California region and is the largest Metropolitan Planning Organization in the United States. With respect to air quality planning, SCAG has prepared the *2012-2035 Regional Transportation Plan/Sustainable Communities Strategy: Towards a Sustainable Future* (2012 RTP/SCS) for the region, which focuses on transportation, sustainability, and growth management. SCAG is responsible under the Federal Clean Air Act for determining conformity of projects, plans, and programs with the South Coast Air Quality Management District (SCAQMD).

5.6.2 EXISTING ENVIRONMENTAL SETTING

The Project site lies within the southern portion of the South Coast Air Basin (SCAB). The SCAB is a 6,600-square mile area bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The SCAB includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties, in addition to the San Gorgonio Pass area in Riverside County. The SCAB's terrain and geographical location (i.e., a coastal plain with connecting broad valleys and low hills) determine its distinctive climate.

The general region lies in the semi-permanent high-pressure zone of the eastern Pacific. The climate is mild and tempered by cool sea breezes. The usually mild climatological pattern is interrupted infrequently by periods of extremely hot weather, winter storms, or Santa Ana winds. The extent and severity of the air pollution problem in the SCAB is a function of the area's natural physical characteristics (weather and topography), as well as man-made influences (development patterns and lifestyle). Factors such as wind, sunlight, temperature, humidity, rainfall, and topography all affect the accumulation and/or dispersion of pollutants throughout the SCAB.

GREENHOUSE GASES

The natural process through which heat is retained in the troposphere is called the "greenhouse effect." The greenhouse effect traps heat in the troposphere through a three-fold process, summarized as follows: short wave radiation emitted by the Sun is absorbed by the Earth; the Earth emits a portion of this energy in the form of long wave radiation; and GHGs in the upper atmosphere absorb this long wave radiation and emit this long wave radiation into space and

toward the Earth. This "trapping" of the long wave (thermal) radiation emitted back toward the Earth is the underlying process of the greenhouse effect.

The most abundant GHGs are water vapor and carbon dioxide. Many other trace gases have greater ability to absorb and re-radiate long wave radiation; however, these gases are not as plentiful. For this reason, and to gauge the potency of GHGs, scientists have established a Global Warming Potential for each GHG based on its ability to absorb and re-radiate long wave radiation. The Global Warming Potential (GWP)[5] of a gas is determined using carbon dioxide as the reference gas with a GWP of one (1).

GHGs normally associated with a proposed project include the following:

- *Water Vapor (H_2O)*. Although water vapor has not received the scrutiny of other GHGs, it is the primary contributor to the greenhouse effect. Natural processes, such as evaporation from oceans and rivers, and transpiration from plants, contribute 90 percent and 10 percent of the water vapor in our atmosphere, respectively.

  The primary human related source of water vapor comes from fuel combustion in motor vehicles; however, this is not believed to contribute a significant amount (less than one percent) to atmospheric concentrations of water vapor. The Intergovernmental Panel on Climate Change (IPCC) has not determined a GWP for water vapor.

- *Carbon Dioxide (CO_2)*. Carbon dioxide is primarily generated by fossil fuel combustion in stationary and mobile sources. Due to the emergence of industrial facilities and mobile sources in the past 250 years, the concentration of carbon dioxide in the atmosphere has increased 36 percent.[6] Carbon dioxide is the most widely emitted GHG and is the reference gas (GWP of 1) for determining GWPs for other GHGs.

- *Methane (CH_4)*. Methane is emitted from biogenic sources, incomplete combustion in forest fires, landfills, manure management, and leaks in natural gas pipelines. In the United States, the top three sources of methane are landfills, natural gas systems, and enteric fermentation. Methane is the primary component of natural gas, which is used for space and water heating, steam production, and power generation. The GWP of methane is 21.

- *Nitrous Oxide (N_2O)*. Nitrous oxide is produced by both natural and human related sources. Primary human related sources include agricultural soil management, animal manure management, sewage treatment, mobile and stationary combustion of fossil fuel, adipic acid production, and nitric acid production. The GWP of nitrous oxide is 310.

[5] All Global Warming Potentials are given as 100 year GWP. Unless noted otherwise, all Global Warming Potentials were obtained from the Intergovernmental Panel on Climate Change. Climate Change (Intergovernmental Panel on Climate Change, *Climate Change, The Science of Climate Change – Contribution of Working Group I to the Second Assessment Report of the IPCC*, 1996).

[6] United States Environmental Protection Agency, *Inventory of United States Greenhouse Gas Emissions and Sinks 1990 to 2008,* April 2010.

- *Hydrofluorocarbons (HFCs)*. HFCs are typically used as refrigerants for both stationary refrigeration and mobile air conditioning. The use of HFCs for cooling and foam blowing is growing, as the continued phase out of chlorofluorocarbons (CFCs) and hydrochlorofluorocarbons (HCFCs) gains momentum. The GWP of HFCs range from 140 for HFC-152a to 11,700 for HFC-23.[7]

- *Perfluorocarbons (PFCs)*. Perfluorocarbons are compounds consisting of carbon and fluorine. They are primarily created as a byproduct of aluminum production and semi conductor manufacturing. Perfluorocarbons are potent GHGs with a GWP several thousand times that of carbon dioxide, depending on the specific PFC. Another area of concern regarding PFCs is their long atmospheric lifetime (up to 50,000 years).[8] The GWP of PFCs range from 6,500 to 9,200.

- *Sulfur hexafluoride (SF_6)*. Sulfur hexafluoride is a colorless, odorless, nontoxic, nonflammable gas. It is most commonly used as an electrical insulator in high voltage equipment that transmits and distributes electricity. Sulfur hexafluoride is the most potent GHG that has been evaluated by the Intergovernmental Panel on Climate Change with a GWP of 23,900. However, its global warming contribution is not as high as the GWP would indicate due to its low mixing ratio compared to carbon dioxide (4 parts per trillion [ppt] in 1990 versus 365 parts per million [ppm], respectively).[9]

In addition to the six major GHGs discussed above (excluding water vapor), many other compounds have the potential to contribute to the greenhouse effect. Some of these substances were previously identified as stratospheric O_3 depletors; therefore, their gradual phase out is currently in effect. The following is a listing of these compounds:

- *Hydrochlorofluorocarbons (HCFCs)*. HCFCs are solvents, similar in use and chemical composition to CFCs. The main uses of HCFCs are for refrigerant products and air conditioning systems. As part of the Montreal Protocol, all developed countries that adhere to the Montreal Protocol are subject to a consumption cap and gradual phase out of HCFCs. The United States is scheduled to achieve a 100 percent reduction to the cap by 2030. The GWPs of HCFCs range from 93 for HCFC-123 to 2,000 for HCFC-142b.[10]

- *1,1,1 trichloroethane*. 1,1,1 trichloroethane or methyl chloroform is a solvent and degreasing agent commonly used by manufacturers. The GWP of methyl chloroform is 110 times that of carbon dioxide.[11]

[7] United States Environmental Protection Agency, *High GWP Gases and Climate Change*, June 22, 2010. http://www.epa.gov/highgwp/scientific.html#hfc

[8] Ibid.

[9] Ibid.

[10] United States Environmental Protection Agency, *Protection of Stratospheric Ozone: Listing of Global Warming Potential for Ozone Depleting Substances*, October 29, 2009.

[11] Ibid.

- *Chlorofluorocarbons (CFCs)*. CFCs are used as refrigerants, cleaning solvents, and aerosols spray propellants. CFCs were also part of the EPA's Final Rule (57 FR 3374) for the phase out of O_3 depleting substances. Currently, CFCs have been replaced by HFCs in cooling systems and a variety of alternatives for cleaning solvents. Nevertheless, CFCs remain suspended in the atmosphere contributing to the greenhouse effect. CFCs are potent GHGs with GWPs ranging from 4,600 for CFC 11 to 14,000 for CFC 13.[12]

GHG EMISSIONS INVENTORY METHODOLOGY

An inventory of GHG emissions requires the collection of information from a variety of sectors and sources. Community emissions from electricity and natural gas are based on usage rates specific to each land use type and are calculated using emissions coefficients compiled by EPA's Emissions & Generation Resource Integrated Database (eGRID) and the California Climate Action Registry. Transportation data, including vehicle miles traveled (VMT), are based on the Project Traffic Impact Analysis (Fehr & Peers, September 2014). Solid waste data was based on generation factors as well as historic and projected generation data identified in Section 5.21, *Solid Waste*, and the *California Department of Resources Recycling and Recovery* (CalRecycle). City staff were instrumental in providing data on municipal operations.

The community inventory represents all the energy used and waste produced within Upland and its contribution to GHG emissions. Municipal sources represent all City operated buildings and vehicles, City employee commute, solid waste, water delivery/treatment facilities, wastewater facilities, and street lights. The municipal inventory is a subset of the community inventory, and includes emissions derived from internal government operations.

Separate emissions inventories for community and municipal operations are generally created since the government has a higher degree of control to achieve reductions in its own municipal emissions than those created by the community at large. Additionally, by proactively reducing emissions generated by its own activities, the City of Upland takes a visible leadership role in emissions reductions.

When calculating the emissions inventory, all energy consumed in the City was included. As a result, even though the electricity used by Upland's residents is produced elsewhere, this energy and emissions associated with it appears in the City's inventory. The decision to calculate emissions in this manner reflects the general philosophy that a community should take full ownership of the impacts associated with its energy consumption, regardless of whether the generation occurs within the geographical limits of the community. Additionally, the energy consumption is a result of activities that are within the City's regulatory authority.

[12] United States Environmental Protection Agency, *Class I Ozone Depleting Substances*, August 19, 2010.

GHG EMISSIONS SECTORS

Compiled land use data for Upland's existing land uses as well as proposed land uses together with GHG emissions factors were used to create the City's GHG inventory. Calculated GHG emissions from area sources, energy consumption, transportation, water and wastewater, and solid waste generation, which are further discussed below.

Energy Consumption

Energy related emissions are from the consumption of both electricity and natural gas. These emissions are both direct (e.g., building energy consumption) and indirect (e.g., produced off-site from energy production). The emissions inventory uses electricity usage rates for residential, commercial, and industrial land uses from EPA's Emissions & Generation Resource Integrated Database (eGRID), while the natural gas usage rates are calculated utilizing emissions factors from the CCAR. Southern California Edison (SCE) is the supplier of electricity to the City, while the Southern California Gas Company provides natural gas to the City.

Transportation

ON-ROAD VEHICLES

Upland's transportation sector includes emissions generated from VMT data which has been provided by Fehr and Peers. Based on a review of the available analytical tools for calculating VMT, Fehr and Peers calculated VMT using the City of Upland Travel Demand Model. The model estimates the number of trips for the Existing and Future land uses in the City of Upland. These trips were disaggregated by purpose (work, shopping, school, and recreational) and whether they were peak hour or off-peak hour trips. For each of these trip types, a trip length was estimated using the model. This trip length was then applied to the trip types to provide the Citywide VMT.

It should be noted that these VMT estimates reflect the origin/destination approach which tracks travel based on the beginning and ending point of a trip. Trips that were included in the analysis include:

- Travel that both begin and end in the City of Upland;
- Travel that begin in the City of Upland and then leave the City; and
- Travel that begins outside of the City of Upland and then travel to the City.

This approach excludes through travel that begin and end outside of the City. Additionally, VMT associated with trips that either begin or end outside of the City has been discounted by 50 percent based on the guidance provided by the SB 375 Regional Targets Advisory Committee (RTAC).

Transportation-related emissions were calculated using CARB's Emission Factors model (EMFAC2011) and the VMT data provided by Fehr and Peers. EMFAC2011 was used to obtain San Bernardino County-specific emission coefficients for vehicle fuel distribution, vehicle fuel efficiencies, and emission factors to calculate GHG emissions.

AVIATION EMISSIONS

Located in the southwest portion of the City, northeast of the Foothill Boulevard/Monte Vista Avenue intersection, Cable airport is the largest privately owned airport in the country. Encompassing 105 acres, Cable Airport is a general aviation airport offering private and charter service. There are over 450 aircraft stationed at the airport, where private aircraft tie-down, aircraft rentals, and flying lessons are provided. Cable Airport is classified as an uncontrolled field, given that there is no one in the tower directing traffic into and out of the airport. Except during special events, pilots are responsible for watching for other aircraft in the pattern.

According to the *Cable Airport Master Plan* (dated May 2012)[13] and from supplemental updated information,[14] Cable airport currently uses approximately 180,000 gallons of aviation fuel. It should be noted that fuel sales since 1999 show a declining trend; however, Jet A fuel usage has increased in recent years due to increases in emergency helicopter operations. Emissions from airport fuel usage were calculated based on factors from the CCAR General Reporting Protocol.

Water and Wastewater

The amount of water used and wastewater generated by a project has indirect GHG emissions associated with it. These emissions are a result of the energy used to supply, distribute, and treat the water and wastewater. It will often be the case that the water treatment and wastewater treatment occur outside of the Project area. In this case, it is still important to quantify the energy and associated GHG emissions attributable to the water use. In addition to the indirect GHG emissions associated with energy use, wastewater treatment can directly emit both methane and nitrous oxide. The City of Upland provides water service to a majority of the City with the exception of approximately 27 acres located east of the Cucamonga Canyon Channel, which is served by the Cucamonga Valley Water District (CVWD). The City's sphere of influence (SOI) receives water from the San Antonio Water Company (SAWCo).

Solid Waste

Emissions from waste result primarily from organic waste occurring at landfills where the waste is disposed. Methane (CH_4) is the primary GHG from waste and the emissions result from chemical reactions and microbes acting upon the waste as the biodegradable materials break down. Solid waste generation rates for residential and non-residential land uses were obtained from the California Integrated Waste Management Board, while the emissions factors utilized to calculate GHG emissions are from the EPA's *Solid Waste Management and Greenhouse Gases:*

[13] AECOM, *Cable Airport Master Plan*, May 2012.
[14] Email correspondence with Bob Cable, President, Cable Airport Inc., August 21, 2013.

A Life-Cycle Assessment of Emissions and Sinks document. GHG emissions were quantified from the decomposition of the waste, which generates CH_4 based on the total amount of degradable organic carbon. Trash collection and recycling services in the City are provided by Burrtec Waste Industries, Inc. These services include residential, commercial, and industrial waste services, recycling services, and composting devices. The City, in collaboration with Burrtec Waste, provides residential customers with separate containers for recyclables.

BASELINE GHG EMISSIONS INVENTORY

Community Sector

Table 5.6-1, *Baseline (2008) GHG Emissions Inventory by Land Use*, presents Upland's baseline GHG emissions and the percent contribution of each land use from energy, water, and waste sources. As shown below, residential uses are the land use that is the greatest GHG contributor, and accounts for approximately 21.7 percent of the City's GHG emissions. Other land uses make up less than five percent of the City's GHG emissions combined. The mixed use sector accounts for approximately 2.2 percent and commercial uses make up 1.1 percent while industrial, institutional and specific plan sectors make up the remaining 1.02 percent. Transportation emissions are calculated separately and account for approximately 74.0 percent of baseline GHG emissions.

Table 5.6-1
Baseline (2008) GHG Emissions Inventory by Land Use

Community Sector	GHG Emissions	
	Total $MTCO_2eq$/year	Percent of Total $MTCO_2eq$/year
Residential	144,809	21.7
Commercial	7,327	1.1
Industrial	5,151	0.8
Mixed Use	14,815	2.2
Institutional	1,356	0.2
Specific Plan	139	0.02
Transportation	493,920	74.0
TOTAL[1]	**667,517**	**100**

GHG = greenhouse gas; $MTCO_2eq/yr$ = metric tons of carbon dioxide equivalent per year

Notes:
1. Totals may be slightly off due to rounding.

Municipal Sector

Municipal emissions include energy use from City facilities such as water delivery facilities as well as government buildings, vehicle fleets, streetlights, and City employee commuting. Municipal sector emissions represent an opportunity for the City to demonstrate how to reduce GHG emissions. Table 5.6-2, *Baseline (2008) Municipal Operations GHG Emissions Inventory*,

presents government-related GHG emissions and the percent contribution of each emission sector. Approximately 44.3 percent and 20.3 percent of government-related GHG emissions are generated from building electricity and natural gas consumption, respectively. Vehicular emissions from employee commuting represent 11.7 percent. Other major municipal sources include solid waste, which represent 7.9 percent, electricity consumption of streetlights and traffic signals, which represent 5.9 percent, and the City's vehicle fleet, which represents 5.6 percent of government-related emissions.

Table 5.6-2
Baseline (Year 2008) Municipal Operations GHG Emissions Inventory

Municipal Sector	GHG Emissions	
	Total $MTCO_2eq$/year	CO_2eq (percent)
Vehicle Fleet	703	5.6
Employee Commute	1,457	11.7
CNG Vehicles (Street Sweepers, Trash Collection)	161	1.3
Buildings (Electricity)	5,509	44.3
Streetlights and Traffic Signals	730	5.9
Building (Natural Gas)	2,528	20.3
Water Usage	366	2.9
Solid Waste	981	7.9
Total[1]	**12,435**	**100**

GHG = greenhouse gas; $MTCO_2eq/yr$ = metric tons of carbon dioxide equivalent per year, CNG = Compressed Natural Gas

Notes:
1. Totals may be slightly off due to rounding.

Total Baseline GHG Emissions

Total Baseline GHG emissions include both the Community Sector and the Municipal Sector. As indicated in Table 5.6-3, *Total Baseline (2008) GHG Emissions*, the Citywide GHG emissions are 679,952 metric tons (MT) CO_2eq per year. On a per capita basis, the annual emissions for each person in the City is 9.3 $MTCO_2eq$.

Table 5.6-3
Total Baseline (2008) GHG Emissions

Sector	GHG Emissions	
	Total $MTCO_2eq$/year	CO_2eq (percent)
Community Sector	667,517	98.2
Municipal Sector	12,435	1.8
Total	**679,952**	**100**

GHG = greenhouse gas; $MTCO_2eq/yr$ = metric tons of carbon dioxide equivalent per year

5.6.3 SIGNIFICANCE THRESHOLD CRITERIA

At this time, there is no absolute consensus in the State of California among CEQA lead agencies regarding the analysis of GHG emissions and the selection of significance criteria. In fact, numerous organizations, both public and private, have released advisories and guidance with recommendations designed to assist decision-makers in the evaluation of GHG emissions given the current uncertainty regarding when emissions reach the point of significance. That being said, several options are available to lead agencies.

First, lead agencies may elect to rely on thresholds of significance recommended or adopted by State or regional agencies with expertise in the field of GHG emissions (see *CEQA Guidelines* Section 15064.7(c)). However, to date, neither CARB nor SCAQMD have adopted significance thresholds for GHG emissions for residential or commercial development under CEQA.[15] CARB has suspended all efforts to develop a threshold, and SCAQMD's threshold remains in draft form. Accordingly, this option (i.e., reliance on an adopted threshold) is not viable for the City of Upland.

Second, lead agencies may elect to conclude that the significance of GHG emissions under CEQA is too speculative. However, this option is not viable due to the important focus on GHG emissions created by the various regulatory schemes and scientific determinations cited in this section.

Third, lead agencies may elect to use a zero-based threshold, such that any emission of GHGs is significant and unavoidable. However, this type of threshold may indirectly truncate the analysis provided in CEQA documents and the mitigation commitments secured from new development, and could result in the preparation of extensive environmental documentation for even the smallest of projects, thereby inundating lead agencies and creating an administrative burden. Moreover, because the GHG analysis is a cumulative analysis, a zero based threshold would be inconsistent with *CEQA Guidelines* Section 15130(a)(3), which requires that cumulatively significant impacts, such as GHG emissions, be "cumulatively considerable", as defined by *CEQA Guidelines* Section 15065(a)(3).

[15] Of note, in December 2009, the San Joaquin Valley Unified Air Pollution Control District adopted guidance for use by lead agencies in the valley, in assessing the significance of a project's GHG emissions under CEQA. The guidance relies on the use of performance-based standards, and requires that projects demonstrate a 29 percent reduction in GHG emissions, from business-as-usual, to determine that a project would have a less than significant impact. The guidance is for valley land use agencies and not applicable to areas outside the district. The Bay Area Air Quality Management District (BAAQMD) adopted its own GHG thresholds of significance on June 2, 2010. The threshold is based on quantitative standards including a per capita emission standard and project emission standard as well as a qualitative standard based on compliance with a qualified GHG reduction strategy. The BAAQMD thresholds are based on an analysis of local inventories of GHG emissions and local reduction programs; therefore, they would not be an appropriate basis for a GHG significance threshold in the City of Upland.

Fourth, lead agencies may elect to utilize their own significance criteria, so long as such criteria are informed and supported by substantial evidence. Recent amendments to the *CEQA Guidelines*, and specifically the addition of *CEQA Guidelines* Section 15064.4, subdivision (b), support the selection of this significance criterion:

> *"A lead agency should consider the following factors, among others, when assessing the significance of impacts from greenhouse gas emissions on the environment:*
>
> *(1) The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting;*
> *(2) Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project;*
> *(3) The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. Such requirements must be adopted by the relevant public agency through a public review process and must reduce or mitigate the project's incremental contribution of greenhouse gas emissions. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding compliance with the adopted regulations or requirements, an EIR must be prepared for the project".*

Appendix G of the *CEQA Guidelines* also has been revised to provide some guidance regarding the criteria that may be used to assess whether a project's GHG emissions are significant. The Appendix G environmental checklist form asks whether a project would: (i) generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; or (ii) conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs.

Based on the above factors (and particularly the adopted addition of *CEQA Guidelines S*ection 15064.4, subdivisions (b)(2) and (b)(3)), it has been determined that it is appropriate for the City of Upland to rely on AB 32 implementation guidance (such as the CARB Scoping Plan) as a benchmark for purposes of this EIR and use the statute to inform the City's judgment as to whether the proposed Project's GHG emissions would result in a significant impact (refer to *CEQA Guidelines* Section 15064, subdivision [f][1]). Accordingly, the following significance criterion is used to assess impacts:

> *Will the project's GHG emissions impede compliance with the GHG emissions reductions mandated in AB 32?*

The City of Upland has prepared a CAP which recognizes the importance of reducing GHG emissions, and has identified a specific GHG emissions reductions target in compliance with the goals of AB 32. Clearly defined emissions reduction targets will provide City decision makers and the community with a clear direction for Upland's GHG emissions management efforts, and will provide milestones against which progress can be evaluated over time. This quantitative reduction target coupled with strategies and actions in this CAP would allow Upland to have greater control of the amount of GHGs emitted into the atmosphere.

Under AB 32, the State has committed to reducing GHG emissions to 1990 levels by 2020. Based on the CARB *Scoping Plan*, reducing GHG emissions to 1990 levels means cutting approximately 30 percent from BAU emission levels projected for 2020, or about 15 percent from today's levels.[16] The CARB *Scoping Plan* projects future emissions by comparing potential reductions from various measures to a BAU scenario. The BAU scenario represents future GHG emissions without the implementation of reduction measures. As a result, the CARB *Scoping Plan* outlines the State's strategy to achieve the 2020 GHG emissions limit with a comprehensive set of actions that will be developed by 2012.

Consistent with the CARB Scoping Plan, the City has chosen a reduction target of 15 percent below their current (2009 baseline) emissions levels by 2020. This reduction target will contribute to the stabilization of global GHG emission concentrations and achievement of AB 32 goals. Therefore, if the proposed Project can reduce its GHG emissions by 15 percent below 2009 levels by 2020, a less than significant impact would result.

The issues presented in the Initial Study Environmental Checklist (Appendix G of the *CEQA Guidelines*) have been utilized as thresholds of significance in this Section. Accordingly, greenhouse gas impacts resulting from the implementation of the proposed Project may be considered significant if they would result in the following:

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.

- Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

Based on these standards the proposed Project's effects have been categorized as either "no impact," a "less than significant impact," or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact.

5.6.4 PROJECT IMPACTS AND MITIGATION MEASURES

GREENHOUSE GAS EMISSIONS

● WOULD GREENHOUSE GAS EMISSIONS GENERATED BY DEVELOPMENT ASSOCIATED WITH PROJECT IMPLEMENTATION HAVE A SIGNIFICANT IMPACT ON THE ENVIRONMENT?

[16] In the CARB Scoping Plan, "today's levels" are based on the statewide GHG inventory for 2005. However, cities and counties are encouraged to set a 15 percent GHG reduction target for both municipal operations and the community as a whole based on the most current GHG inventory conducted.

Impact Analysis: The City of Upland, as part of the proposed General Plan 2035, has prepared a Climate Action Plan (CAP). The CAP is intended to address the main sources of GHG emissions. The purpose of the CAP is to guide the development, enhancement, and ultimately the implementation of actions that will reduce the City's GHG emissions. The CAP has been designed to support the following functions:

- Describe Upland's emissions sources;
- Provide projections of future emissions based on growth allowed by the General Plan;
- Provide clear guidance to City staff regarding when and how to implement key provisions of the plan;
- Recommend strategies, measures, and actions to achieve GHG reductions;
- Demonstrate Upland's commitment to comply with State GHG reduction efforts;
- Define a strategy for turning this plan into action and transparently tracking and reporting progress toward the GHG reduction goals;
- Preserve local land use control over how GHG reductions are accomplished in the City; and
- Streamline the environmental review process.

Projected Greenhouse Gas Emissions

To determine the GHG emission reductions necessary to achieve Upland's target (16 percent reduction in emissions from 2008 emission levels by 2020), the City's GHG emissions were projected for the proposed General Plan 2035 buildout year, then GHG emissions were projected for year 2020 under a trend scenario. The trend scenario is based on anticipated growth and development as well as future year consumption rates for energy, transportation, water transport, and waste. The existing and projected emissions are presented in Table 5.6-4, *Baseline and Projected 2020 and 2035 Emissions*. The emissions forecast estimates future emissions under a BAU scenario. The BAU scenario assumes that no effort has been made to reduce emissions. Therefore, the future emissions depicted in Table 5.6-4 present how GHG emissions may increase in Upland if no reduction programs are implemented.

Growth and development under a 2035 BAU scenario would continue along a similar trend as under the 2020 BAU conditions. Assuming that the same type of current emissions-generating practices continue to occur within Upland, the City's GHG emissions would be anticipated to increase from 667,517 MT CO_2eq in 2008 to 805,612 MT CO_2eq in 2035. This represents an 20.69 percent increase from the 2008 baseline level in 2035. In comparison, the City's projected population is expected to increase 9.4 percent by 2035 from 2008.[17] Therefore, if current emissions-generating practices continue, Upland's GHG emissions are expected to increase at a greater rate than its population in 2035. This trend can be explained by increases in per capita activity levels (i.e., energy consumption, waste disposal, water consumption, and VMT).

[17] Southern California Association of Governments (SCAG), *Adopted 2012 RTP Growth Forecast by City*, http://www.scag.ca.gov/forecast/index.htm. Accessed December 31, 2013.

Table 5.6-4
Baseline and Projected 2020 and 2035 Emissions

Emissions Sector	GHG Emissions					
	2008 Baseline		2020 Projected		2035 Projected	
	$MTCO_2eq/yr$	% of Emissions	$MTCO_2eq/yr$	% of Emissions	$MTCO_2eq/yr$	% of Emissions
Community Sector						
Residential	144,809	21.7	151,048	20.7	158,846	19.7
Commercial	7,327	1.1	10,938	1.5	15,453	1.9
Industrial	5,151	0.8	7,550	1.0	10,549	1.3
Mixed Use	14,815	2.2	27,486	3.8	43,324	5.4
Institutional	1,356	0.2	1,356	0.2	1,356	0.2
Specific Plan	139	0.02	983	0.1	2,037	0.3
Transportation	493,920	74.0	528,730	72.6	574,048	71.3
Community Total[1]	**667,517**	**100**	**728,090**	**100**	**805,612**	**100**

GHG = greenhouse gas; $MTCO_2eq/yr$ = metric tons of carbon dioxide equivalent per year

Notes:
1. Totals may be slightly off due to rounding.

Under a BAU scenario, the City's GHG community emissions would be anticipated to increase from 667,517 MT CO_2eq in 2008 to 728,090 MT CO_2eq in 2020. This represents a 9.07 percent increase from the 2008 baseline level. In comparison, the City's projected population is expected to increase 5.6 percent by 2020 from 2008.[18] Therefore, if current emissions-generating practices continue, Upland's GHG emissions are expected to increase at a higher rate than its population in 2020. This trend can be explained by increases in per capita activity levels (i.e., energy consumption, waste disposal, water consumption, and VMT).

Proposed Climate Action Plan Reduction Measures

The City has prepared a CAP as part of the proposed General Plan 2035 to address GHG emissions reduction within the City. There are five CAP strategies that Upland has crafted to achieve the desired reduction target of 16 percent below baseline levels by 2020. Combined, these strategies would decrease GHG emissions by approximately 195,490 MT CO_2eq by 2020, enabling the community to contribute to reduce GHG emissions. It should be noted that the strategies and emissions reduction measures take into account projected growth within the City. Each of the strategies contain emission reduction measures from municipal and non-municipal operations. These measures are consistent with and build upon the General Plan 2035 Goals and Policies. Although GHG inventories for 2035 (buildout year associated with the proposed General Plan 2035) are included, these are included only for informational purposes, as the reduction strategy that was chosen is set to comply with the AB 32 benchmark of 2020. However, implementation of the GHG reduction measures in the CAP would ensure the GHG emissions are significantly reduced from a 2035 BAU scenario. Each of the five strategies

[18] Ibid.

recommends objectives, measures and actions that would make the vision of the CAP a reality. The measures correlate to applicable General Plan 2035 Land Use Element and Circulation Element Goals, Policies and Actions to assist the City in achieving the CAP objectives and provide them with guidance, in order to accomplish their GHG reduction goals. The five emission reduction strategies and associated GHG reduction measures identified in the CAP are as follows:

- *Transportation and Land Use Strategy (Climate Action Strategy 1).* The transportation and land use strategy promotes a comprehensive, multimodal transportation system that provides all users with safe connections to homes, job centers, schools, community centers, open spaces, recreation areas and visitor destinations. This can be achieved by shifting transportation and land use development patterns toward mixed use, infill and transit-oriented development (TOD) and encouraging smart growth policies that promotes efficient land use development.

  Specific measures to implement this strategy include Climate Action Strategy 1, Objective A and associated Measures T-1 through T-6 to expand transportation programs by implementing a Bicycle and Pedestrian Facilities Master Plan, encouraging zero-emission vehicles, low-emission vehicles, non-motorized vehicles and bicycles, preference for reduced-emission equipment, focus residential development near transit stations and strengthen multi-modal transportation linkages to the Montclair Transportation Center. Additionally Climate Action Strategy 1, Objective B, Measures T-7 through T-10 would maximize land use efficiency by increasing residential densities, allow for and encourage higher density and multi-family residential developments, and prioritize higher density residential development near shopping areas and transit corridors. Climate Action Strategy 1, Objective C, Measures T-11 through T-15 addresses the objective of improving the jobs/housing balance by reducing commute times, supporting business/residential mixed-use, matching job opportunities and housing types, balancing commercial and residential development and encouraging a jobs housing balance. Climate Action Strategy 1, Objective D, Measures T-16 through T-21 encourage an increase in mixed use development opportunities. Climate Action Strategy 1, Objective E, Measures T-22 through T-25 would promote transit oriented development within the City. Reducing trip length is addressed in Climate Action Strategy 1, Objective F, Measures T-26 through T-37 by improving connectivity throughout the City.

- *Energy Use and Conservation Strategy (Climate Action Strategy 2).* The energy use and conservation strategy encourages environmental sustainability through open space and natural resources conservation. Further, it promotes alternatives to non-renewable resources to address greenhouse gas reductions and the overall health and quality of life for residents.

  In support of this strategy, Climate Action Strategy 2, Objective A, Measures E-1 through E-7 promotes energy efficient programs and design. This would be accomplished by reducing greenhouse gas emissions from new development, recruiting businesses that promote energy efficiency, requiring existing residential and commercial building to

meet energy efficiency standards, planting deciduous trees, regional coordination for energy conservation projects, developing assessment programs and incentives. Climate Action Strategy 2, Objective B, Measures E-8 through E-13 encourage green building by having informational handouts, developing a certified green business/institution program, promoting green building practices, requiring existing residential and commercial buildings to comply with green building and energy efficiency standards, and promoting green building design elements within new development. In addition, Climate Action Strategy 2, Objective C, Measure E-14 focuses on renewable energy programs through installation and construction of renewable energy systems.

- *Water Use and Efficiency Strategy (Climate Action Strategy 3).* The intent of the water use and efficiency strategy is to protect and conserve water resources and enhancing water efficiency.

  To implement this strategy, Climate Action Strategy 3, Objective A, Goals W-1 through W-4 seek to improve water use efficiency and conservation by establishing water demand reduction standards, requiring best management practices for water use efficiency within new development, implementing cost-effective water conservation programs and coordinating with regional agencies regarding water issues. Climate Action Strategy 3, Objective B, Measures W-5, W-6, and W-7 specifically address reduction of landscape water usage by encouraging California-friendly and drought tolerant vegetation into landscape plans, requiring businesses and industries to use recycled water for irrigation and promote captured rainwater use for landscapes and irrigation. Additionally, Climate Action Strategy 3, Objective C, Measures W-8 and W-9 incorporate recycled water recommendations for new development projects.

- *Solid Waste Reduction and Recycling Strategy (Climate Action Strategy 4).* The strategy recommends ways to manage solid waste generation and diversion.

  In support of this strategy, Climate Action Strategy 4, Objective A, Measure SW-1 strives to exceed the State's goal of diverting solid waste from landfills. Climate Action Strategy 4, Objective A, Measures SW-2, SW-7, and SW-9 promote commercial recycling regulations and encourage sponsoring public educational programs and partnering with local schools to bolster waste reduction and recycling. In addition, Climate Action Strategy 4, Objective A, Measures SW-3, SW-4, SW-5, SW-6, and SW-8 promote reduction in the use of disposable, toxic or non-renewable products and encouraging the use of recycled asphalt pavement (RAP), recycled materials in new construction, and exploring recycling and composting programs.

- *Municipal Strategy (Climate Action Strategy 5).* The intent of this strategy is to serve as an example to the community by taking a leadership role in reducing emissions through energy-efficient buildings and operations.

  To implement this strategy, Climate Action Strategy 5, Objective A, Measure M-1 utilizes the latest energy-efficient technologies. Climate Action Strategy 5, Objective A,

Measures M-2, M-3, M-4 promote LEED Standards for public buildings, CalGreen standards for all new development and training staff on green building materials, techniques and practices. Climate Action Strategy 5, Objective B, Measures M-10 through M-12 promote public education through assisting residents and developers, organizing workshops, and providing homeowner education. In addition, Climate Action Strategy 5, Objective C, Measures M-13 through M-15 focus on reducing emissions through municipal transportation including City department and fleet operations and employee travel. Climate Action Strategy 5, Objective D, Measures M-16 and M-17 support sustainable parks by studying the feasibility of lawn alternatives and reducing or eliminating gasoline-powered landscape maintenance equipment

Implementation of the recommended CAP objectives and measures would result in a potential reduction in GHG emissions of up to 195,490 MT CO_2eq; refer to Table 5.6-5, *Summary of GHG Reduction Measure Performance*. As a result, the City of Upland GHG reduction strategies, measures, and actions would allow the City to achieve its GHG reduction target of 16 percent below 2008 emission levels. The CAP meets this target, with a projected 26.9 percent reduction. The community can assume credit for a portion of the GHG emission reductions that occur through legislation that is being implemented at the statewide level. Senate Bill 107 (SB 107) establishes performance standards for GHG emission reductions from electric utilities and Assembly Bill 1493 (AB 1493) establishes performance standards for GHG emission reductions from motor vehicles. Executive Order S-1-07 (EO S-1-07) also establishes performance standards for the carbon intensity of transportation fuels. At the time of the CAP preparation, the City only has confidence in estimating the GHG emission reductions associated with SB 107, AB 1493, and EO S-1-07. As the regulatory framework surrounding AB 32 grows in the future, it may be possible to evaluate a wider range of statewide reductions.

The CAP GHG reduction strategies and measures were based on the proposed General Plan 2035 Goals, Policies, and Actions, and were designed to include performance criteria that would allow the City to achieve its GHG reduction target of 16 percent below 2008 levels by 2020. As proposed, the CAP meets this target, with a projected 26.9 percent reduction. This 26.9 percent reduction includes credit for a portion of the GHG emission reductions that occur through legislation that is being implemented at the statewide level (SB 107, AB 1493, and EO-E-1-07). The CAP includes other supporting measures that contribute to the GHG emission reductions of other related measures. Other measures could not be quantified, due either to a lack of substantial evidence or limitations inherent in quantifying the effect of less tangible programs and policies. For the CAP to successfully guide Upland toward meeting its GHG reduction target, the City must play a prominent role in implementing the CAP's programs and policies. The public also has a role by participating in and ensuring success of the measures and actions.

Table 5.6-5
Summary of GHG Reduction Measure Performance

Number	Strategy and Measure	2020 GHG Reductions ($MTCO_2eq$ per Year)	Percent Reduction
1. TRANSPORATION AND MOBILITY STRATEGY			
Objective A: Expand Transportation Programs			
T-1	**Bicycle and Pedestrian Facilities Master Plan.** Coordinate with SANBAG to implement the City's Bicycle and Pedestrian Facilities Master Plan to ensure sufficient facilities for non-motorized transportation.	4,071	2.1%
T- 2	**Zero-Emission and Low-Emission Vehicle Use.** Encourage the use of zero-emission vehicles, low-emission vehicles, non-motorized vehicles and bicycles, and car-sharing programs by requiring sufficient and convenient infrastructure and parking facilities in residential developments and employment centers to accommodate these vehicles.	Supporting Measure	N/A
T-3	**Preference for Reduced-Emission Equipment.** Give preference to professional maintenance providers using reduced emission equipment for contracts for services (e.g., landscape maintenance), as well as businesses which practice sustainable operations, to the extent that it is economically feasible to do so.	Supporting Measure	N/A
T-4	**Residential Development.** Focus residential development in College Heights in the southwestern corner of the area near Claremont Colleges and the Metrolink and future Gold Line stations. Coordinate with the City of Montclair to implement streetscape and connectivity improvements to support access to the stations.	6,080	3.1%
T-5	**Access Improvements to Montclair Station.** Coordinate with the City of Montclair to implement streetscape and connectivity improvements to support access to the station.	Supporting Measure	N/A
T-6	**Montclair Transportation Center.** Strengthen multi-modal transportation linkages to the Montclair Transportation Center from the College Heights area.	Supporting Measure	N/A
	Subtotal	**10,152**	**5.2%**
Objective B: Maximize Land Use Efficiency			
T-7	**Residential Density.** Increase residential densities in appropriate locations to provide a customer base for new and existing commercial uses.	10,575	5.4%
T-8	**Housing.** Allow for and encourage the development of higher density, multi-family residential projects at mid-blocks along Foothill Boulevard.	486	0.2%
T-9	**High-Density Housing.** Encourage higher-density multi-family housing and mixed-use developments near the Montclair Transportation Center as designated on the Land Use Plan in the southwestern portion of College Heights.	132	0.1%
T-10	**Compact Development.** Where development opportunities near shopping areas and transit corridors exist, prioritize higher-density residential development.	53	0.0%
	Subtotal	**11,246**	**5.7%**

Table 5.6-5 [continued]
Summary of GHG Reduction Measure Performance

Number	Strategy and Measure	2020 GHG Reductions ($MTCO_2eq$ per Year)	Percent Reduction
Objective C: Improve Jobs/Housing Balance			
T-11	**Reduce Commute Times.** Reduce commute times for Upland residents and employees by providing more local employment near transit.	2,644	1.4%
T-12	**Business/Residential Mixed-Use.** Allow parcels south of the Pacific Electric Trail in College Heights to contain both light industrial and residential uses to support opportunities for live/work arrangements in the City.	2,379	1.2%
T-13	**Jobs-Housing Match.** Encourage new employment opportunities that match the range of housing types to make it possible for people to live and work in Upland.	9,094	4.7%
T-14	**Balance Commercial and Residential Development.** Strive to balance commercial and residential development within the City to reduce the number of residents commuting long distances for their shopping needs.	Supporting Measure	N/A
T-15	**Jobs Housing Balance.** Encourage a balance between jobs, workforce skills, and housing supply, which will reduce the negative impacts of long commutes.	Supporting Measure	N/A
	Subtotal	**14,117**	**7.3%**
Objective D: Increase Mixed Use Development Opportunities			
T-16	**Mixed-Use Centers.** Allow for the intensification of commercial and introduction of residential uses at the intersections of Mountain Avenue, San Antonio Avenue and Euclid Avenue to create vibrant, mixed-use centers. Encourage housing to be set back from the street at the primary intersections of Mountain, San Antonio and Euclid Avenues to allow commercial uses to activate the street front.	3,965	2.0%
T-17	**Mixed-Use Development.** Along major arterials such as Foothill Boulevard, provide opportunities for residential, commercial and employment uses to occupy the same site in mixed-use configurations, and regulate mixed-use development to ensure high-quality development and protection of the occupants.	1,586	0.8%
T-18	**Development Review.** Provide expedited review and, if feasible, financial or other means of support, for master planned or mixed-use development projects that meet both the goals and design guidelines provided in the General Plan.	Supporting Measure	N/A
T-19	**Outreach to Property Owners.** Work with property owners and developers on Foothill Boulevard to ensure that they are aware of the new land uses permitted and how they could benefit from them.	Supporting Measure	N/A
T-20	**Infill Development.** Encourage mixed-use, infill development on brownfields or underutilized parcels near public transit, and within the urban core.	Supporting Measure	N/A

Table 5.6-5 [continued]
Summary of GHG Reduction Measure Performance

Number	Strategy and Measure	2020 GHG Reductions ($MTCO_2eq$ per Year)	Percent Reduction
T-21	**Mixed Retail Development.** Encourage employment areas to include a mix of retail support services, and allow new small-scale retail and service uses within established residential neighborhoods to reduce vehicle trips.	Supporting Measure	N/A
	Subtotal	**5,551**	**2.8%**
Objective E: Increase Transit Oriented Development Opportunities			
T-22	**Transit-Oriented Development.** Encourage the intensification of development in areas that are served by transit and multi-modal opportunities.	3,965	2.0%
T-23	**Transit-Oriented Employment Development.** Retain and attract land uses with higher employment intensities that support transit and strengthen linkages between land uses and transit.	Supporting Measure	N/A
T-24	**Transit Zones.** Support transit zones around existing and planned transit stations where transit-oriented development should be facilitated.	Supporting Measure	N/A
T-25	**Transit-Oriented Development.** Support the development of high-density multi-family residential and mixed-use projects around transit stations by allowing a reduction in the parking requirements or other development standards.	Supporting Measure	N/A
	Subtotal	**3,965**	**2.0%**
Objective F: Trip Length Reduction			
T-26	**Multi-Modal Transportation Connectivity**. Create new roadways and improve pedestrian and bicycle facilities and linkages to regional facilities, such as the Pacific Electric Trail, throughout College Heights.	Supporting Measure	N/A
T-27	**Connectivity**. Incorporate pedestrian design elements including pedestrian-oriented street and sidewalk improvements to improve connectivity throughout College Heights.	3,306	1.7%
T-28	**Complete Neighborhoods**. Encourage new development to create complete neighborhoods and districts where residents can live within an easy and safe walking distance to daily services, recreational opportunities, and other community amenities that are part of a healthy lifestyle.	2,207	1.1%
T-29	**Strategic Growth**. Concentrate growth in strategic locations that strengthens the City's economic base, offers new housing opportunities, maximizes available and planned infrastructure, and fosters the development and use of transit and multi-modal transportation. These areas include Historic Downtown Upland, Foothill Boulevard, the Southeast Quadrant, College Heights, Mountain Avenue, along the Interstate 10 corridor, and in the 9th Street Industrial area.	Supporting Measure	N/A

Table 5.6-5 [continued]
Summary of GHG Reduction Measure Performance

Number	Strategy and Measure	2020 GHG Reductions ($MTCO_2eq$ per Year)	Percent Reduction
T-30	**Incentives.** Work to identify and support financial and administrative incentives (i.e., fee reductions) to encourage desired land uses, development patterns, and alternative modes of transportation that reduce greenhouse gas emissions.	Supporting Measure	N/A
T-31	**Complementary Uses.** Encourage the development of complementary land uses that reduce the need for car travel, such as grocery stores, basic commercial services, parks and recreational fields, and schools in close proximity to residential uses.	476	0.2%
T-32	**Pacific Electric Trail.** Maintain and enhance the Pacific Electric Trail with additional landscaping and shade trees to encourage residents to use the existing recreational resource.	Supporting Measure	N/A
T-33	**Land Use Patterns.** Promote land use patterns that reduce the number and length of motor vehicle trips.	106	0.1%
T-34	**Reduction in Commuting.** Promote expansion of employment opportunities within Upland to reduce commuting to areas outside of the City.	Supporting Measure	N/A
T-35	**Rideshare Incentives.** Encourage employers to offer employees incentives for ridesharing.	Supporting Measure	N/A
T-36	**Transit Improvements.** Coordinate with public transit providers to increase funding for transit improvements to supplement other means of travel.	Supporting Measure	N/A
T-37	**Traffic Features.** Implement traffic features such as integrated signalization to improve traffic flow and reduce emissions from vehicle idling and stop and start.	Supporting Measure	N/A
	Subtotal	**6,095**	**3.1%**
2. ENERGY USE AND CONSERVATION REDUCTION STRATEGY			
Objective A: Energy Efficient Programs and Design			
E-1	**Greenhouse Gas Reduction in New Development.** Reduce greenhouse gas emissions from new development by promoting water conservation and recycling; promoting development that is compact, mixed use, pedestrian friendly, and transit oriented; promoting energy-efficient building design and site planning; improving the jobs/housing ratio; and other methods of reducing emissions.	2,357	1.2%
E-2	**Recruitment of Energy-Efficient Businesses.** Strive to recruit businesses that research, develop, manufacture, utilize, and promote energy efficiency, conservation and advanced renewable technologies such as waste-to-energy facilities.	Supporting Measure	N/A
E-3	**Compliance with Energy Efficiency Standards.** Require existing residential and commercial buildings to meet adopted energy efficiency standards prior to a completion of sale.	Supporting Measure	N/A

Table 5.6-5 [continued]
Summary of GHG Reduction Measure Performance

Number	Strategy and Measure	2020 GHG Reductions ($MTCO_2eq$ per Year)	Percent Reduction
E-4	**Deciduous Trees.** Require that deciduous trees be planted on the south- and west-facing sides of new buildings onsite to reduce energy use in the summer and winter months.	Supporting Measure	N/A
E-5	**Regional Coordination.** Support the County of San Bernardino in its efforts to create the San Bernardino Valley Clean Energy District, which would make loans for homeowners and businesses seeking to install solar panels or take on other projects related to energy conservation.	Supporting Measure	N/A
E-6	**Assessment Program.** Consider a contractual assessment program (similar to that permitted under AB 811 [Levine, 2008]), for residential and commercial property owners to install renewable energy systems such as solar and wind power, purchase energy efficient appliances and complete building retrofits such as installation of thermally efficient windows, extra insulation and HVAC upgrades, provided that subsidies are covered through grants or other outside funding sources and not from the General Fund.	1,473	0.8%
E-7	**Incentives.** Develop and adopt incentives for the construction of green buildings, such as expedited permitting or reduced building fees, provided that building fee reductions are covered through outside funding sources, such as grants, and not from the General Fund.	Supporting Measure	N/A
	Subtotal	**3,830**	**2.0%**
Objective B: Green Building			
E-8	**Green Building.** Design and publish handouts and web-based information describing green building practices and explaining relevant City permitting approval processes.	Supporting Measure	N/A
E-9	**Green Businesses.** Develop and publicize a certified green business/institution program for the City. The program could include existing standards and establish new standards for energy conservation, water conservation, waste reduction and pollution prevention; assisting businesses with understanding and achieving the standards; and recognizing businesses and institutions who meet the standards.	Supporting Measure	N/A
E-10	**Green Building Practices.** Promote green building practices that support healthy indoor living and working environments that are well-ventilated and contaminant-free.	Supporting Measure	N/A
E-11	**Minimum Green Building Standards.** Require new development to comply with the California Green Building Code (CalGreen) adopted by the California Building Standards Commission at the time of building permit application.	Supporting Measure	N/A
E-12	**Compliance with Energy Efficiency Standards.** Require existing residential and commercial buildings to meet adopted energy efficiency standards prior to a completion of sale.	Supporting Measure	N/A

Table 5.6-5 [continued]
Summary of GHG Reduction Measure Performance

Number	Strategy and Measure	2020 GHG Reductions ($MTCO_2eq$ per Year)	Percent Reduction
E-13	**New Development.** Encourage solar-oriented design and passive solar heating and cooling in all new residential, commercial and civic development.	Supporting Measure	N/A
	Subtotal	N/A	N/A
Objective C: Renewable Energy Programs			
E-14	**Renewable Energy.** Encourage the installation and construction of renewable energy systems and facilities such as wind, solar, hydropower, geothermal, and biomass facilities.	Supporting Measure	N/A
	Subtotal	N/A	N/A
3. WATER USE AND EFFICIENCY STRATEGY			
Objective A: Improve Water Use Efficiency and Conservation			
W-1	**Water Demand.** Establish water demand reduction standards for new development and redevelopment to reduce per capita and total demand for water.	189	0.1%
W-2	**Best Management Practices.** Require new development projects to adopt best management practices for water use efficiency and demonstrate specific water conservation measures.	Supporting Measure	N/A
W-3	**Conservation Programs and Standards.** Implement cost-effective water conservation programs, such as the existing rebates and grants for water efficiency and conservation, and enforce the Upland Municipal Code water conservation standards, to improve water-use efficiency, reduce water demand, and preserve the City's supplies.	2,526	1.3%
W-4	**Regional Conservation.** Coordinate with neighboring water purveyors to address local and regional water issues and implement regional water conservation programs as part of its water resource management strategy.	Supporting Measure	N/A
	Subtotal	**2,715**	**1.4%**
Objective B: Reduce Landscape Water Usage			
W-5	**California-Friendly Species.** Encourage new and existing public and private development to incorporate California-friendly and drought-tolerant vegetation into landscape plans to reduce water demand.	635	0.3%
W-6	**Irrigation.** As appropriate, require all businesses and industries to use recycled water for irrigation.	312	0.2%
W-7	**Captured Rainwater.** Encourage the use of captured rainwater for use in landscapes and irrigation.	Supporting Measure	N/A
	Subtotal	**947**	**0.5%**

Table 5.6-5 [continued]
Summary of GHG Reduction Measure Performance

Number	Strategy and Measure	2020 GHG Reductions ($MTCO_2eq$ per Year)	Percent Reduction
Objective C: Incorporate Recycled Water			
W-8	**Purple Pipe System.** Review new development projects to determine which are appropriate for recycled water piping systems ("purple pipe") and require these projects to incorporate dual potable and recycled water facilities into their design.	378	0.2%
W-9	**Recycled Water Facilities.** Encourage new industrial/commercial and residential developers to construct recycled water backbone facilities for their development. Additionally, continue to work with the IEUA to provide facilities for recycled water distribution.	Supporting Measure	N/A
	Subtotal	**378**	**0.2%**
4. SOLID WASTE REDUCTION AND RECYCLING STRATEGY			
Objective A: Reduce Waste and Improve Recycling			
SW-1	**State Diversion Goal.** Strive to exceed the State's goal of diverting solid waste from landfills.	3,943	2.0%
SW-2	**Business Recycling and Composting.** Support current and future regulations regarding commercial recycling.	Supporting Measure	N/A
SW-3	**Disposable, Toxic or Non-Renewable Products.** Reduce the use of disposable, toxic or non-renewable products in City operations.	Supporting Measure	N/A
SW-4	**Recycle Asphalt Pavement.** Promote the use of recycled asphalt pavement (RAP) for streets and parking lots, where feasible.	Supporting Measure	N/A
SW-5	**Recycled Materials in New Construction.** Encourage the use of recycled materials in new construction.	Supporting Measure	N/A
SW-6	**Recycling.** Explore potential expansions of the recycling program to determine when new materials can be accepted for recycling and when composting programs can be expanded for both the residential and commercial sectors.	Supporting Measure	N/A
SW-7	**Educational Programs.** Sponsor public educational programs regarding the benefits of solid waste diversion and recycling and encourage residents and businesses to process and redistribute reusable materials.	Supporting Measure	N/A
SW-8	**Composting.** Sponsor solid waste educational programs on backyard waste composting and the use of compost as a fertilizer for landscapes.	Supporting Measure	N/A
SW-9	**School Partnerships.** Partner with local schools to encourage waste reduction and recycling on campus.	Supporting Measure	N/A
	Subtotal	3,943	2.0%
5. MUNICIPAL STRATEGY			
Objective A: Municipal Green Building			
M-1	**Energy Efficiency.** Utilize the latest energy-efficient technologies for street lights, parking lot lights and traffic signals to reduce the City's electricity consumption.	73	0.0%

Table 5.6-5 [continued]
Summary of GHG Reduction Measure Performance

Number	Strategy and Measure	2020 GHG Reductions ($MTCO_2eq$ per Year)	Percent Reduction
M-2	**LEED Standard for Public Buildings.** Evaluate the feasibility of constructing new public buildings to meet, at a minimum, a LEED-Silver building standard or an equivalent standard, and construct said buildings toward meeting this standard to the extent feasible, using these buildings to demonstrate green building practices to builders, developers, homeowners and others.	Supporting Measure	N/A
M-3	**Staff Training.** Train all plan review and inspection staff in green building materials, techniques and practices.	Supporting Measure	N/A
M-4	**CalGreen Standards.** Adopt CalGreen Tier 1 Standards for all new development in the City.	Supporting Measure	N/A
M-5	**City Facilities.** Set an example for others to follow by using alternative energy sources such as solar for City facilities.	551	0.3%
M-6	**Inter-Agency Collaboration.** Collaborate with local energy suppliers and distributors to establish energy conservation programs, Energy Star appliance change-out programs, rebates, vouchers, and other incentives to install energy-efficient technology and products.	Supporting Measure	N/A
M-7	**Site Selection.** Identify possible sites and resources for the production of energy using local renewable resources such as solar, wind, small hydro, and biogas.	Supporting Measure	N/A
M-8	**City Facilities.** Pursue grants to address existing energy inefficiencies in City facilities.	Supporting Measure	N/A
M-9	**Purchasing Policies.** Institute City purchasing policies that give preference to the purchase of energy-efficient products, renewable energy resources, products that contain recycled materials, and products that reduce waste generation, when feasible.	Supporting Measure	N/A
	Subtotal	**624**	**0.3%**
Objective B: Public Education			
M-10	**Citizen Education.** Work with appropriate agencies to proactively inform, educate and assist residents and developers regarding the objectives and techniques of sustainable development and resource conservation.	Supporting Measure	N/A
M-11	**Public Outreach.** Organize workshops on steps to increase energy efficiency in the home or business, such as weatherizing the home or building envelope, installing smart lighting systems, and how to conduct a self-audit for energy use and efficiency.	Supporting Measure	N/A
M-12	**Homeowner Education.** Provide homeowner education regarding air quality standards, health effects, and efforts they can make to improve air quality and reduce greenhouse gas emissions in the region.	Supporting Measure	N/A
	Subtotal	N/A	N/A

Table 5.6-5 [continued]
Summary of GHG Reduction Measure Performance

Number	Strategy and Measure	2020 GHG Reductions ($MTCO_2eq$ per Year)	Percent Reduction
Objective C: Municipal Transportation			
M-13	**Reduced Emissions for City Operations.** Promote reduced idling, trip reduction, routing for efficiency, and the use of public transportation, carpooling, and alternate modes of transportation for operating City departments.	Supporting Measure	N/A
M-14	**Fleet Operations.** Purchase low-emission vehicles for the City's fleet and use available clean fuel sources for trucks and heavy equipment, where economically feasible.	2	0.0%
M-15	**Transportation Systems Management and Trip Reduction.** Encourage all City employees to use means other than a single-occupant vehicle for their daily work commute.	Supporting Measure	
	Subtotal	**2**	**0.0%**
Objective D: Sustainable Parks			
M-16	**M-16: Lawn Alternatives.** Study the feasibility of minimizing the use of new lawns in City parks and the replacement of some existing lawns with meadows or no-mow turf alternatives.	Supporting Measure	
M-17	**M-17: Gas-Powered Equipment.** Study the feasibility of reducing or eliminating the City's use of gasoline-powered landscape maintenance equipment.	Supporting Measure	
	Subtotal	N/A	N/A
STATEWIDE REDUCTIONS			
AB 1493 and EO S-1-07		119,813	61.3%
SB 1078 and SB107		12,111	6.2%
	Subtotal Statewide Reductions	**131,924**	**67.5%**
	Grand Total	**195,490**	**100%**
		26.9% from 2008 baseline	
Source: City of Upland, *City of Upland Draft Climate Action Plan*, April 2014.			

Consistency with the California Attorney General's Mitigation Measures

With implementation of the proposed CAP Climate Action Strategies and associated measures and actions, the proposed General Plan 2035 would comply with measures that are consistent with the California Office of the Attorney General's recommended measures to reduce GHG emissions. The CAP incorporates practices consistent with the Attorney General's recommended measures which include water, energy, solid waste, land use, and transportation efficiency measures.

Consistency with the CARB Scoping Plan

CARB Scoping Plan Measures/Recommended Actions include those related to transportation, electricity consumption, natural gas usage, water conservation, green buildings, and recycling and waste management. The proposed CAP incorporates several Climate Action Strategies and associated measures and actions that would be consistent with, and help implement the CARB Scoping Plan in order to obtain AB 32 goals, as well as the Governor's Executive Order.

Impact Conclusion

As presented above, implementation of the CAP GHG reduction strategies and measures would allow the proposed Project to achieve its GHG reduction target of 16 percent below 2008 levels by 2020. As proposed, the CAP meets this target with a projected 26.9 percent reduction, and the proposed Project would be consistent with the reduction targets of AB 32. Thus, a less than significant impact would occur.

General Plan 2035 Policies and Actions:

Policy ES-3.9 Residential Density. Increase residential densities in appropriate locations to provide a customer base for new and existing commercial uses (CAP Measure T-7).

Policy FA-1.2 Transit-Oriented Development. Encourage the intensification of development in areas that are served by transit and multi-modal opportunities (CAP Measure T-22).

Policy FA-1.5 Mixed-Use Centers. Allow for the intensification of commercial and introduction of residential uses at the intersections of Mountain Avenue, San Antonio Avenue and Euclid Avenue to create vibrant, mixed-use centers. Encourage housing to be set back from the street at the primary intersections of Mountain, San Antonio and Euclid Avenues to allow commercial uses to activate the street front (CAP Measure T-16).

Policy FA-1.6	Housing. Allow for and encourage the development of higher density, multi-family residential projects at mid-blocks along Foothill Boulevard (CAP Measure T-8).
Action FA-1.1	Development Review. Provide expedited review and, if feasible, financial or other means of support, for master planned or mixed-use development projects that meet both the goals and design guidelines provided in the General Plan (CAP Measure T-18).
Action FA-1.2	Outreach to Property Owners. Work with property owners and developers on Foothill Boulevard to ensure that they are aware of the new land uses permitted and how they could benefit from them (CAP Measure T-19).
Policy FA-6.1	Reduce Commute Times. Reduce commute times for Upland residents and employees by providing more local employment near transit (CAP Measure T-11).
Policy FA-6.2	Transit-Oriented Employment Development. Retain and attract land uses with higher employment intensities that support transit and strengthen linkages between land uses and transit (CAP Measure T-23).
Policy FA-6.3	Residential Development. Focus residential development in College Heights in the southwestern corner of the area near Claremont Colleges and the Metrolink and future Gold Line Stations (CAP Measure T-4).
Policy FA-6.4	Access Improvements to Montclair Station. Coordinate with the City of Montclair to implement streetscape and connectivity improvements to support access to the station (CAP Measure T-5).
Policy FA-6.5	High-Density Housing. Encourage higher-density multi-family housing and mixed-use developments near the Montclair Transportation Center as designated on the Land Use Plan in the southwestern portion of College Heights (CAP Measure T-9).
Policy FA-6.7	Montclair Transportation Center. Strengthen multi-modal transportation linkages to the Montclair Transportation Center from the College Heights area (CAP Measure T-6).
Policy FA-6.9	Business/Residential Mixed-Use. Allow parcels south of the Pacific Electric Trail in College Heights to contain both light industrial and residential uses to support opportunities for live/work arrangements in the City (CAP Measure T-12).

Policy FA-6.10	Connectivity. Incorporate pedestrian design elements including pedestrian-oriented street and sidewalk improvements to improve connectivity throughout College Heights (CAP Measure T-27).
Policy HC-1.2	Complete Neighborhoods. Encourage new development to create complete neighborhoods and districts where residents can live within an easy and safe walking distance to daily services, recreational opportunities, and other community amenities that are part of a healthy lifestyle (CAP Measure T-28).
Policy LU-1.3	Strategic Growth. Concentrate growth in strategic locations that strengthens the City's economic base, offers new housing opportunities, maximizes available and planned infrastructure, and fosters the development and use of transit and multi-modal transportation. These areas include Historic Downtown Upland, Foothill Boulevard, the Southeast Quadrant, College Heights, Mountain Avenue, along the Interstate 10 corridor, and in the 9th Street Industrial area (CAP Measure T-29).
Policy LU-1.6	Jobs-Housing Match. Encourage new employment opportunities that match the range of housing types to make it possible for people to live and work in Upland (CAP Measure T-13).
Policy LU-4.1	Infill Development. Encourage mixed-use, infill development on brownfields or underutilized parcels near public transit, and within the urban core (CAP Measure T-20).
Policy LU-4.2	Balance Commercial and Residential Development. Strive to balance commercial and residential development within the City to provide services for residents and a supportive local clientele for business (CAP Measure T-14).
Policy LU-4.3	Jobs Housing Balance. Encourage a balance between jobs, workforce skills, and housing supply (CAP Measure T-15).
Policy LU-4.4	Incentives. Work to identify and support financial and administrative incentives (i.e., fee reductions) to encourage desired land uses, development patterns, and alternative modes of transportation that reduce greenhouse gas emissions (CAP Measure T-30).
Policy LU-5.1	Complementary Uses. Encourage the development of complementary land uses, such as grocery stores, basic commercial services, parks and recreational fields, and schools in close proximity to residential uses (CAP Measure T-31).

Policy LU-5.2	Mixed-Use Development. Along major arterials such as Foothill Boulevard, provide opportunities for residential, commercial and employment uses to occupy the same site in mixed-use configurations, and regulate mixed-use development to ensure high-quality development and protection of the occupants (CAP Measure T-17).
Policy LU-5.3	Transit Zones. Support transit zones around existing and planned transit stations where transit-oriented development should be facilitated (CAP Measure T-24).
Policy LU-5.4	Transit-Oriented Development. Support the development of multi-family residential and mixed-use projects around transit stations by allowing a reduction in the parking requirements or other development standards (CAP Measure T-25).
Policy OSC-2.3	California-Friendly Species. Encourage new and existing public and private development to incorporate California-friendly and drought-tolerant vegetation into landscape plans to reduce water demand (CAP Measure W-5).
Action OSC-3.5	Pacific Electric Trail. Maintain and enhance the Pacific Electric Trail with additional landscaping and shade trees to encourage residents to use the existing recreational resource (CAP Measure T-32).
Action OSC-3.6	Gas-Powered Equipment. Study the feasibility of reducing or eliminating the City's use of gasoline-powered landscape maintenance equipment (CAP Measure M-17).
Action OSC-3.7	Lawn Alternatives. Study the feasibility of minimizing the use of new lawns in City parks and the replacement of some existing lawns with meadows or no-mow turf alternatives (CAP Measure M-16).
Policy OSC-4.1	Land Use Patterns. Promote land use patterns that reduce the number and length of motor vehicle trips (CAP Measure T-33).
Policy OSC-4.2	Compact Development. Where development opportunities near shopping areas and transit corridors exist, prioritize higher-density residential development (CAP Measure T-10).
Policy OSC-4.3	Mixed Retail Development. Encourage employment areas to include a mix of retail support services, and allow new small-scale retail and service uses within established residential neighborhoods to reduce vehicle trips (CAP Measure T-21).

Policy OSC-4.8 Reduction in Commuting. Promote expansion of employment opportunities within Upland to reduce commuting to areas outside of the City (CAP Measure T-34).

Policy OSC-4.9 Rideshare Incentives. Encourage employers to offer employees incentives for ridesharing (CAP Measure T-35).

Policy OSC-4.10 Vehicle Idling. Continue to enforce the vehicle idling restrictions established by the State.

Policy OSC-4.15 Green Building Practices. Promote green building practices that support healthy indoor living and working environments that are well-ventilated and contaminant-free (CAP Measure E-10).

Action OSC-4.2 Transit Improvements. Coordinate with public transit providers to increase funding for transit improvements to supplement other means of travel (CAP Measure T-36).

Action OSC-4.3 Traffic Features. Implement traffic features such as integrated signalization to improve traffic flow and reduce emissions from vehicle idling and stop and start (CAP Measure T-37).

Action OSC-4.4 Bicycle and Pedestrian Facilities Master Plan. Coordinate with SANBAG to implement the City's Bicycle and Pedestrian Facilities Master Plan to ensure sufficient facilities for non-motorized transportation (CAP Measure T-1).

Action OSC-4.5 Vehicle Idling. Enforce State vehicle idling restrictions, where appropriate, including restrictions for bus layovers, delivery vehicles, trucks at warehouses and distribution facilities, and taxis, particularly when these activities take place close to sensitive land uses (schools, senior centers, medical facilities, and residences).

Action OSC-4.6 Intersection Design. Design new intersections and convert existing intersections, to the extent practicable, to function in a manner that reduces air pollutant emissions from stop and start and idling traffic conditions.

Action OSC-4.7 Energy Efficiency. Utilize the latest energy-efficient technologies for street lights, parking lot lights and traffic signals to reduce the City's electricity consumption (CAP Measure M-1).

Action OSC-4.8 Homeowner Education. Provide homeowner education regarding air quality standards, health effects, and efforts they can make to improve air quality and reduce greenhouse gas emissions in the region (CAP Measure M-12).

Policy OSC-5.2 Greenhouse Gas Reduction in New Development. Reduce greenhouse gas emissions from new development by promoting water conservation and recycling; promoting development that is compact, mixed use, pedestrian friendly, and transit oriented; promoting energy-efficient building design and site planning; improving the jobs/housing ratio; and other methods of reducing emissions (CAP Measure E-1).

Policy OSC-5.3 Climate Change Assessment and Monitoring. Assess and monitor the effects of climate change on an ongoing basis with periodic inventories of greenhouse gas emissions in the City and compare those to historical levels to monitor the efficacy of climate change mitigation efforts.

Policy OSC-5.4 CEQA Review. Evaluate greenhouse gas emission impacts from proposed development projects as required by the California Environmental Quality Act.

Policy OSC-5.5 Emissions Reductions. Require development projects that exceed AQMD ROG and NO_X operational thresholds to incorporate design or operational features that reduce emissions equal to 15 percent from the level that would be produced by an unmitigated project.

Policy OSC-5.6 Reduced Emissions for City Operations. Promote reduced idling, trip reduction, routing for efficiency, and the use of public transportation, carpooling, and alternate modes of transportation for operating City departments (CAP Measure M-13).

Policy OSC-5.7 Fleet Operations. Purchase low-emission vehicles for the City's fleet and use available clean fuel sources for trucks and heavy equipment, where economically feasible (CAP Measure M-14).

Policy OSC-5.8 Zero-Emission and Low-Emission Vehicle Use. Encourage the use of zero-emission vehicles, low-emission vehicles, non-motorized vehicles and bicycles, and car-sharing programs by requiring sufficient and convenient infrastructure and parking facilities in residential developments and employment centers to accommodate these vehicles (CAP Measure T-2).

Policy OSC-5.9 Preference for Reduced-Emission Equipment. Give preference to professional maintenance providers using reduced emission equipment for contracts for services (e.g., landscape maintenance), as well as businesses which practice sustainable operations, to the extent that it is economically feasible to do so (CAP Measure T-3).

Policy OSC-5.10 Transportation Systems Management and Trip Reduction. Encourage all City employees to use means other than a single-occupant vehicle for their daily work commute (CAP Measure M-15).

Policy OSC-5.11 Minimum Green Building Standards. Require new development to comply with the California Green Building Code (CalGreen) adopted by the California Building Standards Commission at the time of building permit application (CAP Measure E-11).

Policy OSC-5.12 LEED Standard for Public Buildings. Evaluate the feasibility of constructing new public buildings to meet, at a minimum, a LEED-Silver building standard or an equivalent standard, and construct said buildings toward meeting this standard to the extent feasible, using these buildings to demonstrate green building practices to builders, developers, homeowners and others (CAP Measure M-2).

Action OSC-5.1 GHG Reduction Goals. Work with the California Air Resources Board to comply with statewide greenhouse gas reduction goals as established in the Global Warming Solutions Act of 2006 for 2020 and any subsequent targets.

Action OSC-5.2 Climate Action Plan. Adopt a Climate Action Plan (CAP) within 18 months of adoption of this General Plan that demonstrates how the City will achieve the needed reductions of greenhouse gas emissions. Develop the CAP using methodology appropriate at the time of quantification and in coordination with SANBAG and SCAQMD.

Action OSC-5.3 Green Building. Design and publish handouts and web-based information describing green building practices and explaining relevant City permitting approval processes.

Action OSC-5.4 Green Businesses. Develop and publicize a certified green business/ institution program for the City. The program could include existing standards and establish new standards for energy conservation, water conservation, waste reduction and pollution prevention; assisting businesses with understanding and achieving the standards; and recognizing businesses and institutions who meet the standards (CAP Measure E-9).

Action OSC-5.5	Incentives. Develop and adopt incentives for the construction of green buildings, such as expedited permitting or reduced building fees, provided that building fee reductions are covered through outside funding sources, such as grants, and not from the General Fund (CAP Measure E-7).
Action OSC-5.6	Assessment Program. Consider a contractual assessment program (similar to that permitted under AB 811 [Levine, 2008]), for residential and commercial property owners to install renewable energy systems such as solar and wind power, purchase energy efficient appliances and complete building retrofits such as installation of thermally efficient windows, extra insulation and HVAC upgrades, provided that subsidies are covered through grants or other outside funding sources and not from the General Fund (CAP Measure E-6).
Action OSC-5.7	Staff Training. Train all plan review and inspection staff in green building materials, techniques and practices (CAP Measure M-3).
Action OSC-5.8	CalGreen Standards. Adopt CalGreen Tier 1 Standards for all new development in the City (CAP Measure M-4).
Policy OSC-6.1	Compliance with Energy Efficiency Standards. Require existing residential and commercial buildings to meet adopted energy efficiency standards prior to a completion of sale (CAP Measure E-3, E-12).
Policy OSC-6.2	New Development. Encourage solar-oriented design and passive solar heating and cooling in all new residential, commercial and civic development (CAP Measure E-13).
Policy OSC-6.3	Renewable Energy. Encourage the installation and construction of renewable energy systems and facilities such as wind, solar, hydropower, geothermal, and biomass facilities (CAP Measure E-14).
Policy OSC-6.4	Deciduous Trees. Require that deciduous trees be planted on the south- and west-facing sides of new buildings onsite to reduce energy use in the summer and winter months (CAP Measure E-4).
Policy OSC-6.5	City Facilities. Set an example for others to follow by using alternative energy sources such as solar for City facilities (CAP Measure M-5).
Policy OSC-6.6	Recruitment of Energy-Efficient Businesses. Strive to recruit businesses that research, develop, manufacture, utilize, and promote energy efficiency, conservation and advanced renewable technologies such as waste-to-energy facilities (CAP Measure E-2).

Policy OSC-6.7	Citizen Education. Work with appropriate agencies to proactively inform, educate and assist residents and developers regarding the objectives and techniques of sustainable development and resource conservation (CAP Measure M-10).
Action OSC-6.1	Green Business Recruitment. Recruit businesses that research, develop, manufacture, utilize, and promote energy efficiency, conservation, and advanced renewable technologies such as waste-to-energy facilities (CAP Measure E-2).
Action OSC-6.2	Inter-Agency Collaboration. Collaborate with local energy suppliers and distributers to establish energy conservation programs, Energy Star appliance change-out programs, rebates, vouchers, and other incentives to install energy-efficient technology and products (CAP Measure M-6).
Action OSC-6.3	Regional Coordination. Support the County of San Bernardino in its efforts to create the San Bernardino Valley Clean Energy District, which would make loans for homeowners and businesses seeking to install solar panels or take on other projects related to energy conservation (CAP Measure E-5).
Action OSC-6.4	Site Selection. Identify possible sites and resources for the production of energy using local renewable resources such as solar, wind, small hydro, and biogas (CAP Measure M-7).
Action OSC-6.5	City Facilities. Pursue grants to address existing energy inefficiencies in City facilities (CAP Measure M-8).
Action OSC-6.6	Purchasing Policies. Institute City purchasing policies that give preference to the purchase of energy-efficient products, renewable energy resources, products that contain recycled materials, and products that reduce waste generation, when feasible (CAP Measure M-9).
Action OSC-6.7	Public Outreach. Organize workshops on steps to increase energy efficiency in the home or business, such as weatherizing the home or building envelope, installing smart lighting systems, and how to conduct a self-audit for energy use and efficiency (CAP Measure M-11).
Policy PFS-8.3	Water Demand. Establish water demand reduction standards for new development and redevelopment to reduce per capita and total demand for water (CAP Measure W-1).
Policy PFS-9.1	Best Management Practices. Require new development projects to adopt best management practices for water use efficiency and demonstrate specific water conservation measures (CAP Measure W-2).

Policy PFS-9.2	Conservation Programs and Standards. Implement cost-effective water conservation programs, such as the existing rebates and grants for water efficiency and conservation, and enforce the Upland Municipal Code water conservation standards, to improve water-use efficiency, reduce water demand, and preserve the City's supplies (CAP Measure W-3).
Policy PFS-9.3	Regional Conservation. Coordinate with neighboring water purveyors to address local and regional water issues and implement regional water conservation programs as part of its water resource management strategy (CAP Measure W-4).
Policy PFS-9.4	Purple Pipe System. Review new development projects to determine which are appropriate for recycled water piping systems ("purple pipe") and require these projects to incorporate dual potable and recycled water facilities into their design (CAP Measure W-8).
Policy PFS-9.5	Irrigation. As appropriate, require all businesses and industries to use recycled water for irrigation (CAP Measure W-6).
Policy PFS-9.6	Recycled Water Facilities. Encourage new industrial/commercial and residential developers to construct recycled water backbone facilities for their development. Additionally, continue to work with the IEUA to provide facilities for recycled water distribution (CAP Measure W-9).
Policy PFS-9.7	Captured Rainwater. Encourage the use of captured rainwater for use in landscapes and irrigation (CAP Measure W-7).
Policy PFS-14.1	State Diversion Goal. Strive to exceed the State's goal of diverting solid waste from landfills (CAP Measure SW-1).
Policy PFS-14.4	Business Recycling and Composting. Support current and future regulations regarding commercial recycling (CAP Measure SW-2).
Policy PFS-14.5	City Operations. Serve as a role model to businesses and institutions regarding purchasing decisions that minimize the generation of solid waste in addition to encouraging all City staff to recycle at City facilities.
Policy PFS-14.6	Disposable, Toxic or Non-Renewable Products. Reduce the use of disposable, toxic or non-renewable products in City operations (CAP Measure SW-3).
Policy PFS-14.7	Recycle Asphalt Pavement. Promote the use of recycled asphalt pavement (RAP) for streets and parking lots, where feasible (CAP Measure SW-4).

Policy PFS-14.8 Recycled Materials in New Construction. Encourage the use of recycled materials in new construction (CAP Measure SW-5).

Mitigation Measures: No further mitigation is required beyond implementation of the GPU Policies and Actions and CAP Strategies, Policies and Actions.

Level of Significance After Mitigation: Not Applicable.

CONSISTENCY WITH APPLICABLE GHG PLANS, POLICIES OR REGULATIONS

- **WOULD PROJECT IMPLEMENTATION CONFLICT WITH AN APPLICABLE GREENHOUSE GAS REDUCTION PLAN, POLICY, OR REGULATION?**

Impact Analysis: As previously stated, the City has prepared a CAP as part of the proposed General Plan 2035 process, which includes a variety of strategies, objectives, and measures to reduce GHG emissions in accordance with State reduction goals. These strategies, objectives, and measures are consistent with and build upon the proposed General Plan 2035 Policies and Actions. Table 5.6-6, *Climate Action Strategy Reductions*, illustrates the reductions that would be achieved per Climate Action Strategy with implementation of the CAP.

Table 5.6-6
Climate Action Strategy Reductions

Reduction Categories	Reductions from CAP Measures	
	$MTCO_2eq/yr$	Percentage
Climate Action Strategy 1: Transportation and Land Use Strategy	51,127	26.2
Climate Action Strategy 2: Energy Use and Conservation Strategy	3,830	2.0
Climate Action Strategy 3: Water Use and Efficiency Reduction Strategy	4,040	2.1
Climate Action Strategy 4: Waste Reduction and Recycling Strategy	3,943	2.0
Climate Action Strategy 5: Municipal Reduction Strategy	626	0.3
AB 1493 and EO S-1-07	119,813	61.3
SB 1078 and SB 107	12,111	6.2
Total	**195,490**	**100**
	26.9% from 2008 baseline	

CAP reduction measures would result in a total of approximately 195,490 $MTCO_2eq$ (26.9 percent) below 2020 BAU GHG emissions. The proposed General Plan 2035 would be consistent with the proposed CAP, as CAP strategies, objectives, and measures are consistent with and build upon the proposed General Plan 2035 Goals, Policies, and Actions. Therefore,

the proposed Project would be consistent, and would not conflict with an applicable GHG reduction plan, policy, or regulation. Impacts in this regard are less than significant.

General Plan 2035 Policies and Actions: Refer to the GPU Policies and Actions referenced above.

Mitigation Measures: No further mitigation is required beyond implementation of the GPU Policies and Actions and CAP Strategies, Policies, and Actions.

Level of Significance After Mitigation: Not Applicable.

5.6.5 CUMULATIVE IMPACTS AND MITIGATION MEASURES

- **WOULD GREENHOUSE GAS EMISSIONS RESULTING FROM DEVELOPMENT ASSOCIATED WITH IMPLEMENTATION OF THE PROPOSED PROJECT AND CUMULATIVE DEVELOPMENT COULD IMPACT GREENHOUSE GAS EMISSIONS ON A CUMULATIVELY CONSIDERABLE BASIS?**

Impact Analysis: The proposed Project would result in a less than significant impact regarding GHG emissions with implementation of CAP reduction Strategies, Goals, Policies, and Actions. These policies and actions would result in a reduction of approximately 195,490 $MTCO_2eq$ (26.9 percent) below 2020 BAU GHG emissions, which is consistent with the State reduction goals set forth in AB 32.

On December 30, 2009, the Natural Resources Agency adopted the CEQA Guideline Amendments prepared by Office of Planning and Research (OPR), as directed by SB 97. On February 16, 2010, the Office of Administration Law approved the CEQA Guidelines Amendments, and filed them with the Secretary of State for inclusion in the California Code of Regulations. The CEQA Guidelines Amendments became effective on March 18, 2010. The Natural Resources Agency originally proposed to add subdivision (f) to section 15130 to clarify that sections 21083 and 21083.05 of the Public Resources Code do not require a detailed analysis of GHG emissions solely due to the emissions of other projects (i.e., *CEQA Guidelines, Section* 15130(a)(1); *Santa Monica Chamber of Commerce v. City of Santa Monica* (2002) 101 Cal.App.4th 786, 799). Rather, the proposed subdivision (f) would have provided that a detailed analysis is required when evidence shows that the incremental contribution of the Project's GHG emissions is cumulatively considerable when added to other cumulative projects (i.e., *Communities for a Better Environment v. California Resources Agency* (2002), supra, 103 Cal.App.4th at 119-120). In essence, the proposed addition would be a restatement of law as applied to GHG emissions. Analysis of GHG emissions as a cumulative impact is consistent with case law arising under the National Environmental Policy Act (e.g., *Center for Biological Diversity v. National Highway Traffic Safety Administration*, 538 F.3d 1172, 1215-1217 [9th Cir.

2008]). Other portions of the CEQA Guideline Amendments address how lead agencies may determine whether a project's emissions are cumulatively considerable (e.g., Proposed Sections 1506(h)(3) and 15064.4). However, public comments noted that the new subdivision merely restated the law, and was capable of misinterpretation. The Natural Resources Agency, therefore, determined that because other provisions of the CEQA Guideline Amendments address the analysis of GHG emissions as a cumulative impact, and because the reasoning of those is fully explained in the Initial Statement of Reasons, subdivision (f) should not be added to the CEQA Guidelines. The deletion was reflected in the revisions that were made available for further public review and comment on October 23, 2009.

It is generally the case that an individual project of this size is of insufficient magnitude by itself to result in a substantial contribution to the global GHG inventory.[19] GHG impacts are recognized as exclusively cumulative impacts; there are no non-cumulative GHG emission impacts.[20] In addition, as noted in Table 5.6-6, implementation of the CAP would result in GHG reduction of approximately 195,490 MT CO_2eq (26.9 percent) below 2020 BAU. For the reasons discussed in this section and because the project incorporates GHG reduction measures, the proposed Project's GHG emissions would not result in a cumulative considerable impact.

General Plan 2035 Policies and Actions: Refer to the GPU Policies and Actions referenced above.

Mitigation Measures: No further mitigation is required beyond implementation of the GPU Policies and Actions and CAP Strategies, Policies, and Actions.

Level of Significance After Mitigation: Not Applicable.

5.6.6 SIGNIFICANT UNAVOIDABLE IMPACTS

Greenhouse Gas emissions impacts associated with Project implementation would be less than significant through implementation of CAP strategies Policies and Actions. No significant unavoidable GHG emissions impacts would occur as a result of Project implementation.

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SECTION 5.7
Noise

5.7 NOISE

The purpose of this section is to summarize the existing noise conditions within the City of Upland (City) and evaluate noise source impacts, as a result of Project implementation. This section evaluates short-term construction-related impacts, as well as future buildout conditions. Mitigation measures are also recommended to avoid or lessen the Project's noise impacts. Information in this section was obtained from the *City of Upland Municipal Code* (UMC). For the purposes of mobile source noise modeling and contour development, traffic information contained in the *Upland General Plan Traffic Impact Analysis* (Fehr & Peers, September 2014) was utilized; refer to Appendix D, *Traffic Impact Analysis*. Appendix G, *Noise Data*, includes data to support this analysis is this section.

It is noted, the Zoning Code Update's (ZCU) development capacity would be less than the General Plan 2035's development capacity; refer to Section 5.1, *Land Use and Planning*. Therefore, the General Plan 2035's development capacity, which would result in greater noise impacts, is assumed in this analysis.

5.7.1 EXISTING REGULATORY SETTING

Sound is described in terms of the loudness (amplitude) of the sound and frequency (pitch) of the sound. The standard unit of measurement of the loudness of sound is the decibel (dB). Since the human ear is not equally sensitive to sound at all frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity. The A-weighted decibel scale (dBA) performs this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear.

The perceived loudness of sound is dependent upon many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable, and should be approximated by the A-weighted sound levels (expressed as dBA) and the way the human ear perceives noise. For this reason, the A-weighted sound level has become the standard tool of environmental noise assessment.

Community noise is commonly described in terms of the "ambient" noise level, which is defined as the all-encompassing noise level associated with a given noise environment. A common statistical tool to measure the ambient noise level is the average, or equivalent, sound level (L_{eq}), which corresponds to a steady-state A-weighted sound level containing the same total energy as a time-varying signal over a given time period (usually one hour). The L_{eq} is the foundation of the composite noise descriptor, L_{dn}, and shows very good correlation with community response to noise.

Decibels are based on the logarithmic scale. The logarithmic scale compresses the wide range in sound pressure levels to a more usable range of numbers in a manner similar to the Richter scale used to measure earthquakes. In terms of human response to noise, a sound 10 dBA higher than another is judged to be twice as loud and 20 dBA higher four times as loud, and so forth.

Everyday sounds normally range from 30 dBA (very quiet) to 100 dBA (very loud). Examples of various sound levels in different environments are illustrated on Exhibit 5.7-1, *Sound Levels and Human Response*.

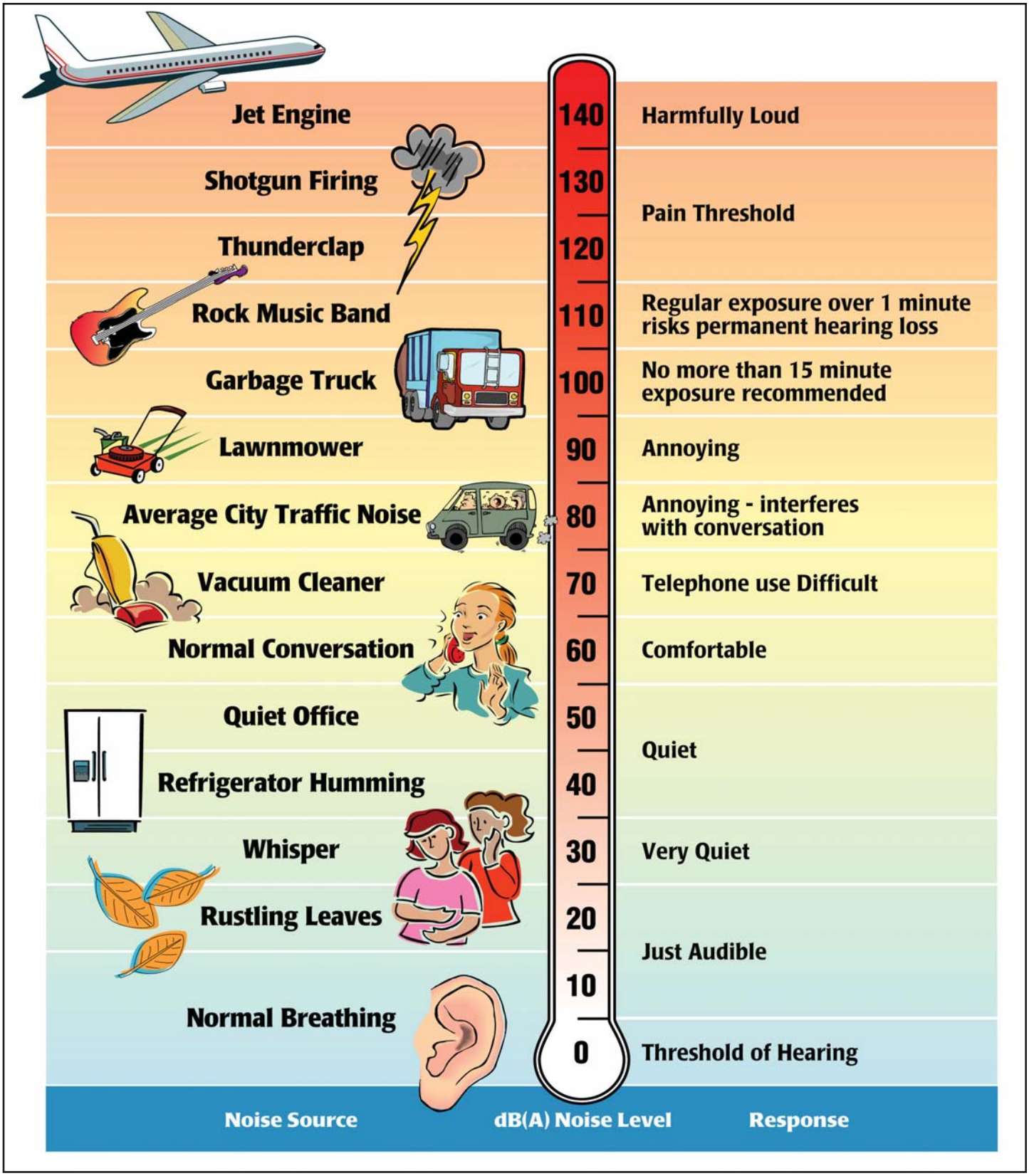
Many methods have been developed for evaluating community noise to account for, among other things:

- The variation of noise levels over time;
- The influence of periodic individual loud events; and
- The community response to changes in the community noise environment.

Numerous methods have been developed to measure sound over a period of time; refer to Table 5.7-1, *Noise Descriptors*.

Table 5.7-1
Noise Descriptors

Term	Definition
Decibel (dB)	The unit for measuring the volume of sound equal to 10 times the logarithm (base 10) of the ratio of the pressure of a measured sound to a reference pressure (20 micropascals).
A-Weighted Decibel (dBA)	A sound measurement scale that adjusts the pressure of individual frequencies according to human sensitivities. The scale accounts for the fact that the region of highest sensitivity for the human ear is between 2,000 and 4,000 cycles per second (hertz).
Equivalent Sound Level (L_{eq})	The sound level containing the same total energy as a time varying signal over a given time period. The L_{eq} is the value that expresses the time averaged total energy of a fluctuating sound level.
Maximum Sound Level (L_{max})	The highest individual sound level (dBA) occurring over a given time period.
Minimum Sound Level (L_{min})	The lowest individual sound level (dBA) occurring over a given time period.
Community Noise Equivalent Level (CNEL)	A rating of community noise exposure to all sources of sound that differentiates between daytime, evening, and nighttime noise exposure. These adjustments are +5 dBA for the evening, 7:00 PM to 10:00 PM, and +10 dBA for the night, 10:00 PM to 7:00 AM.
Day/Night Average (L_{dn})	The L_{dn} is a measure of the 24-hour average noise level at a given location. It was adopted by the U.S. Environmental Protection Agency (EPA) for developing criteria for the evaluation of community noise exposure. It is based on a measure of the average noise level over a given time period called the L_{eq}. The L_{dn} is calculated by averaging the L_{eq}'s for each hour of the day at a given location after penalizing the "sleeping hours" (defined as 10:00 PM to 7:00 AM), by 10 dBA to account for the increased sensitivity of people to noises that occur at night.
Exceedance Level (L_n)	The A-weighted noise levels that are exceeded 1%, 10%, 50%, and 90% (L_{01}, L_{10}, L_{50}, L_{90}, respectively) of the time during the measurement period.
Source: Cyril M. Harris, *Handbook of Noise Control*, dated 1979.	



Source: Melville C. Branch and R. Dale Beland, *Outdoor Noise in the Metropolitan Environment*, 1970.
Environmental Protection Agency, *Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety* (EPA/ONAC 550/9-74-004), March 1974.

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PLANNING DOCUMENTS PROJECT
PROGRAM ENVIRONMENTAL IMPACT REPORT

Sound Levels and Human Response

Exhibit 5.7-1

It is difficult to specify noise levels that are generally acceptable to everyone; what is annoying to one person may be unnoticed by another. Standards may be based on documented complaints in response to documented noise levels, or based on studies of the ability of people to sleep, talk, or work under various noise conditions. Standards usually address the needs of most of the general population. This section summarizes the laws, ordinances, regulations, and standards that are applicable to the proposed Project. Regulatory requirements related to environmental noise are typically promulgated at the local level. However, Federal and State agencies provide standards and guidelines to the local jurisdictions.

FEDERAL

The Federal Noise Control Act of 1972 established programs and guidelines to identify and address the effects of noise on public health, welfare, and the environment. In 1981, the U.S. Environmental Protection Agency (U.S. EPA) administrators determined that subjective issues such as noise would be better addressed at more local levels of government, thereby allowing more individualized control for specific issues by designated Federal, State, and local government agencies. Consequently, in 1982 responsibilities for regulating noise control policies were transferred to specific federal agencies, and state and local governments. However, noise control guidelines and regulations contained in the U.S. EPA rulings in prior years remain in place. No Federal noise regulations are directly applicable to the proposed Project.

STATE

The State of California has adopted noise standards in areas of regulation not preempted by the federal government. State standards regulate noise levels of motor vehicles, sound transmission through buildings, occupational noise control, and noise insulation. State regulations governing noise levels generated by individual motor vehicles (i.e., the *California Vehicle Code*) and those governing occupational noise control (i.e., Occupational Safety and Health Administration) are not applicable to planning efforts nor are these areas typically subject to CEQA analysis. Thus, these regulatory guidelines are not included in this analysis. The following is State of California and state agency regulation that has been deemed applicable to this Project.

Title 24

In 1974, the California Commission on Housing and Community Development adopted noise insulation standards for residential buildings (*CCR Title 24*, Part 2, Chapter 12, Section 1207.11.2). *Title 24* establishes standards for interior room noise attributable to outside noise sources. *Title 24* also specifies that acoustical studies should be prepared whenever a residential building or structure is proposed to be located in areas with exterior noise levels 60 dB L_{dn} or greater. The acoustical analysis must show that the building has been designed to limit intruding noise to an interior level not exceeding 45 dB L_{dn} for any habitable room.

Governor's Office of Planning and Research

The State of California General Plan Guidelines, published by the State Governor's Office of Planning and Research (OPR), provides guidance for the acceptability of specific land use types within areas of specific noise exposure. Table 5.7-2, *Land Use Compatibility for Community Noise Environments*, presents guidelines for determining acceptable and unacceptable community noise exposure limits for various land use categories. The guidelines also present adjustment factors that may be used to arrive at noise acceptability standards that reflect the noise control goals of the community, the particular community's sensitivity to noise, and the community's assessment of the relative importance of noise pollution. OPR guidelines are advisory in nature. Local jurisdictions, including the City of Upland, have the responsibility to set specific noise standards based on local conditions.

Table 5.7-2
Land Use Compatibility for Community Noise Environments

Land Use Category	Community Noise Exposure (CNEL)			
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Residential-Low Density, Single-Family, Duplex, Mobile Homes	50 – 60	55 - 70	70 – 75	75 – 85
Residential – Multiple Family	50 – 65	60 – 70	70 – 75	70 – 85
Transient Lodging – Motel, Hotels	50 – 65	60 – 70	70 – 80	80 – 85
Schools, Libraries, Churches, Hospitals, Nursing Homes	50 – 70	60 – 70	70 – 80	80 – 85
Auditoriums, Concert Halls, Amphitheaters	NA	50 – 70	NA	65 – 85
Sports Arenas, Outdoor Spectator Sports	NA	50 – 75	NA	70 – 85
Playgrounds, Neighborhood Parks	50 – 70	NA	67.5 – 77.5	72.5 – 85
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50 – 70	NA	70 – 80	80 – 85
Office Buildings, Business Commercial and Professional	50 – 70	67.5 – 77.5	75 – 85	NA
Industrial, Manufacturing, Utilities, Agriculture	50 – 75	70 – 80	75 – 85	NA

CNEL = community noise equivalent level; NA = not applicable

NORMALLY ACCEPTABLE: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.
CONDITIONALLY ACCEPTABLE: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features have been included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning, will normally suffice.
NORMALLY UNACCEPTABLE: New construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise-insulation features must be included in the design.
CLEARLY UNACCEPTABLE: New construction or development should generally not be undertaken.

Source: Office of Planning and Research, California, *General Plan Guidelines,* October 2003.

LOCAL

Cable Airport Comprehensive Airport Land Use Plan (ALUP)

Cable Airport is located in the southwest portion of the City, northeast of the Foothill Boulevard/Monte Vista Avenue intersection. Encompassing 105 acres, Cable Airport is the largest privately owned airport in the country. Cable Airport is a general aviation airport.

The Cable Airport Comprehensive Airport Land Use Plan (ALUP) was adopted by the West Valley Planning Agency Airport Land Use Commission in December 9, 1981. Specifically, the ALUP "seeks to protect the public from the adverse effects of aircraft noise, to ensure that people and facilities are not concentrated in areas susceptible to aircraft accidents, and to ensure that no structures affect navigable airspace. This plan shall generally address only those areas and issues, which are affected by, or affect, aircraft operations."

ALUP Figure 6, *Cable Airport Noise Impact Zones*, illustrates the noise contours and Noise Impact Zones. The extent of noise impact is designated by two zones: Zone A - high noise impact (greater than 65 dB, CNEL); and Zone B - moderate noise impact (between 60 dB and 65dB, CNEL. These boundaries were established by analyzing normal flight patterns, approach and take off surfaces, and noise regulations. ALUP Section 6, *Cable Airport Noise Impact Zones*, describes the noise areas and outlines the noise standards.

City of Upland Noise Element

The State of California has mandated that local governments prepare a noise element as part of their general plans. The Upland General Plan Noise Element (1982) is intended to protect residents from noise that would jeopardize their health and welfare. The Element places value on the well-being and health of the citizens residing in the City by mitigating noise problems. It considers noise generated from several sources and examines methods to mitigate problems for the benefit of community residents and to better the quality of life in the City.

City of Upland Municipal Code

The City's noise regulations are included in UMP Chapter 9.40, also known as the *Noise Ordinance*. Construction-related and operational noise restrictions are discussed below:

- *Construction Noise*. UMC Section 9.40.100(M) regulates construction noise. The *Noise Ordinance* permits noise generated by construction activities between the hours of 7:00 AM and 6:00 PM on weekdays. Construction noise is prohibited on Sundays and holidays.

- *Operational Noise*. Within the City, the *Noise Ordinance* governs operational noise generated between two properties and does not regulate noise from transportation sources, such as traffic, aircraft, and railways. UMC Section 9.40.070 establishes the

exterior noise standards for residential uses, while UMC Section 9.40.080 establishes the exterior noise standards for nonresidential uses. Exterior noise should be measured on the exterior of the properties, and no noise level should exceed the levels presented in Table 5.7-3, *City of Upland Residential Exterior Noise Limits*. UMC Section 9.40.080 states that for nonresidential properties, no noise level should exceed the respective base ambient noise levels of 65 dBA at anytime for uses not specified, and 75 dBA at anytime for industrial and commercial uses.

Table 5.7-3
City of Upland Residential Exterior Noise Limits

Maximum Time of Exposure	Noise Metric[1]	Noise Level Not To Be Exceeded[2]	
		7:00 AM to 10:00 PM (Daytime)	10:00 PM to 7:00 AM (Nighttime)
30 Minutes / Hour	L_{50}	55 dBA	45 dBA
15 Minutes / Hour	L_{25}	60 dBA	50 dBA
5 Minutes / Hour	L_{8}	65 dBA	55 dBA
1 Minute / Hour	L_{2}	70 dBA	60 dBA
Any Period of Time	L_{max}	75 dBA	65 dBA

Source: City of Upland, *Upland Municipal Code*, Section 9.40.

Notes:
1. Noise levels that are equaled or exceeded by a fluctuating sound level (in this table) 50 percent, 25 percent, 8 percent, and 2 percent of the stated time period.
2. The noise standards apply to stationary sources only.

5.7.2 EXISTING ENVIRONMENTAL SETTING

Human response to sound is highly individualized. Annoyance is the most common issue regarding community noise. The percentage of people claiming to be annoyed by noise generally increases with the environmental sound level. However, many factors also influence people's response to noise. The factors can include the character of the noise, the variability of the sound level, the presence of tones or impulses, and the time of day of the occurrence. Additionally, non-acoustical factors, such as the person's opinion of the noise source, the ability to adapt to the noise, the attitude towards the source and those associated with it, and the predictability of the noise, all influence people's response. As such, response to noise varies widely from one person to another and with any particular noise, individual responses will range from "not annoyed" to "highly annoyed."

When the noise level of an activity rises above 70 dBA, the chance of receiving a complaint is possible, and as the noise level rises, dissatisfaction among the public steadily increases. However, an individual's reaction to a particular noise depends on many factors, such as the source of the sound, its loudness relative to the background noise, and the time of day. The reaction to noise can also be highly subjective; the perceived effect of a particular noise can vary widely among individuals in a community.

The effects of noise are often only transitory, but adverse effects can be cumulative with prolonged or repeated exposure. The effects of noise on the community can be organized into six broad categories:

- Noise-Induced Hearing Loss;
- Interference with Communication;
- Effects of Noise on Sleep;
- Effects on Performance and Behavior;
- Extra-Auditory Health Effects; and
- Annoyance.

Noise-Induced Hearing Loss. Although it often causes discomfort and sometimes pain, noise-induced hearing loss usually takes years to develop. Noise-induced hearing loss can impair the quality of life through a reduction in the ability to hear important sounds and to communicate with family and friends. Hearing loss is one of the most obvious and easily quantified effects of excessive exposure to noise. While the loss may be temporary at first, it could become permanent after continued exposure. When combined with hearing loss associated with aging, the amount of hearing loss directly caused by the environment is difficult to quantify. Although the major cause of noise-induced hearing loss is occupational, substantial damage can be caused by non-occupational sources. According to the United States Public Health Service, nearly ten million of the estimated 21 million Americans with hearing impairments owe their losses to noise exposure.

Interference with Communication. Noise can mask important sounds and disrupt communication between individuals in a variety of settings. This process can cause anything from a slight irritation to a serious safety hazard, depending on the circumstance. Noise can disrupt face-to-face communication and telephone communication, and the enjoyment of music and television in the home. It can also disrupt effective communication between teachers and pupils in schools, and can cause fatigue and vocal strain in those who need to communicate in spite of the noise. Interference with communication has proved to be one of the most important components of noise-related annoyance.

Effects of Noise on Sleep. Noise-induced sleep interference is one of the critical components of community annoyance. Sound level, frequency distribution, duration, repetition, and variability can make it difficult to fall asleep and may cause momentary shifts in the natural sleep pattern, or level of sleep. It can produce short-term adverse effects on mood changes and job performance, with the possibility of more serious effects on health if it continues over long periods. Noise can cause adverse effects on task performance and behavior at work, and non-occupational and social settings. These effects are the subject of some controversy, since the presence and degree of effects depends on a variety of intervening variables. Most research in this area has focused mainly on occupational settings, where noise levels must be sufficiently high and the task sufficiently complex for effects on performance to occur.

Annoyance. Annoyance can be viewed as the expression of negative feelings resulting from interference with activities, as well as the disruption of one's peace of mind and the enjoyment of one's environment. Field evaluations of community annoyance are useful for predicting the

consequences of planned actions involving highways, airports, road traffic, railroads, or other noise sources. The consequences of noise-induced annoyance are privately held dissatisfaction, publicly expressed complaints to authorities, and potential adverse health effects, as discussed above. In a study conducted by the United States Department of Transportation, the effects of annoyance to the community were quantified. In areas where noise levels were consistently above 60 dBA CNEL, approximately nine percent of the community is highly annoyed. When levels exceed 65 dBA CNEL, that percentage rises to 15 percent. Although evidence for the various effects of noise have differing levels of certainty, it is clear that noise can affect human health. Most of the effects are, to a varying degree, stress related.

SOURCES OF NOISE

Mobile Sources

FREEWAYS AND STREETS

The City roadways that generate the most traffic noise from vehicle and truck traffic are Interstate 10 (I-10) and State Route 210 (SR-210) due to higher traffic volumes and vehicle speeds than other roadways. Major City arterials that generate significant noise include Arrow Highway, 8th Street, 13th Street, 16th Street, Mountain Avenue, San Antonio Avenue, and Campus Avenue.

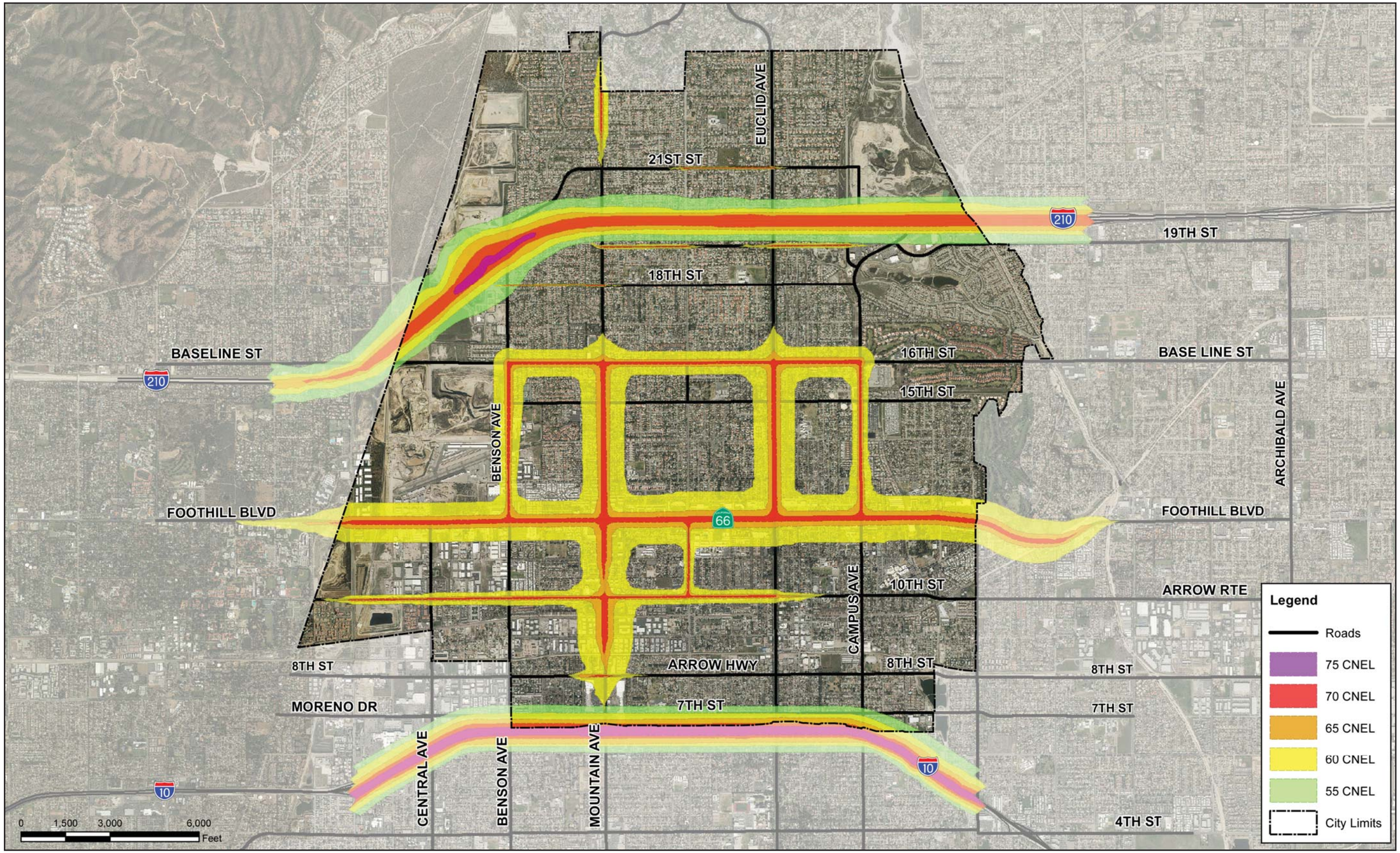
Vehicular noise along major roadways was modeled to estimate existing noise levels from mobile traffic. The existing and future roadway noise levels were projected using the FHWA Traffic Noise Prediction Model (RD-77-108), together with several roadway and site parameters. The FHWA model is based upon reference energy mean emission levels (REMELS) for automobiles, medium trucks (two axles) and heavy trucks (three or more axles), with consideration given to vehicle volume, speed, roadway configuration, distance to the receiver, and the acoustical characteristics of the site. To predict CNEL values, it is necessary to determine the hourly distribution of traffic for a typical day and adjust the traffic volume input data to yield an equivalent hourly traffic volume. The California Vehicle Noise (Calveno) traffic noise emission curves are used as recommended by the California Department of Transportation (Caltrans) to more accurately calculate noise levels generated by traffic in California.

Traffic volumes used in the FHWA model were obtained from the *Upland General Plan Traffic Impact Analysis* (Fehr & Peers, September 2014). These traffic inputs determine the projected impact of vehicular traffic noise and include the roadway cross-section (e.g., number of lanes), roadway width, average daily traffic (ADT), vehicle travel speed, percentages of automobile and truck traffic, roadway grade, angle of view, and site conditions (hard or soft). The model does not account for ambient noise levels (i.e., noise from adjacent land uses) or topographical differences between the roadway and adjacent land uses. Exhibit 5.7-2, *Existing Roadway Noise Contours*, and Table 5.7-4, *Existing Roadway Noise Levels*, indicate the location of the 60-, 65-, and 70-CNEL noise contours associated with vehicular traffic along local roadways as modeled with the FHWA computer model.

Table 5.7-4
Existing Roadway Noise Levels

Roadway Segment	Roadway Width (feet)	Existing Conditions				
		ADT	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet)		
				60 CNEL Noise Contour	65 CNEL Noise Contour	70 CNEL Noise Contour
Benson Avenue						
16th Street to 15th Street	65	16,100	66.3	500	158	50
13th Street to Foothill Boulevard	65	16,800	64.0	290	92	29
Campus Avenue						
16th to 15th Street	35	12,900	64.3	303	96	30
13th Street to Foothill Boulevard	35	16,700	65.5	391	124	39
Euclid Avenue						
16th to 15th Street	150	23,000	67.1	714	225	71
Mountain Avenue						
23rd Street to 22nd Street	75	7,800	63.1	243	77	24
16th to 15th Street	75	24,300	68.1	755	239	75
Foothill Boulevard to 11th Street	75	34,400	68.2	807	255	81
Arrow Highway to 9th Street	80	40,700	69.0	954	302	95
San Antonio Avenue						
16th Street to 15th Street	65	7,500	60.7	129	41	13
Foothill Boulevard to11th Street	65	10,500	62.0	181	57	18
8th Street						
Benson Avenue to Mountain Avenue	60	10,146	61.8	175	55	17
Foothill Boulevard						
Monte Vista Avenue to Central Avenue	80	21,500	67.6	668	211	67
Central Avenue to Benson Avenue	80	21,500	67.6	669	211	67
Benson Avenue to Mountain Avenue	80	21,000	67.6	668	211	67
Mountain Avenue to San Antonio Avenue	80	26,500	68.5	824	261	82
San Antonio Avenue to Euclid Avenue	80	30,000	69.0	933	295	93
Euclid Avenue to Campus Avenue	80	26,000	68.4	809	256	81
East of Campus Avenue	80	24,000	68.1	746	236	75
16th Street						
Benson Avenue to Mountain Avenue	60	14,792	66.0	460	145	46
Mountain Avenue to San Antonio Avenue	60	12,716	65.4	396	125	40
San Antonio Avenue to Euclid Avenue	60	12,633	65.3	393	124	39
Euclid Avenue to Campus Avenue	60	16,715	66.6	520	164	52
18th Street						
Benson Avenue to Mountain Avenue	35	2,700	56.3	47	15	5
19th Street						
Mountain Avenue to San Antonio Avenue	40	4,200	58.2	72	23	7
Euclid Avenue to Campus Avenue	40	4,700	58.7	81	26	8
21st Street						
San Antonio Avenue to Euclid Avenue	40	3,100	56.9	53	17	5
Arrow Highway						
Benson Avenue to Mountain Avenue	75	10,400	63.4	244	77	24
Mountain Avenue to San Antonio Avenue	75	10,800	63.6	253	80	25
San Antonio Avenue to Euclid Avenue	40	9,700	63.1	227	72	23
Arrow Route						
Monte Vista Avenue to Central Avenue	60	6,500	61.2	152	48	15
Central Avenue to Benson Avenue	60	9,000	62.8	211	67	21

Source: Traffic noise modeling is based on traffic data provided by Fehr & Peers, September 13, 2012.



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Existing Roadway Noise Contours

Exhibit 5.7-2

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As shown in Table 5.7-4, the existing noise levels adjacent to City roadways range from a low of 56.3 CNEL along 18th Street (Benson Avenue to Mountain Avenue) to a high of 69.0 CNEL along Mountain Avenue (Arrow Highway to 9th Street). Under existing conditions, noise levels within 100 feet of these roadway centerline do not experience traffic noise levels in excess of 70 CNEL. Therefore, land uses do not currently experience unacceptable roadway noise levels. It is noted that these are modeled traffic noise levels, and are not based upon actual site measurements.

Freeways typically result in greater noise levels than other roadways due to higher traffic volumes and vehicle speeds. As depicted on Exhibit 5.7-2, I-10 and SR-210 both traverse the City and represent a primary source of traffic noise. The following describes the traffic volumes and general characteristics of the freeways within the City.

- *State Route 210*. SR-210 provides direct access into the city by means of on-off ramps at Campus Avenue and Mountain Avenue. It runs east-west in the north part of Upland and has four lanes in each direction. Based on traffic data from Fehr and Peers, ADT along the segments of SR-210 that pass through Upland ranges from approximately 59,348 to 66,984 for both northbound and southbound traffic.

- *Interstate 10*. I-10 provides direct access into the city by way of on-off ramps located at Euclid Avenue and Mountain Avenue. It runs east-west to the south of Upland and has five lanes in general in each direction, including one high occupancy vehicle (HOV) lane, in the vicinity of Upland. Based on traffic data from Fehr and Peers, ADT along the segments of I-10 that pass through Upland ranges from approximately 99,105 to 118,079 for both northbound and southbound traffic.

AIRCRAFT

Noise exposure contours around airports are determined from the number and type of aircraft using the airport, the magnitude and duration of each fly over, flight paths, and the time of day when flights occur. The Airport Noise Standards contained in Title 4 of the *California Administrative Code* specify that airports shall not permit noise exposures of 65 CNEL or greater to extend into residential or school areas. The State Aeronautics Act specifies 65 dB CNEL as the criterion which airports must meet to protect existing residential communities from unacceptable exterior exposures to aircraft noise. The exterior maximum of 65 CNEL is given as the level deemed acceptable to a reasonable person residing in urban residential areas where houses are of typical California construction and may have windows partially open.

Cable Airport, which is located in the southwestern portion of the City, is the single source of air traffic affecting City noise levels. Aircraft flyovers are heard occasionally in the City; however, the aircraft do not contribute a significant amount of noise heard in the City. Noise contours prepared as part of the Cable Airport Land Use Compatibility Plan (CALUCP) (Mead & Hunt, June 2013 Draft) indicates that the 2013 55 to 60 dBA CNEL noise contours extend northeast into various residential uses, while the 60 to 75+ dBA CNEL contours are confined to the commercial and industrial areas surrounding and in close proximity to the airport.

The Ontario International Airport is located approximately 2.5 miles southwest of the City. Although aircraft accessing the airport may be noticeable in Upland, the Airport's 60 CNEL contour does not extend in to the City's limits.[1] The 60 CNEL contour is located approximately one mile south of the City's southern boundary. Therefore, noise impacts from the Ontario International Airport would be less than significant.

RAILWAYS

The Santa Fe Line, located between Eighth and Ninth Streets, traverses the southern portion of the City in an east-west orientation, which results in annoyance to residential uses in the vicinity of the railroad tracks. Both freight and passenger traffic (Metrolink) are served by the Santa Fe Line. The former Southern Pacific Line, located between Ninth Street and Arrow Highway, is presently idle.

Stationary Sources

Commercial and industrial land uses located near residential areas currently generate occasional noise impacts. The primary noise sources associated with these facilities are caused by delivery trucks, air compressors, generators, outdoor loudspeakers, and gas venting. Other significant stationary noise sources in the City include noise from construction activities and landscaping equipment. Residential land uses and areas identified as noise-sensitive are protected from excessive noise from stationary sources, including commercial and industrial centers, through application of the City's *Noise Ordinance*.

CONSTRUCTION

Construction noise is one of the most common stationary noise sources in the City. The use of pile drivers, drills, trucks, pavers, graders, and a variety of other construction equipment can result in short, sporadic elevated noise levels. Although construction noise impacts are generally short-term in nature, they can often disturb nearby sensitive uses.

COMMERCIAL USES

Commercial development covers a broad spectrum of uses including retail, professional offices, neighborhood stores and service commercial. The commercial uses are generally located along the City's southern portion. Community and neighborhood shopping centers are located throughout the City and concentrated on major arterials including Foothill Boulevard, Mountain Avenue, and Euclid Avenue. Auto related commercial uses are concentrated along Foothill Boulevard east of Euclid Avenue and west of Benson Avenue, near Cable Airport.

Various stationary noise sources associated with commercial activities exist throughout the City. Commercial noise sources may include mechanical equipment and engines in non-moving motors such as power tools. Additional stationary noise sources include animals, stereos,

[1] The Planning Center, *The Ontario Plan Draft Environmental Impact Report*, Figure 5.12-3, April 2009.

musical instruments, sporting events, and horns. These noise sources have the potential to temporarily disrupt the quietness of an area.

INDUSTRIAL

Industrial noise sources are located in industrial zoned properties throughout the City. In general, industrial noise sources are not creating large-scale problems, although some localized noise problems related to industrial sources do exist. The City's major industrial zones are Light Industrial, Community Industrial, and the Airport Industrial Zones. Industrial uses are concentrated in the southwestern portion of the City, nearby Cable Airport and extending south.

SENSITIVE RECEPTORS

Sensitive populations are more susceptible to the effects of noise and air pollution than are the general population. Land uses considered sensitive by the State of California include schools, playgrounds, athletic facilities, hospitals, rest homes, rehabilitation centers, long-term care, and mental care facilities. Some jurisdictions also consider day care centers, single-family dwellings, mobile home parks, churches, and libraries to be sensitive to noise. Generally, a sensitive receptor is identified as a location where human populations (especially children, senior citizens, and sick persons) are present, and where there is a reasonable expectation of continuous human exposure to noise. Moderately sensitive land uses typically include: multi-family dwellings, hotels, motels, dormitories, and outpatient clinics. The land uses least sensitive to noise are business, commercial, and professional developments. Noise receptors categorized as being least sensitive to noise include industrial, manufacturing, utilities, agriculture, natural open space, undeveloped land, parking lots, motorcycle parks, rifle ranges, warehousing, liquid and solid waste facilities, salvage yards, and transit terminals. These types of land uses often generate high noise levels.

As discussed in the *City of Upland Natural Environment White Paper*, prepared by DC&E on January 2010), the City's land uses that are sensitive to intrusive noise include residential uses (particularly those in the vicinity of I-10 and SR-210), schools, hospitals (particularly San Antonio Hospital), churches, and parks.

NOISE MEASUREMENT SITES

The City's primary source of noise is associated with vehicular noise along the Interstate 10 Freeway, State Route 210, Foothill Boulevard, Mountain Avenue, Euclid Avenue, Central and Campus Avenues, Arrow Highway, 16th Street, and other minor roads throughout the City, as shown in *City of Upland Natural Environment White Paper* Figure NE-13 (DC&E, January 2010), and summarized in Table 5.7-5, *Noise Measurements*.

An *Ambient Noise Analysis* was conducted by Ldn Consulting, Inc. on May 18, 2009 to evaluate existing noise levels from the City's existing roadway network as part of the General Plan Update process. The sound levels for City roadway segments with primary sources of noise are listed below, according to the Ambient Noise Analysis. As indicated, noise levels along the

majority of these roads exceed 65 CNEL, which is the limit for defining incompatible land uses. The locations of the noise measurements are depicted on Exhibit 5.7-3, *Noise Measurement Locations*.

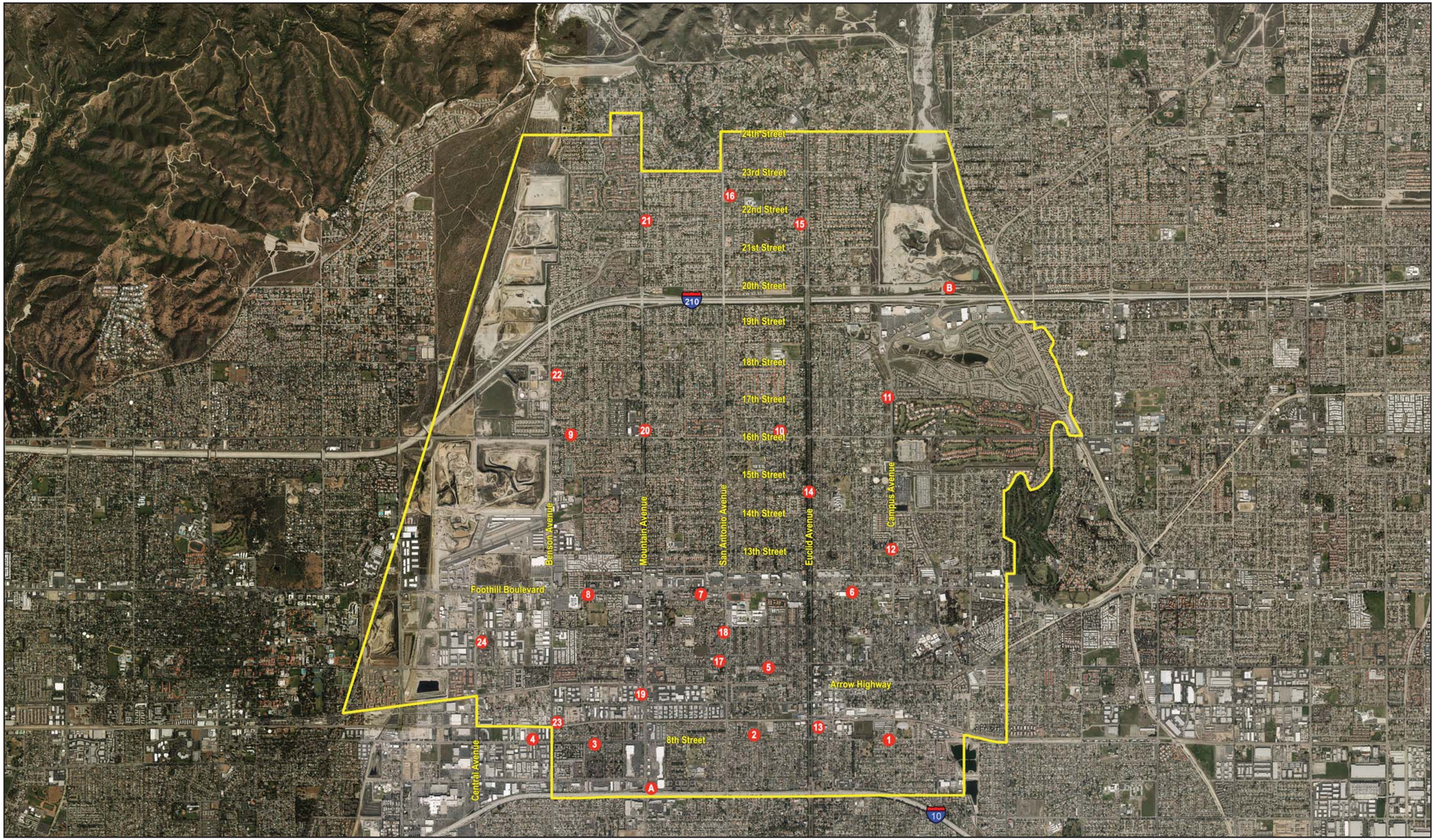
Table 5.7-5
Noise Measurements

Measurement [1, 2, 3]	Roadway	Description	Noise Level (dBA CNEL)
1	8th Street	West of Campus Avenue ~ 100 feet	63.4
2	8th Street	Between San Antonio Avenue and Euclid Avenue	62.8
3	8th Street	Between Benson Avenue and Mountain Avenue	65.0
4	Arrow Highway	West of Benson Avenue ~ 700 feet	65.0
5	Arrow Highway	East of San Antonio Avenue ~ 800 feet	64.7
6	Foothill Boulevard	Between Euclid Avenue and Campus Avenue	68.4
7	Foothill Boulevard	West of San Antonio Avenue ~ 800 feet	68.6
8	Foothill Boulevard	East of Benson Avenue ~ 1,200 feet	67.6
9	16th Street	East of Benson Avenue ~ 600 feet	67.4
10	16th Street	West of Euclid Avenue ~ 1,000 feet	69.5
11	Campus Avenue	Near Intersection of 17th Street	68.5
12	Campus Avenue	North of 13th Street ~ 200 feet	68.7
13	Euclid Avenue	North or 8th Street ~ 200 feet	71.3
14	Euclid Avenue	Between 14th Street and 15th Street	69.9
15	Euclid Avenue	Between 21st Street and 22nd Street	73.2
16	San Antonio Avenue	Between 22nd Street and 23rd Street	64.6
17	San Antonio Avenue	North of Arrow Highway ~ 100 feet	67.6
18	San Antonio Avenue	South of 11th Street ~ 300 feet	68.2
19	Mountain Avenue	North of 9th Street ~ 500 feet	72.9
20	Mountain Avenue	North of 16th Street ~ 200 feet	65.6
21	Mountain Avenue	South of 22nd Street ~ 100 feet	68.7
22	Benson Avenue	South of 18th Street ~ 400 feet	70.6
23	Benson Avenue	North of Arrow Highway ~ 300 feet	71.2
24	Central Avenue	South of 11th Street ~ 300 feet	68.9
A	Interstate 10	Located near the Mountain Avenue westbound off-ramp at Caltrans ROW	78.3
B	State Route 210	Located near the Campus Avenue westbound on-ramp at Caltrans ROW	79.2

CNEL = community noise equivalent level; dBA = A-weighted decibel; ROW = right-of-way.

Notes:
1. Refer to Exhibit 5.7-3, *Noise Measurement Locations*, for the location of the monitoring sites.
2. Measurements 1 to 24 taken with a Quest SoundPro DL precision noise meter for a period of 20 minutes.
3. Measurements A and B taken with a Quest NoisePro DL noise dosimeter for a period of 24 hours.

Source: DC&E, *City of Upland Natural Environment White Paper*, January 2010, and Ldn Consulting, Inc., *Ambient Noise Analysis*, May 18, 2009.



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Noise Measurement Locations

Exhibit 5.7-3

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- *8th Street:* The noise levels along 8th Street range between 62 dBA CNEL and 65 dBA CNEL. Vehicular traffic traveling approximately 30 to 35 miles per hour (mph) is the primary noise source along this roadway. (Measurements 1 through 3)

- *Arrow Highway:* The noise levels along Arrow Highway in the City range between 64 dBA CNEL and 65 dBA CNEL. Vehicular traffic traveling approximately 35 to 40 mph is the primary noise source along this roadway. (Measurements 4 and 5)

- *Foothill Boulevard:* The noise levels along Foothill Boulevard in the City range between 67 dBA CNEL and 69 dBA CNEL. Vehicular traffic traveling approximately 45 mph is the primary noise source along this roadway. (Measurements 6 through 8)

- *16th Street:* The noise levels along 16th Street range between 67 dBA CNEL and 70 dBA CNEL. Vehicular traffic traveling approximately 40 to 45 mph is the primary noise source along this roadway. (Measurements 9 and 10)

- *Campus Avenue:* The noise levels along Campus Avenue range between 68 dBA CNEL and 69 dBA CNEL. Vehicular traffic traveling approximately 40 mph is the primary noise source along this roadway. (Measurements 11 and 12)

- *Euclid Avenue:* The noise levels along Euclid Avenue in the City range between 69 dBA CNEL and 73 dBA CNEL. Vehicular traffic traveling approximately 40 to 45 mph is the primary noise source along this roadway. (Measurements 13 15)

- *San Antonio Avenue:* The noise level along San Antonio Avenue is approximately 65 dBA CNEL and 69 dBA CNEL. Vehicular traffic within this area traveling approximately 40 mph and are the primary noise source along this roadway. (Measurements 16 through 18)

- *Mountain Avenue:* The noise levels along the alignment of Mountain Avenue in the City ranged between 65 dBA CNEL and 73 dBA CNEL. Vehicular traffic traveling approximately 45 mph is the primary noise source along this roadway. (Measurements 19 through 21)

- *Benson Avenue:* The noise level along Benson Avenue is approximately 71 dBA CNEL. Truck traffic from the Vulcan Materials operation, north of State Route 210, is the dominate source of noise for areas located approximately 400 feet south of 18th Street and vehicular traffic traveling approximately 45 mph is the primary noise source for areas located approximately 300 feet north of Arrow Highway. (Measurements 22 and 23)

- *Central Avenue:* The noise level along Central Avenue in the City is approximately 69 dBA CNEL and primarily consists of vehicular traffic traveling approximately 40 to 45 mph. (Measurement 24)

- *Interstate 10:* The unshielded daily noise level at the Interstate 10 westbound off ramp at Mountain Avenue is approximately 78 dBA CNEL. (Measurement A)

- *State Route 210:* The unshielded daily noise level from vehicular traffic at the State Route 210 westbound on ramp at Campus Avenue is approximately 79 dBA CNEL. (Measurement B)

5.7.3 SIGNIFICANCE THRESHOLDS AND CRITERIA

The issues presented in the Environmental Checklist (Appendix G of the *CEQA Guidelines*) have been utilized as thresholds of significance in this Section. Accordingly, noise impacts resulting from the Project implementation may be considered significant if they would result in the following:

- Expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

- Expose persons to or generate excessive ground-borne vibration or ground-borne noise levels.

- Result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project.

- Result in a substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project.

- For a 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, expose people residing or working in the Project area to excessive noise levels.

- For a project within the vicinity of a private airstrip, expose people residing or working in the Project area to excessive noise levels.

Based on these standards, the Project's impacts have been categorized as either "less than significant" or "potentially significant." Mitigation measures are recommended to avoid or lessen potentially significant impacts. If a potentially significant impact cannot be avoided or reduced to a less than significant level through implementation of the recommended mitigation, it is categorized as "significant and unavoidable.

CUMULATIVE NOISE EXPOSURE

A project is considered to have a significant noise impact where it causes an adopted noise standard to be exceeded for the project site or for adjacent sensitive receptors. In addition to being concerned about the absolute noise level that might occur when a new source is introduced

into an area, it is also important to consider the existing noise environment. In community noise assessments, it is "generally not significant" if no noise-sensitive sites are located within the project vicinity, or if permanent increases in community noise levels associated with implementation of the Project would not exceed +3 dB at noise-sensitive locations in the Project vicinity.[2] A limitation in using a single value to evaluate an impact related to a noise level increase would be the failure to account for the preexisting ambient noise environment to which a person has become accustomed. Studies assessing the percentage of people highly annoyed by changes in ambient noise levels indicate that when ambient noise levels are low, a greater change is needed to cause a response. As ambient noise levels increase, a lesser change in noise levels is required to elicit significant annoyance. The significance criteria listed in Table 5.7-6, *Significance of Changes in Cumulative Noise Exposure*, are based on published guidance from the Federal Interagency Committee on Noise (FICON), the California Department of Transportation (Caltrans), and OPR, and considered to correlate well with human response to permanent changes in ambient noise levels.

Table 5.7-6
Significance of Changes in Cumulative Noise Exposure

Ambient Noise Level Project (Ldn or CNEL)	Significant Impact Assumed to Occur if the Ambient Noise Level is Increased by:
< 60 dBA	5.0 dBA or more
> 60 dBA	3.0 dBA or more

Sources:
California Department of Transportation, *Technical Noise Supplement*, November 2009.
Federal Interagency Committee on Noise, *Federal Agency Review of Selected Airport Noise Analysis Issues*, August 1992.

VIBRATION AND GROUNDBORNE NOISE IMPACTS

Vibration is the periodic oscillation of a medium or object with respect to a given reference point. Sources of vibration include natural phenomena (e.g., earthquakes, volcanic eruptions, sea waves, landslides) and those introduced by human activity (e.g., explosions, machinery, traffic, trains, construction equipment). Vibration sources may be continuous, (e.g., machinery) or transient in nature (e.g., explosions). Vibration levels can be depicted in terms of amplitude and frequency relative to displacement, velocity, or acceleration. Vibration amplitudes are commonly expressed in peak particle velocity (PPV) or root-mean-square (RMS) vibration velocity. PPV is defined as the maximum instantaneous positive or negative peak of a vibration signal. PPV is typically used in the monitoring of transient and impact vibration and has been found to correlate well to the stresses experienced by buildings. PPV and RMS vibration velocity are normally described in inches per second (in/sec). Although PPV is appropriate for evaluating the potential for building damage, it is not always suitable for evaluating human response. The response of the human body to vibration relates well to average vibration amplitude; therefore, vibration impacts on humans are evaluated in terms of RMS vibration

[2] California Department of Transportation, *Technical Noise Supplement*, November 2009.

velocity. Similar to airborne sound, vibration velocity can be expressed in decibel notation as vibration decibels (VdB). The logarithmic nature of the decibel serves to compress the broad range of numbers required to describe vibration.

Based on these significance thresholds and criteria, the Project's effects have been categorized as either "no impact," a "less than significant impact," or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact.

5.7.4 PROJECT IMPACTS AND MITIGATION MEASURES

SHORT-TERM CONSTRUCTION NOISE

- **WOULD CONSTRUCTION-RELATED ACTIVITIES ASSOCIATED WITH THE PROJECT GENERATE NOISE LEVELS IN EXCESS OF ESTABLISHED STANDARDS?**

Impact Analysis: Typical activities associated with construction are a highly noticeable temporary noise source. Noise from construction activities is generated by two primary sources: 1) the transport of workers and equipment to construction sites, and 2) the noise related to active construction equipment. These noise sources can be a nuisance to local residents and businesses or unbearable to sensitive receptors (i.e., residences, hospitals, senior centers, schools, day care facilities, etc.).

Future development in accordance with the Project would generate noise during construction activities. Although a large portion of the City is developed, approximately 36 percent of the City is currently vacant. Most construction would occur within the five Focus Areas targeted for land use in the General Plan 2035. It is unlikely the City would experience intensive construction activity with Project implementation. Although the City has construction noise level standards, construction noise levels have not been modeled at this program level of analysis, as the extent and timing of future construction activities within the City are unknown at this time.

The General Plan 2035 has identified as a goal (Goal SAF-1) to protect the City from interior and exterior noise levels that cause harm to safety, health and well-being. To this end, General Plan 2035 Policy SAF-1.11 requires construction projects to adhere to the City's construction hours and incorporate measures to minimize impacts to nearby sensitive uses. The City would require each future project to comply with Policy SAF-1.11 to reduce construction noise levels. Through the environmental review process for individual projects, additional mitigation may also be required to further reduce construction-related noise impacts to a less than significant level. Additional construction noise reduction methods may be required, including shutting off idling equipment, temporary acoustic barriers, and staging equipment away from sensitive receptors.

Compliance with the City's *Noise Ordinance* and implementation of General Plan 2035 Policy SAF-1.11 would reduce short-term construction noise impacts to less than significant.

General Plan 2035 Policies and Actions:

Policy SAF-1.11 Construction Noise. Require construction projects to adhere to the City's construction hours and incorporate measures to minimize impacts.

Mitigation Measures: No further mitigation is required beyond implementation of the GPU Policy and compliance with the City's Noise Ordinance.

Level of Significance After Mitigation: Not Applicable.

- **WOULD CONSTRUCTION-RELATED ACTIVITIES ASSOCIATED WITH THE PROJECT GENERATE OR EXPOSE PERSONS OR STRUCTURES TO EXCESSIVE GROUNDBORNE VIBRATION?**

Impact Analysis: Project construction can generate varying degrees of groundborne vibration, depending on the construction procedure and the construction equipment used. Operation of construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings located in the vicinity of a construction site often varies depending on soil type, ground strata, and construction characteristics of the receiver building(s). The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage at the highest levels. Groundborne vibrations from construction activities rarely reach levels that damage structures.

The types of construction vibration impact include human annoyance and building damage. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. Building damage can be cosmetic or structural. Ordinary buildings that are not particularly fragile would not experience any cosmetic damage (e.g., plaster cracks) at distances beyond 25 feet. This distance can vary substantially depending on the soil composition and underground geological layer between vibration source and receiver. In addition, not all buildings respond similarly to vibration generated by construction equipment. Construction activities that may occur as a result of Project implementation have the potential to generate low levels of groundborne vibration. Table 5.7-7, *Typical Vibration Levels for Construction Equipment*, identifies various vibration velocity levels for types of construction equipment that would operate within the City during construction.

Similar to noise, groundborne vibration would attenuate at a rate of approximately 6 VdB per doubling of distance. The groundborne vibration generated during construction activities would primarily impact existing sensitive uses that are located adjacent to or within the vicinity of specific projects. Based upon the information provided in Table 5.7-7, vibration levels could reach up to 87 VdB for typical construction activities (and up to 104 VdB if pile driving

activities were to occur) at sensitive uses located within 25 feet of construction. Sensitive receptors located at or within 25 feet of project construction sites may experience vibration levels during construction activities that exceed the FTA's vibration impact threshold of 85 VdB for human annoyance.

Table 5.7-7
Typical Vibration Levels for Construction Equipment

Equipment	Approximate ground velocity in decibels at 25 feet (inches/second)	Approximate ground velocity in decibels at 50 feet (inches/second)
Pile Driver (impact)	104	98
Large Bulldozer	87	81
Loaded Trucks	86	80
Jackhammer	79	73
Small Bulldozer	58	52
Notes: Root mean square amplitude ground velocity in decibels (VdB) referenced to 1 micro-inch/second.		
Source: Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, May 2006.		

Pursuant to Mitigation Measure NOI-1, should construction activities take place within 25 feet of an occupied structure, a project-specific vibration impact analysis would be required to determine the extent of potential vibration impacts and to reduce impacts to less than significant. General Plan 2035 Policy SAF-1.8 requires that new residential and commercial projects adjacent to vibration sources follow the Federal Transit Administration screening distance criteria. Implementation of Policy SAF-1.11 would further reduce vibration impacts by limiting the hours of construction activity in residential areas and employing noise reduction methods that would also reduce vibration impacts to surrounding uses. Implementation of the General Plan 2035 Policies, and compliance with the City's *Noise Ordinance* and Mitigation Measure NOI-1, would ensure that programmatic-level construction vibration impacts would be less than significant. Individual development projects would be reviewed for project-specific impacts during any required environmental review. If project-specific significant impacts are identified, applicable mitigation measures would be imposed on the project as conditions of approval.

General Plan 2035 Policies and Actions: Refer to GPU Policy SAF-1.11 referenced above and the following:

Policy SAF-1.8 Vibration Screening Distances. Require new residential and commercial projects located adjacent to major freeways, rail lines or other vibration sources to follow the Federal Transit Administration screening distance criteria.

Mitigation Measures:

NOI-1 During construction, the City shall require future developments to implement the following measures to reduce the potential for human annoyance and architectural/structural damage resulting from elevated groundborne noise and vibration levels.

- Pile driving within a 50-foot radius of historic structures shall utilize alternative installation methods where possible (e.g., pile cushioning, jetting, predrilling, cast-in-place systems, resonance-free vibratory pile drivers).

- The preexisting condition of all designated historic buildings within a 50-foot radius of proposed construction activities shall be evaluated during a preconstruction survey. The preconstruction survey shall determine conditions that exist before construction begins for use in evaluating damage caused by construction activities. Fixtures and finishes within a 50-foot radius of construction activities susceptible to damage shall be documented (photographically and in writing) prior to construction. All damage shall be repaired back to its preexisting condition.

- Vibration monitoring shall be conducted prior to and during pile driving operations occurring within 100 feet of the historic structures. Every attempt shall be made to limit construction-generated vibration levels in accordance with Caltrans recommendations during pile driving and impact activities in the vicinity of the historic structures.

Level of Significance After Mitigation: Less Than Significant Impact.

LONG-TERM OPERATIONAL IMPACTS

- **WOULD FUTURE NOISE LEVELS ASSOCIATED WITH PROJECT IMPLEMENTATION CONTRIBUTE TO AN EXCEEDANCE OF THE CITY'S NOISE STANDARDS RESULTING IN POTENTIAL NOISE IMPACTS TO SENSITIVE RECEPTORS?**

Impact Analysis:

MOBILE SOURCES

Traffic Noise

Existing and future noise levels have been calculated for various roadway segments within the City. Table 5.7-4 outlines the City's existing roadway noise levels and Exhibit 5.7-2 illustrates the existing noise contours. Table 5.7-8, *General Plan Horizon Year Roadway Noise Levels*,

outlines the City's future roadway noise levels under proposed buildout conditions and Exhibit 5.7-4, *General Plan 2035 Roadway Noise Contours*, illustrates the General Plan 2035 noise contours. The following is a summary of the calculated traffic noise levels associated with buildout under the General Plan 2035:

- No roadway segments would exceed 70 dBA CNEL at 100 feet from centerline during the horizon year conditions.

- 18 modeled roadway segments (including segments along Mountain Avenue, Foothill Boulevard, Euclid Avenue, Campus Avenue, Benson Avenue, and 16th Street) (excluding freeway segments) would generate noise levels greater than 65 dBA CNEL at 100 feet from centerline.

- 10 segments (along Benson Avenue, Mountain Avenue, San Antonio Avenue, 8th Street, Arrow Highway, and Arrow Route) would generate noise levels between 60 dBA CNEL and 65 dBA CNEL at 100 feet from the centerline.

- Four modeled roadway segments (along 18th Street, 19th Street, and 21st Street) would generate noise levels below 60 dBA CNEL at 100 feet from the centerline.

These traffic noise levels represent an application of conservative traffic noise modeling methodologies, which assume no natural or artificial shielding from existing or proposed structures or topography. Actual traffic noise exposure levels at noise-sensitive receptors in the vicinity of future development projects would vary depending on a combination of factors such as variations in daily traffic volumes, shielding provided by existing and proposed structures, and meteorological conditions.

With Project implementation, some residential uses would experience noise levels that would exceed the allowable Land Use Compatibility Criteria; refer to Table 5.7-2. However, it is the City's goal (Goal SAF-1) to protect the City from interior and exterior noise levels that cause harm to safety, health and well-being. To this end, Policies SAF-1.1, SAF-1.2, and SAF-1.3 require noise mitigation for all development that increases noise levels or that would be located in an area where noise is projected to exceed City standards. Policy SAF-1.6 requires an acoustical study for all new residential developments that are within the 65 Ldn noise contour of mobile noise sources (e.g., freeways, airports, etc). Therefore, implementation of the General Plan 2035 Policies would reduce traffic exposure at sensitive land uses. Implementation of the Polices would be realized through City's environmental review of individual development projects for project-specific impacts. If project-specific significant impacts are identified, specific mitigation measures would be placed on the project as conditions of approval to ensure compliance with the appropriate Land Use Criteria Compatibility Criteria.

Table 5.7-8
General Plan Horizon Year Roadway Noise Levels

Roadway Segment	Roadway Width (feet)	General Plan Horizon Year Conditions				
		ADT	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet)		
				60 CNEL Noise Contour	65 CNEL Noise Contour	70 CNEL Noise Contour
Benson Avenue						
16th Street to 15th Street	65	18,700	67.0	581	184	58
13th Street to Foothill Boulevard	65	20,600	64.8	355	112	36
Campus Avenue						
16th to 15th Street	35	18,500	65.9	433	137	43
13th Street to Foothill Boulevard	35	16,700	65.5	391	124	39
Euclid Avenue						
16th to 15th Street	150	26,400	67.7	820	259	82
Mountain Avenue						
23rd Street to 22nd Street	75	11,200	64.7	348	110	35
16th to 15th Street	75	26,200	68.4	815	258	81
Foothill Boulevard to 11th Street	75	34,400	68.2	807	255	81
Arrow Highway to 9th Street	80	41,900	69.1	981	310	98
San Antonio Avenue						
16th Street to 15th Street	65	7,600	60.7	131	41	13
Foothill Boulevard to11th Street	65	11,300	62.3	195	62	19
8th Street						
Benson Avenue to Mountain Avenue	60	11,000	62.1	190	60	19
Foothill Boulevard						
Monte Vista Avenue to Central Avenue	80	26,600	68.5	827	262	83
Central Avenue to Benson Avenue	80	27,000	68.6	840	266	84
Benson Avenue to Mountain Avenue	80	27,000	68.6	839	265	84
Mountain Avenue to San Antonio Avenue	80	30,000	69.0	933	295	93
San Antonio Avenue to Euclid Avenue	80	31,200	69.2	970	307	97
Euclid Avenue to Campus Avenue	80	30,100	69.0	936	296	94
East of Campus Avenue	80	33,500	69.5	1042	329	104
16th Street						
Benson Avenue to Mountain Avenue	60	16,600	66.5	516	163	52
Mountain Avenue to San Antonio Avenue	60	12,800	65.4	398	126	40
San Antonio Avenue to Euclid Avenue	60	12,700	65.4	395	125	39
Euclid Avenue to Campus Avenue	60	19,200	67.2	597	189	60
18th Street						
Benson Avenue to Mountain Avenue	35	3,100	56.9	53	17	5
19th Street						
Mountain Avenue to San Antonio Avenue	40	4,400	58.4	76	24	8
Euclid Avenue to Campus Avenue	40	4,800	58.8	83	26	8
21st Street						
San Antonio Avenue to Euclid Avenue	40	3,200	57.0	55	17	6
Arrow Highway						
Benson Avenue to Mountain Avenue	75	11,000	63.7	258	82	26
Mountain Avenue to San Antonio Avenue	75	10,800	63.6	253	80	25
San Antonio Avenue to Euclid Avenue	40	10,300	63.3	242	76	24
Arrow Route						
Monte Vista Avenue to Central Avenue	60	7,700	61.9	181	57	18
Central Avenue to Benson Avenue	60	11,000	63.7	258	82	26

ADT = average daily trips; dBA = A-weighted decibels; CNEL = community noise equivalent level

Source: Traffic noise modeling is based on traffic data provided by Fehr & Peers, September 13, 2012.

Railways

The Santa Fe Line, located between Eighth and Ninth Streets, carries both freight and passenger (Metrolink) traffic, and traverses the City in an east-west orientation. Metrolink is a passenger rail service in Upland connecting the City to adjacent San Bernardino County cities and the Cities of Riverside and Los Angeles. The rail service operates from approximately 5:00 a.m. to 10:00 p.m. Monday through Friday, from 7:30 a.m. to 12:30 p.m. on Saturday and from 7:30 a.m. to 8:45 p.m. on Sundays. Metrolink has a stop in downtown Upland at 1st Avenue and 'A' Street, just off Euclid Avenue. The stop is on the San Bernardino line, which connects Union Station in downtown Los Angeles to San Bernardino. The Amtrak line provides inter-county passenger transport through Ontario Station which is 2.5 miles south of Upland. The other major rail line, the former Southern Pacific Line, located between Ninth Street and Arrow Highway remains idle.

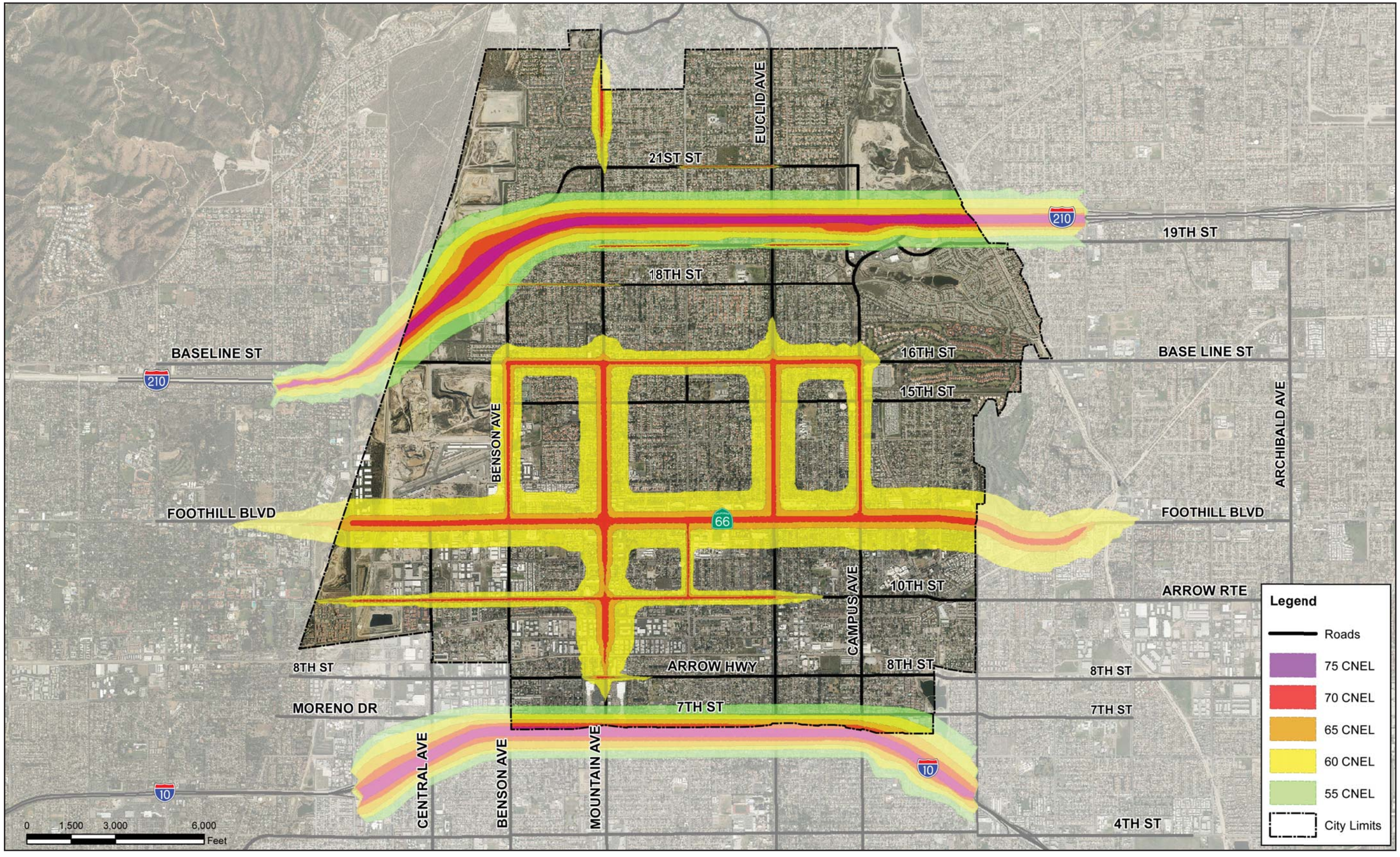
Implementation of Policy SAF-1.8 would require new residential and commercial projects located adjacent to rail lines to follow the Federal Transit Administration screening distance criteria for vibration. Additionally, Policy SAF-1.9 would encourage the use of design strategies and other noise reduction methods along transportation corridors in lieu of sound walls to mitigate noise impacts and enhance aesthetics.

STATIONARY SOURCES

Commercial and industrial land uses would be located near sensitive receptor areas. These uses would generate occasional stationary noise impacts. Primary noise sources associated with these facilities would be due to customer trips, delivery trucks, heavy machinery, air compressors, generators, outdoor loudspeakers, and gas vents. Other significant stationary noise sources within the City would include construction activities, street sweepers, and gas-powered leaf blowers.

Residential Uses

In 2035, residential uses would comprise the largest land use category in the City, with 5,335 acres or 56.5 percent of the total land in the City. Rural and single-family parcels would cover the largest total area of land. A total of 88.3 percent of the residential land would contain single-family uses, while 11.7 percent would contain multi-family uses. Future development of residential lots would create stationary noise typical of any new residential development. Noise that is typical of single-family residential areas includes children playing, pets, amplified music, pool and spa equipment operation, mechanical equipment, woodworking, car repair, and home repair. Noise from residential stationary sources would primarily occur during the "daytime" activity hours.



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General Plan 2035 Roadway Noise Contours

Exhibit 5.7-4

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Commercial/Office/Industrial

Noise typically produced in commercial, office, and industrial districts is associated with slow moving truck deliveries, parking areas, landscape maintenance, and similar activities. However, noise strategies and actions require the reduction of noise transmission between nonresidential (i.e., commercial/office/industrial) and residential uses. Implementation of Policy SAF-1.4 would prevent noise-sensitive land uses (schools, medical centers and hospitals, senior centers, and residences) from locating in areas with noise levels that exceed those considered normally acceptable for each land use, unless measures can be implemented to reduce noise to acceptable levels. General Plan Policies SAF-1.5 and SAF-1.6 would require a noise study to evaluate impacts of projects that may exceed 65 L_{dn} as part of the design review process. Additionally, Policy SAF-1.12 requires mixed-use, commercial, and industrial projects to mitigate operational noise impacts to adjoining sensitive uses to meet operational noise thresholds.

Mechanical Equipment

Typical mechanical equipment associated with stationary sources includes heating, ventilation, and air conditioning units (HVAC). Actual activity levels would vary from season to season and day to day, and noise level reference data for the HVAC units are only available for high activity levels more characteristic of conditions during daytime hours on a warm summer day. Typical HVAC units would operate in unoccupied mode throughout the entire nighttime period, using a temperature threshold for cooling that is unlikely to be triggered during those hours. HVAC related noise levels would be substantially lower during the nighttime hours than during the loudest daytime hour. As discussed above, temporal variations in noise emissions from the HVAC units are expected to be complex and cannot be accurately distilled into a single diurnal pattern. It is reasonable to expect that, for at least a single daytime hour during warmer times of the year, all or nearly all of the HVAC units could be operating simultaneously and nearly continuously. Implementation of Policy SAF-1.12 requires mixed-use, commercial, and industrial projects to mitigate operational noise impacts to adjoining sensitive uses to meet operational noise thresholds.

Slow-Moving Trucks (Deliveries)

In commercial and industrial areas, noise sources at loading areas may include maneuvering and idling trucks, truck refrigeration units, fork lifts, banging and clanging of equipment (i.e., hand carts and roll-up doors), noise from public address systems, and voices of truck drivers and employees. Noise sources at loading areas may include maneuvering and idling trucks, truck refrigeration units, fork lifts, banging and clanging of equipment (i.e., hand carts and roll-up doors), noise from public address systems, and voices of truck drivers and employees. Implementation of General Plan 2035 Policy CIR-5.1 would reduce negative impacts on noise-sensitive land uses through identification and implementation of designated truck routes for transporting goods. Policy SAF-1.10 would enforce the California Motor Vehicle Code that prohibits amplified sound that can be heard 50 feet or more from a vehicle and that addresses excessive exhaust noise.

Parking Areas

Traffic associated with parking lots is not of sufficient volume to exceed community noise standards that are based on a time averaged scale such as the CNEL scale. However, the instantaneous maximum sound levels generated by a car door slamming, an engine starting-up, and car passing by may be an annoyance to adjacent sensitive receptors. Conversations in parking areas may also be an annoyance to adjacent sensitive receptors. General Plan 2035 Policy SAF-1.7 requires measures that attenuate exterior and/or interior noise levels to acceptable levels to be incorporated into all development projects where current and/or future outdoor noise levels may be unacceptable. Noise reduction features, the focus of which shall be on site design techniques, would also be required, so long as they do not conflict with the Community Character Element Goals.

Landscape Maintenance

Project implementation would introduce new land uses requiring periodic landscaping and maintenance. Noise generated by maintenance equipment such as gasoline-powered lawnmowers or leaf-blowers could be a nuisance to nearby sensitive receptors. Maintenance activities would be conducted during daytime hours for brief periods of time and would increase ambient noise levels.

Impact Conclusion

In conclusion, all mobile and stationary source impacts would be reduced to less than significant levels through implementation of the General Plan 2035 Policies and Actions, and compliance with the City's *Noise Ordinance*. Further, in addition to the development standards proposed for each respective zone, the ZCU proposes design standards and guidelines to provide an added level of definition for the intended development character. These design standards require that the location of site uses be coordinated with adjoining properties to avoid creating nuisances such as noise, particularly when development is adjacent to sensitive uses such as residential development.

General Plan 2035 Policies and Actions:

Policy CIR-5.1 Designated Truck Routes. Identify, implement, and maintain a system of truck routes within the City that provide for the effective transport of goods while minimizing negative impacts on local circulation and noise-sensitive land uses.

Policy SAF-1.1 Exterior Noise Standards. Require noise mitigation for all development where the projected exterior noise levels exceed those shown in [Noise Element] Table SAF-1, *Exterior Noise Compatibility Standards*, to the extent feasible.

Policy SAF-1.2 Exterior Incremental Noise Standards. Require noise mitigation for all development that increases existing noise levels by more than the allowable increment shown in [Noise Element] Table SAF-4, *Exterior Incremental Noise Impact Standards for Noise Sensitive Land Uses*, to the extent feasible.

Policy SAF-1.3 Interior Noise Standards. Require new development to include noise mitigation to assure acceptable interior noise levels appropriate to the land use type: 45 dBA L_{dn} for residential, transient lodgings, hospitals, nursing homes, and other uses where people normally sleep; and 45 dBA L_{dn} (peak hour) for office buildings and similar uses.

Policy SAF-1.4 Location of Noise-Sensitive Land Uses. Prevent noise-sensitive land uses (schools, medical centers and hospitals, senior centers, and residences) from locating in areas with noise levels that exceed those considered normally acceptable for each land use unless measures can be implemented to reduce noise to acceptable levels.

Policy SAF-1.5 Noise Impact Study. Require a noise impact study to evaluate impacts of projects that may exceed 65 L_{dn} as part of the design review process.

Policy SAF-1.6 Acoustical Study. Require an acoustical study for all new residential developments that lie within the 65 L_{dn} noise contour on the Future Noise Contour Map, to ensure indoor levels will not exceed City standards. In addition, the City shall continue to enforce the California Building Code for indoor noise levels.

Policy SAF-1.7 Noise Reduction in Site Design. Require measures that attenuate exterior and/or interior noise levels to acceptable levels to be incorporated into all development projects where current and/or future outdoor noise levels may be unacceptable. Require noise reduction features, the focus of which shall be on site design techniques, so long as they do not conflict with the goals of the Community Character Element. Techniques include:

a. Designing landscaped building setbacks to serve as a buffer between the noise source and receptor.
b. Placing noise-tolerant land uses such as parking lots, maintenance facilities, and utility areas between the noise source and receptor.
c. Orienting buildings to shield noise-sensitive outdoor spaces from a noise source.
d. Locating bedrooms or balconies on the sides of buildings facing away from noise sources.
e. Utilizing noise barriers, such as landscaped berms, to reduce adverse noise levels in noise-sensitive outdoor activity areas, avoiding sound walls wherever possible.

Policy SAF-1.8 Vibration Screening Distances. Require new residential and commercial projects located adjacent to major freeways, rail lines or other vibration sources to follow the Federal Transit Administration screening distance criteria.

Policy SAF-1.9 Alternative to Sound Walls. Encourage the use of design strategies and other noise reduction methods along transportation corridors in lieu of sound walls to mitigate noise impacts and enhance aesthetics.

Policy SAF-1.10 Motor Vehicle Code. Enforce California Motor Vehicle Code that prohibits amplified sound that can be heard 50 feet or more from a vehicle, and that addresses excessive exhaust noise.

Policy SAF-1.12 Operational Noise. Require mixed-use, commercial, and industrial projects to mitigate operational noise impacts to adjoining sensitive uses to meet operational noise thresholds.

Action SAF-1.1 Noise Ordinance. Revise the City's Noise Ordinance to be consistent with the Safety Element.

Action SAF-1.2 Noise Complaints. Update and review procedures for dealing with noise complaints in the community.

Action SAF-1.3 Sound Mitigation. Implement design strategies and other noise reduction methods along transportation corridors in lieu of sound walls, to the extent such techniques are equally effective, to mitigate noise impacts and enhance aesthetics.

Action SAF-1.4 Noise Reduction. Work with Caltrans to evaluate and implement noise reduction methods adjacent to the 210 Freeway.

Mitigation Measures: No further mitigation is required beyond implementation of the GPU Policies and Actions, and compliance with the City's Noise Ordinance.

Level of Significance After Mitigation: Not Applicable.

AIRPORT NOISE

- **WOULD PROJECT IMPLEMENTATION EXPOSE PEOPLE RESIDING OR WORKING IN THE PROJECT AREA TO EXCESSIVE AIRPORT-RELATED NOISE LEVELS?**

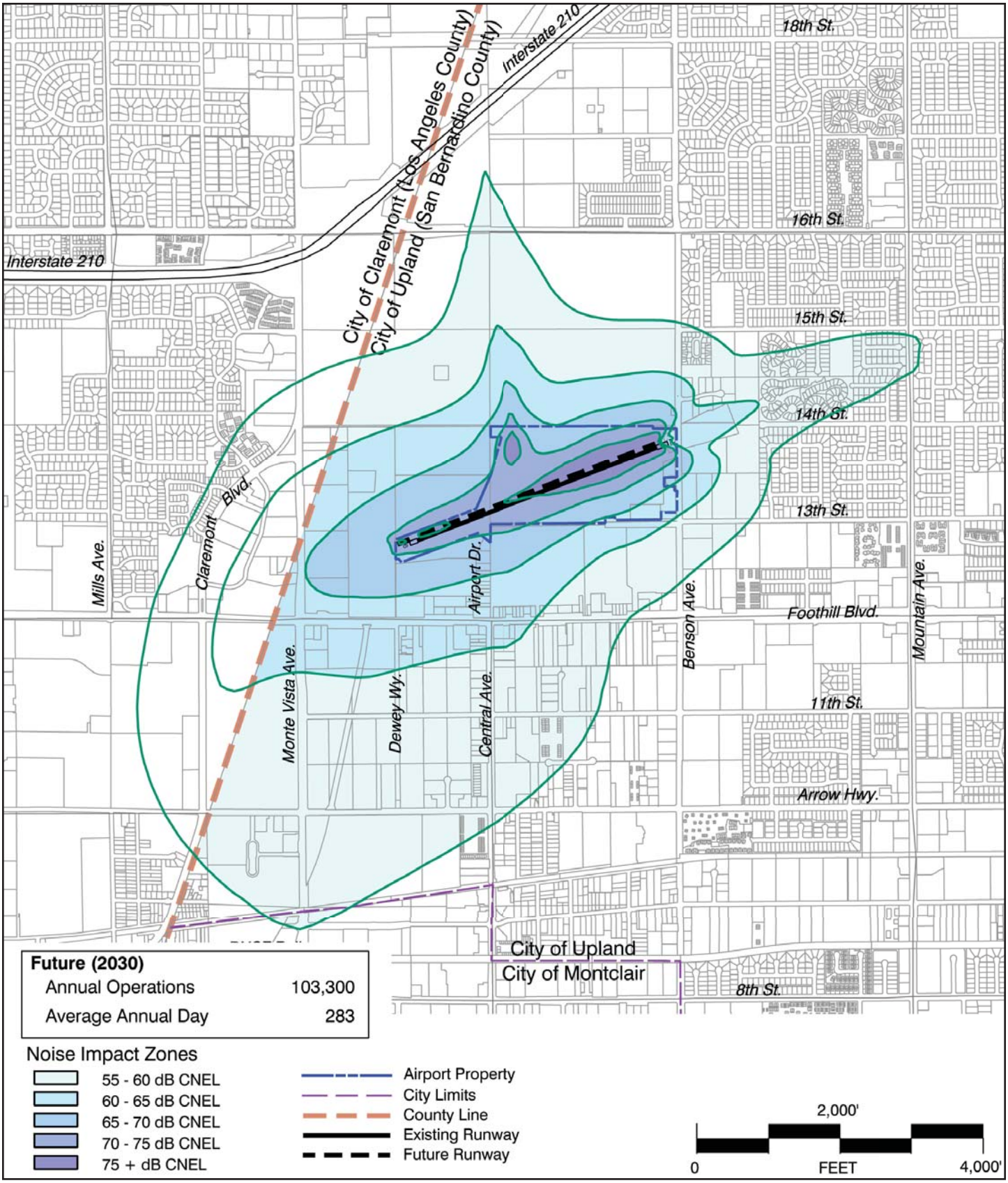
Impact Analysis: Cable Airport, which is the largest privately owned airport in the country, is located in the southwest portion of the City, northeast of the Foothill Boulevard/Monte Vista Avenue intersection. As discussed in detail in Section 3.0, *Project Description*, the *Cable Airport Land Use Compatibility Plan* (CALUCP) (Mead & Hunt, June 2013 Draft) is a proposed Project component. It was prepared as an update to the Cable Airport Comprehensive Airport Land Use Plan (ALUP), which was adopted in December 1981. The CALUCP was prepared to provide guidance to the City of Upland, as well as other affected local land use jurisdictions, with regard to airport land use compatibility matters involving Cable Airport, including noise.

The CALUCP takes into account the proposed runway alignment change and projected activity growth indicated in the April 2011 *Cable Airport Master Plan* (Master Plan). The Master Plan indicates that the airport experienced 41,000 operations in 2009, the forecast base year. The Master Plan presents three long-range forecast scenarios ranging from no growth to very high growth. The Master Plan selected the middle or "baseline" forecast for master planning purposes, which anticipates as many as 103,300 annual aircraft operations in 2030. Thus, Cable Airport's annual airport operations are forecast to increase approximately 152 percent between 2009 and 2030. The noise contours for these future year 2030 conditions are illustrated in Exhibit 5.7-5, *Future Noise Impact Area*.

As shown in Exhibit 5.7-5, the 55 to 60 dBA CNEL noise contours for Future 2030 conditions extend northeast into residential area. The 60 to 65 dBA CNEL noise contours for Future 2030 conditions reach the commercial and light industrial uses, and the residential mobile homes located northeast of the airport. The 65 to 75+ dBA CNEL contours for Future 2030 conditions are constrained to the commercial and industrial areas surrounding the airport, just south and west of the runways near Foothill Boulevard.

Additional residential and non-residential development is anticipated throughout the City, in accordance with the Project. Future development is anticipated to occur on vacant and underutilized lands interspersed throughout the City, as well as urbanized areas. Therefore, given the forecasted growth in annual aircraft operations, and residential and non-residential development, the Project could expose people residing or working in the Project area to excessive airport-related noise levels. However, the CALUCP's basic function is to promote compatibility between Cable Airport and the land uses that surround it. The CALUCP seeks to avoid future compatibility conflicts rather than to remedy existing incompatibilities. Also, the CALUCP is land use oriented in that the compatibility measures it defines are directed towards future land use development (as is anticipated by the Project), not airport activity.

The CALUCP's central components are its procedural policies (CALUCP Chapter 2) and its compatibility criteria (CALUCP Chapter 3). The geographic extent of the procedural policies and compatibility criteria together constitute the Cable Airport Influence Area; see Exhibit 3-6, *Cable Airport Influence Area*. The procedural policies establish the processes to be used by Upland and other affected jurisdictions in the review of future General Plan or Specific Plan amendments and individual development actions within the Airport Influence Area for



Source: Mead & Hunt, *Cable Airport Land Use Compatibility Plan*, June 2013 Draft.

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Future Noise Impact Area

Exhibit 5.7-5

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consistency with the compatibility criteria. Policies addressing the review of certain types of potential airport development are also indicated. The compatibility criteria set limits on future land use development within the Airport Influence Area in response to noise (as well as safety, airspace protection, and overflight) impacts of current and future airport activity. The GPU and ZCU have occurred simultaneous with the proposed CALUCP to ensure consistency with these criteria in terms of future land use development.

Noise is one of four types of airport land use compatibility concerns addressed by the CALUCP policies (the others being safety, airspace protection, and overflight). Regarding noise, the CALUCP specifically addresses locations exposed to potentially disruptive levels of aircraft noise. The Cable Airport Influence Area (see Exhibit 3-6) encompasses all lands on which the uses could be negatively affected by present or future aircraft operations at the airport. The geographic extent of noise-related compatibility concerns (among others) were taken into account in delineating the Airport Influence Area. Noise factors (as well as safety, airspace protection, and overflight factors), affect lands within Upland.

As specified in CALUCP Section 2.1.2, *Use by Particular Local Agencies*, the City of Upland is required to adopt the CALUCP and utilize it as the basis for determining the compatibility of new development in the Cable Airport Influence Area; see Exhibit 3-6. The City is also required to utilize the CALUCP, either directly or as reflected in the proposed GPU and ZCU, when making other planning decisions regarding proposed development of lands within the Cable Airport Influence Area.

According to CALUCP Section 2.5, *Review of Land Use Actions in City of Upland*, for each proposed "Major Land Use Action"[3] located within Upland's portion of the Cable Airport Influence Area, the Airport Land Use Committee is required to make a determination as to whether the action is consistent with the Cable Airport compatibility criteria outlined in CALUCP Chapter 3. Each proposed "Minor Land Use Action" [4] located within Upland's portion of the Cable Airport Influence Area is presumed to be compatible with Cable Airport operations or to have limited compatibility implications.

The basic and noise compatibility criteria for review of land use actions (i.e., new land use development) are presented in CALUCP Chapter 3. The CALUCP requires that the individual proposed land uses within the Cable Airport Influence Area be evaluated in accordance with the criteria and maps included in this chapter. The basic criteria listed in CALUCP Table 3A, *Basic Compatibility Criteria*, together with the compatibility zones depicted on Map 3A, *Compatibility Zones*, would be the primary basis for determining whether a proposed land use project is compatible with Cable Airport activity. The land use categories listed in Table 3A are indicated as being either "normally compatible," "conditional," or "incompatible," depending upon the compatibility zone in which it is located. CALUCP Table 3B, *Compatibility Zone Factors*, identifies the relative contributions of noise and overflight factors (as well as safety and airspace protection) to the delineation of each compatibility zone in Map 3A. Additionally, noise

[3] Major Land Use Actions are defined in CALUCP Section 2.5.7, *Types of Major Land Use Actions*. Minor Land Use Actions are those not of a type listed in Policy 2.5.7.

[4] Ibid.

compatibility criteria are presented in CALUCP Section 3.2, *Noise Compatibility Criteria*. This section addresses maximum acceptable exterior noise exposure, maximum acceptable interior noise levels, and noise-sensitive land uses. Because the CALUCP compatibility criteria set limits on future land use development within the Airport Influence Area in response to noise (as well as safety, airspace protection, and overflight) impacts associated with airport activity, implementation of the CALUCP would minimize the public's exposure to excessive aircraft-related noise levels, reducing potential impacts to less than significant.

The General Plan 2035 has taken a focused development strategy that would be implemented through five Focus Areas targeted for land use change, all in urbanized areas; refer to Exhibit 3-4, *Focus Areas*. Specifically, the College Heights and Foothill Boulevard Focus Areas located in proximity to Cable Airport at the Planning Area's southeast corner include lands within the following Compatibility Zones:

- Zone B2, Noise Impact Moderate to High;
- Zone B3, Noise Impact Moderate;
- Zone C2, Noise Impact Moderate to High;
- Zone C3, Noise Impact Moderate; and
- Zone D, Noise Impact Moderate.

Thus, although Project implementation would result in land use changes in these areas, which are exposed to moderate to high noise impacts, each individual proposed land use would be evaluated in accordance with CALUCP Chapter 3 criteria and maps to ensure consistency and less than significant impacts associated with noise exposure.

The General Plan 2035 proposes Goal SAF-1, which is to protect the City from interior and exterior noise levels that cause harm to safety, health, and well-being. To this end, all future development would be subject to implementation of General Plan Policy SAF-1.13, which would prohibit new residential development within the 60 dBA CNEL airport noise contour, and only approve noise-compatible land uses consistent with the CALUCP. General Plan Policy SAF-1.14 would require new structures within any Airport Land Use Compatibility Zone except D or E to incorporate exterior-to-interior noise level reduction design features sufficient to meet the interior noise level criteria specified in the CALUCP. Additionally, Policy SAF-1.15 would require the City to work with Cable Airport to monitor aircraft noise, implement noise-reducing operation measures (i.e., Fly Quiet, Fly Neighborly programs), and promote pilot awareness of noise sensitive land uses.

The ZCU proposes to replace/consolidate the current Zoning Code provisions with ZCU Chapter 17.08 and Chapter 17.09. These Chapters would be used in conjunction with the CALUCP to regulate uses and structures within the Cable Airport Influence Area. The ZCU establishes Special Purpose Zones (Chapter 17.08), which would provide and protect areas and parcels within the City for special purposes, including Cable Airport. Land uses within Special Purpose Zones are subject to appropriate administrative and development standards that would complement the physical characteristics of surrounding residential, commercial, and industrial properties and avoid any negative impacts. The Cable Airport (CA) Zone is one such zone,

which is intended to encourage and secure the future of Cable Airport and its continued physical improvement in the best interest of the health, safety, and general welfare of the City's people. ZCU Section 17.08.020 identifies the land use regulations and permitted uses for Special Purpose Zones. The ZCU (Chapter 17.09) identifies overlay zones to establish standards and regulations that apply to specific areas of the City in addition to the requirements established by the underlying base zone. Specifically, the Airport Compatibility (AC) Overlay Zone identifies areas in Upland where additional requirements apply pursuant to the CALUCP to ensure the compatibility of land uses and development in the vicinity of Cable Airport. According to ZCU Section 17.09.020, the AC overlay zone applies to land within Upland designated as the Cable Airport Influence Area in the CALUCP. The Cable Airport Influence Area encompasses all lands on which the uses could be negatively affected by present or future aircraft operations at the airport, as well as lands on which the uses could negatively affect airport usage. All development projects and land use actions proposed within the AC Overlay Zone that are subject to compatibility review pursuant to the CALUCP shall comply with: the compatibility criteria; noise, safety, airspace protection and overflight policies; and review process specified in the CALUCP. ZCU Section 17.42.090 specifically requires that Development Services Department staff and affected disciplines, as necessary, review all applications to determine if they comply with all applicable requirements, including the CALUCP.

Overall, implementation of the CALUCP, General Plan 2035 Policies and Actions, and ZCU regulations would ensure that Project implementation would not expose people residing or working in the Project area to excessive aircraft-related noise levels. A less than significant impact would occur in this regard.

General Plan 2035 Policies and Actions:

Policy SAF-1.13 Airport Compatibility. Prohibit new residential development within the 60 dBA CNEL airport noise contour, and only approve noise-compatible land uses consistent with the ALUCP.

Policy SAF-1.14 Noise Level Reduction Near Airport. Require new structures within any Airport Land Use Compatibility Zone except D or E to incorporate exterior-to-interior noise level reduction design features sufficient to meet the interior noise level criteria specified in the ALUCP.

Policy SAF-1.15 Coordination with Cable Airport. Work with Cable Airport to monitor aircraft noise, implement noise-reducing operation measures (i.e., Fly Quiet, Fly Neighborly programs), and promote pilot awareness of noise sensitive land uses.

Mitigation Measures: No further mitigation is required beyond implementation of GPU Policies, and ZCU and CALUCP standards and guidelines.

Level of Significance After Mitigation: Not Applicable.

5.7.5 CUMULATIVE IMPACTS AND MITIGATION MEASURES

CUMULATIVE SHORT-TERM CONSTRUCTION NOISE

- **WOULD CUMULATIVE SHORT-TERM CONSTRUCTION NOISE ASSOCIATED WITH PROJECT IMPLEMENTATION RESULT IN CUMULATIVELY CONSIDERABLE IMPACTS?**

Impact Analysis: It is anticipated that the City would experience construction activity associated with redevelopment of existing developed sites as well as new construction on undeveloped sites. Short-term construction noise is a localized activity and would affect only land uses that are immediately adjacent to a specific project site. Each construction project would have to comply with the local noise ordinance, as well as mitigation measures that may be prescribed pursuant to *CEQA* provisions that require significant impacts to be reduced to the extent feasible. Thus, a less than significant impact would occur.

General Plan 2035 Policies And Actions: Refer to GPU Policies SAF-1.1 through SAF-1.15 referenced above.

Mitigation Measures: Refer to Mitigation Measure NOI-1.

Level of Significance After Mitigation: Less Than Significant Impact.

CUMULATIVE LONG-TERM OPERATIONAL IMPACTS

- **WOULD CUMULATIVE LONG-TERM OPERATIONAL NOISE ASSOCIATED WITH PROJECT IMPLEMENTATION RESULT IN CUMULATIVELY CONSIDERABLE IMPACTS?**

Impact Analysis: For this topic, the cumulative impacts are based upon assumptions made within Appendix E and Section 5.4, *Traffic and Circulation*, to address cumulative noise impacts within the City. Cumulative stationary noise sources would generally be less than significant with the implementation of the General Plan 2035 Policies. However, as traffic noise tends to dominate the noise environment within the City, the analysis below considers whether the increase in traffic noise would be noticeable and significant per the criteria outlined in Table 5.7-7.

MOBILE SOURCES

Table 5.7-9, *Cumulative Traffic Noise Exposure*, compares the "Existing" scenario to the "General Plan Horizon Year" scenario and outlines the anticipated noise level changes adjacent

to specific roadways in the City as a result of Project implementation, along with cumulative growth in the Sphere of Influence and outside the City. The General Plan 2035 identifies the following Focus Areas as areas of land use change:

- Foothill Boulevard
- Southeast Quadrant
- College Heights
- Euclid Avenue
- Historic Downtown Upland

As indicated in Table 5.7-9, the Project would generate a noise level increase along 27 of the 32 roadway segments within the City. However, the greatest noise level increase would be 1.6 dBA, which would occur along Campus Avenue (between 16th Street and 15th Street) and Mountain Avenue (between 23rd Street to 22nd Street). Traffic noise impacts would be less than significant, as the maximum increase of 1.6 dBA would be below the threshold of 3 dBA. Compliance with the City's Noise Ordinance and implementation of the General Plan 2035 Policies and Actions would further reduce the generated audible noise levels. Impacts would be less than significant in this regard.

STATIONARY SOURCES

Noise caused by stationary sources would not substantially increase with Project implementation, as the City is generally built out. It is anticipated that there would be few new stationary sources from Project implementation. Therefore, a less than significant impact would occur in regards to cumulative stationary noise exposure.

General Plan 2035 Policies and Actions: Refer to GPU Policies SAF-1.1 through SAF-1.15 referenced above.

Mitigation Measures: No further mitigation is required beyond implementation of GPU Policies.

Level of Significance After Mitigation: Not Applicable.

Table 5.7-9
Cumulative Traffic Noise Exposure

Roadway Segment	Existing		2035 Buildout		Difference in dBA @ 100 feet from Roadway	Potentially Significant Impact?
	ADT	dBA @ 100 Feet from Roadway Centerline	ADT	dBA @ 100 Feet from Roadway Centerline		
Benson Avenue						
16th Street to 15th Street	16,100	66.3	18,700	67.0	0.7	No
13th Street to Foothill Boulevard	16,800	64.0	20,600	64.8	0.8	No
Campus Avenue						
16th to 15th Street	12,900	64.3	18,500	65.9	1.6	No
13th Street to Foothill Boulevard	16,700	65.5	16,700	65.5	0.0	No
Euclid Avenue						
16th to 15th Street	23,000	67.1	26,400	67.7	0.6	No
Mountain Avenue						
23rd Street to 22nd Street	7,800	63.1	11,200	64.7	1.6	No
16th to 15th Street	24,300	68.1	26,200	68.4	0.3	No
Foothill Boulevard to 11th Street	34,400	68.2	34,400	68.2	0.0	No
Arrow Highway to 9th Street	40,700	69.0	41,900	69.1	0.1	No
San Antonio Avenue						
16th Street to 15th Street	7,500	60.7	7,600	60.7	0.0	No
Foothill Boulevard to11th Street	10,500	62.0	11,300	62.3	0.3	No
8th Street						
Benson Avenue to Mountain Avenue	10,146	61.8	11,000	62.1	0.3	No
Foothill Boulevard						
Monte Vista Avenue to Central Avenue	21,500	67.6	26,600	68.5	0.9	No
Central Avenue to Benson Avenue	21,500	67.6	27,000	68.6	1.0	No
Benson Avenue to Mountain Avenue	21,000	67.6	27,000	68.6	1.0	No
Mountain Avenue to San Antonio Avenue	26,500	68.5	30,000	69.0	0.5	No
San Antonio Avenue to Euclid Avenue	30,000	69.0	31,200	69.2	0.2	No
Euclid Avenue to Campus Avenue	26,000	68.4	30,100	69.0	0.6	No
East of Campus Avenue	24,000	68.1	33,500	69.5	1.4	No
16th Street						
Benson Avenue to Mountain Avenue	14,792	66.0	16,600	66.5	0.5	No
Mountain Avenue to San Antonio Avenue	12,716	65.4	12,800	65.4	0.0	No
San Antonio Avenue to Euclid Avenue	12,633	65.3	12,700	65.4	0.1	No
Euclid Avenue to Campus Avenue	16,715	66.6	19,200	67.2	0.6	No
18th Street						
Benson Avenue to Mountain Avenue	2,700	56.3	3,100	56.9	0.6	No
19th Street						
Mountain Avenue to San Antonio Avenue	4,200	58.2	4,400	58.4	0.2	No
Euclid Avenue to Campus Avenue	4,700	58.7	4,800	58.8	0.1	No
21st Street						
San Antonio Avenue to Euclid Avenue	3,100	56.9	3,200	57.0	0.1	No
Arrow Highway						
Benson Avenue to Mountain Avenue	10,400	63.4	11,000	63.7	0.3	No
Mountain Avenue to San Antonio Avenue	10,800	63.6	10,800	63.6	0.0	No
San Antonio Avenue to Euclid Avenue	9,700	63.1	10,300	63.3	0.2	No
Arrow Route						
Monte Vista Avenue to Central Avenue	6,500	61.2	7,700	61.9	0.7	No
Central Avenue to Benson Avenue	9,000	62.8	11,000	63.7	0.9	No

ADT = average daily trips; dBA = A-weighted decibels; CNEL = community noise equivalent level

Source: Traffic noise modeling is based on traffic data provided by Fehr & Peers, September 13, 2012.

CUMULATIVE AIRPORT NOISE

- **WOULD IMPLEMENTATION OF THE PROJECT COMBINED WITH OTHER CUMULATIVE DEVELOPMENT EXPOSE PEOPLE IN CABLE AIRPORT'S SURROUNDINGS TO EXCESSIVE AIRPORT-RELATED NOISE LEVELS?**

Impact Analysis: The CALUCP applies to jurisdictions within San Bernardino County; specifically, the Cities of Upland and Montclair, together with any special district, community college district, or school district that exist or may be established or expanded into the Cable Airport Influence area. Because the CALUCP compatibility criteria set limits on all future land use development within the Airport Influence Area, in response to noise impacts associated with airport activity, implementation of the CALUCP would minimize the public's exposure to excessive aircraft-related noise levels, reducing potential cumulative impacts to less than significant.

General Plan 2035 Policies and Actions: Refer to Policies specified above.

Mitigation Measures: No further mitigation is required beyond implementation of the GPU Policies and Actions.

Level of Significance After Mitigation: Not Applicable.

5.7.6 SIGNIFICANT UNAVOIDABLE IMPACTS

Noise impacts associated with Project implementation would be less than significant through implementation of the General Plan 2035 Policies and Actions, and compliance with the recommended mitigation measures. No significant unavoidable noise impacts would occur as a result of Project implementation.

5.7.7 SOURCES CITED

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United States Department of Transportation, *Federal Highway Administration Planning, Environment, & Realty (HEP) Manual FHWA-HEP06-020*, April 2006.

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SECTION 5.8
Geology and Soils

5.8 GEOLOGY AND SOILS

This section describes the City of Upland's (City) existing geologic, seismic, and soil conditions, and the existing Federal, State, and local regulations with which development must comply. Geologic and seismic impacts that could result from Project implementation are identified. Information in this section is based upon the *City of Upland General Plan Seismic Safety and Safety Element* (1982) and the *Upland General Plan Update Natural Environment White Paper* (2010).

5.8.1 EXISTING REGULATORY SETTING

FEDERAL SOILS AND WATER RESOURCES CONSERVATION ACT

The purpose of the Federal Soil and Water Resources Conservation Act (1977) *(16 United States Code* Section 2001-2009*)* is to protect or restore the functions of the soil on a permanent sustainable basis. Protection and restoration activities include prevention of harmful soil changes, rehabilitation of the soil of contaminated sites and of water contaminated by such sites, and precautions against negative soil impacts. If impacts are made on the soil, disruptions of its natural functions and of its function as an archive of natural and cultural history should be avoided, as far as practicable. The Secretary of Agriculture oversees the programs associated with the Act.

STATE OF CALIFORNIA

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act (*California Public Resources Code*, Chapter 7.5, Section 2621-2699.6) was passed in 1972 to mitigate the hazard of surface faulting to structures for human occupancy. This State law was a direct result of the 1971 San Fernando Earthquake, which was associated with extensive surface fault ruptures that damaged numerous homes, commercial buildings, and other structures. The Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. The Act only addresses the hazard of surface fault rupture and is not directed toward other earthquake hazards, such as subsidence or liquefaction.

The Act requires the State Geologist to establish regulatory zones, known as "Earthquake Fault Zones," around the surface traces of active faults and to issue appropriate maps. Local agencies must regulate most development projects within these zones. Before a project can be permitted, cities and counties must require a geologic investigation to demonstrate that proposed buildings would not be constructed across active faults. An evaluation and written report of a specific area must be prepared by a licensed geologist. If an active fault is found, a structure for human occupancy cannot be placed over the trace of the fault and must be set back from the fault (typically 50 feet set backs are required).

The California Geological Survey lists the cities affected by earthquake fault zones in Table 4, *Cities and Counties Affected by Alquist-Priolo Earthquake Fault Zones as of January 2010*. According to Table 4, Upland is affected by an earthquake fault zone.[1] The earthquake fault zones are delineated on the official Alquist-Priolo (AP) Earthquake Fault Zone Maps.[2] According to the Mt. Baldy and Cucamonga Peak Quadrangles, a small portion of the City (near the North San Antonio Avenue/West 24th Street intersection) is within a State-mapped Earthquake Fault Zone. Additionally, portions of the San Antonio Heights SOI (generally between Haven Avenue on the east and North Mountain Avenue on the west) are within an Earthquake Fault Zone; refer to Exhibit 5.8-1, *Alquist-Priolo Earthquake Fault Zones Map*.

The fact that a property is located in an Earthquake Fault Zone must be disclosed to a potential buyer before the sales process is complete. Effective June 1, 1998, the Natural Hazards Disclosure Act requires that sellers of real property and their agents provide prospective buyers with a "Natural Hazard Disclosure Statement" when the property that is being sold lies within one or more State-mapped hazard areas, including Earthquake Fault Zones.

Seismic Hazards Mapping Act

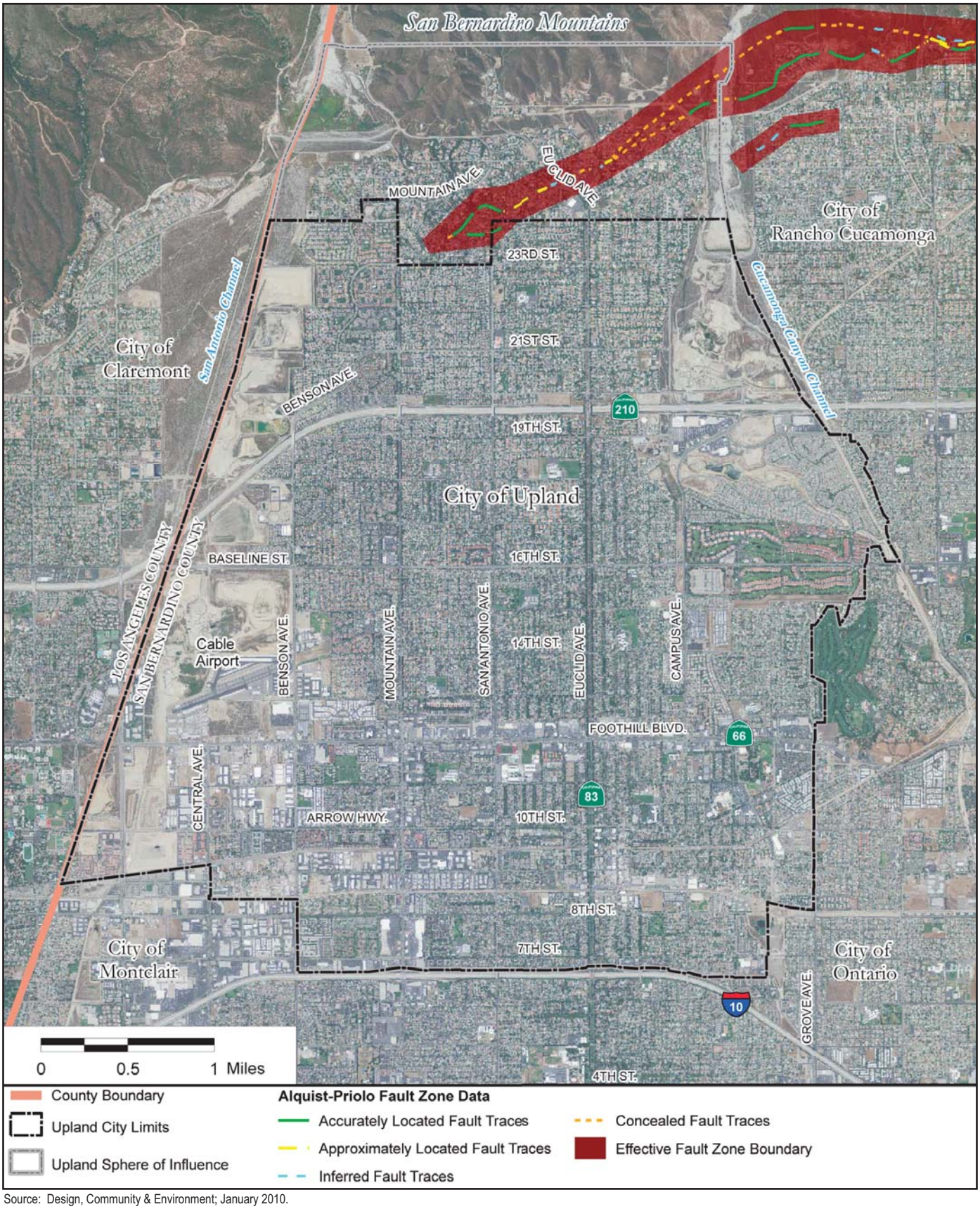
The Seismic Hazards Mapping Act (SHMA) of 1990 (*California Public Resources Cod*e, Chapter 7.8, Section 2690-2699.6) provides a statewide seismic hazard mapping and technical advisory program to assist cities and counties in fulfilling their responsibilities for protecting the public health and safety from the effects of non-surface fault rupture earthquake hazards, including liquefaction and seismically induced landslides. Mapping and other information generated pursuant to the SHMA is made available to local governments for planning and development purposes. The State requires: (1) local governments to incorporate site-specific geotechnical hazard investigations and associated hazard mitigation, as part of the local construction permit approval process; and (2) the agent for a property seller or the seller if acting without an agent, must disclose to any prospective buyer if the property is located within a Seismic Hazard Zone. The State Geologist is responsible for compiling seismic hazard zone maps. The SHMA specifies that the lead agency of a project may withhold development permits until geologic or soils investigations are conducted for specific sites and mitigation measures are incorporated into plans to reduce hazards associated with seismicity and unstable soils.

The Seismic Hazard Zonation Program maps where potential earthquake-induced landslide and liquefaction hazards exist. These zones of required investigation identify areas where a site-specific hazard study and report with recommended countermeasures must be completed before a work permit is approved to construct buildings. According to the Mt. Baldy and Ontario Quadrangles, no portion of the City has been evaluated for potential seismic (liquefaction and earthquake-induced landslides) hazards.[3]

[1] State of California Department of Conservation, California Geological Survey Website, http://www.consrv.ca.gov/cgs/rghm/ap/Pages/affected.aspx, Accessed February 4, 2013.

[2] State of California Department of Conservation, California Geological Survey Website, Alquist-Priolo Earthquake Fault Zone Maps, http://www.quake.ca.gov/gmaps/ap/ap_maps.htm, Accessed February 4, 2013.

[3] State of California Department of Conservation, California Geological Survey Website, Seismic Hazards Zonation Program - Southern California, http://gmw.consrv.ca.gov/shmp/html/pdf_maps_so.html, Accessed February 4, 2013.



Source: Design, Community & Environment; January 2010.

PLANNING DOCUMENTS PROJECT
PROGRAM ENVIRONMENTAL IMPACT REPORT

Alquist-Priolo Earthquake Fault Zones Map

Exhibit 5.8-1

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CALIFORNIA BUILDING STANDARDS CODE

California building standards are published in the *California Code of Regulations*, *Title 24*, known as the *California Building Standards Code* (*CBSC*). The *CBSC* applies to all applications for residential building permits. The *CBSC* consists of 11 parts that contain administrative regulations for the California Building Standards Commission and for all State agencies that implement or enforce building standards.

Local agencies must ensure that development complies with the guidelines contained in the *CBSC*. Cities and counties have the ability to adopt additional building standards beyond the *CBSC*. California building standards are published in the California Code of Regulations, Title 24, also known as the California Building Standards Code (CBC). The recently published 2013 CBC will become effective January 1, 2014. The CBC, which applies to all applications for building permits, consists of 12 parts, including among others Part 2, *California Building Code*, and Part 11, *California Green Building Standards Code* (CALGreen Code). CBC Part 2 is based upon the 2009 International Codes (I-Codes). Every local agency enforcing building regulations must adopt the provisions of the CBC, however, can require more stringent regulations. Local agencies must also ensure that all development complies with the CBC standards.

SAN BERNARDINO COUNTY OPERATIONAL AREA MULTI-JURISDICTIONAL HAZARD MITIGATION PLAN

The Disaster Mitigation Act of 2000 requires that local governments have, as a condition of receiving federal disaster mitigation funds, a mitigation plan that describes the process for identifying hazards, risks, and vulnerabilities, identifies and prioritizes mitigation actions, encourages development of local mitigation, and provides technical support for those efforts. The San Bernardino County Operational Area Multi-Jurisdictional Hazard Mitigation Plan (HMP) (April 2005) serves to meet those requirements for the County of San Bernardino (County). The overall intent of the HMP is to reduce or prevent injury and damage from natural hazards in the County. The HMP identifies past and present mitigation activities, current programs, and when available, mitigation strategies for the future. Upland is one of 56 jurisdictions that participated in the Plan's development.

HMP Table 4.3, *List of Natural Hazards for Included Jurisdiction by CPRI Ranking*, lists the jurisdiction name, the natural hazard identified by that jurisdiction, the Calculated Priority Risk Index (CPRI) ranking, the probability (P) of the event happening again, the magnitude (M) of the hazard, the warning time (WT), and the duration (D) of the event. The hazard ratings are on a scale of 0 to 4, with 4 being the most severe or the most likely to occur. According to HMP Table 4.3, the CPRI for an earthquake hazard in Upland is 3.05.

CITY OF UPLAND

Municipal Code

CHAPTER 15.08, CALIFORNIA BUILDING CODE

According to UMC Chapter 15.08, the 2010 California Building Code, Volumes 1 and 2, including Appendix 1, Appendix B, Appendix F, Appendix I, Appendix H, and Appendix J, is adopted in its entirety as the City's *Building Code*, together with the amendments, additions, deletions, and exceptions as set forth in this chapter. The purpose of the Building Code is to provide minimum standards to safeguard property and public welfare by regulating the design, construction, quality of materials, use and occupancy, location and maintenance of buildings, equipment structures and grading within the City. Given the recently published 2013 CBC will become effective January 1, 2014, updates to the current UMC are necessary.

CHAPTER 15.48, SEISMIC HAZARD IDENTIFICATION PROGRAM

According to UMC Chapter 15.48, in the event of a strong or moderate local earthquake, loss of life or serious injury may result from damage to or collapse of buildings in Upland. It is generally acknowledged that Upland will experience earthquakes in the future due to its proximity to major earthquake faults. The purpose of this chapter is to promote public safety by identifying those buildings in Upland which exhibit structural deficiencies and by accurately determining the severity and extent of those deficiencies in relation to their potential for causing loss of life or injury. According to UMC Section 15.48.030, *Scope of Program*, certain buildings in Upland are required to have an engineering report submitted to the City's building inspection department to determine: (1) the existence, nature and extent of structural deficiencies which could result in collapse or partial collapse of the building; and (2) the existence, nature and extent of deficiencies in the anchoring of external hazards.

CHAPTER 15.52, GRADING RESTRICTIONS

The intent and purpose of UMC Chapter 15.52 is to avoid potentially damaging, hazardous, and unsightly conditions in the course of land development by requiring that certain excavation, embankments and changes in watercourses conform to the provisions of Appendix J, *Excavations and Grading*, of the California Building Code 2007 Edition, and those special provisions as contained in this chapter.

According to UMC Section 15.52.030, *Permits*, no person shall do any grading without first having obtained a grading permit from the City Engineer, except for those special instances set forth in of Appendix J of the Building Code, and with various additional exceptions.

UMC Section 15.52.040, *Grading Plan Requirements*, specifies that each application for a Grading Permit shall be accompanied by copies of the certified Grading Plan, including all applicable specifications and special provisions. Supporting data consisting of a Soil

Engineering Report and Engineering Geology Report shall be required only when deemed necessary by the City Engineer. The grading plan, specifications, special provisions, and other supporting data shall be submitted to the city engineer for review.

Section 16.16.070, Soils Reports

UMC Section 16.16.070 specifies that a preliminary soils report, prepared by a civil engineer registered in this state and based upon adequate test borings, shall be submitted to the City Engineer for every subdivision. Further, if the city has knowledge of, or the preliminary soils report indicates, the presence of critically expansive soils or other soil problems, which if not corrected would lead to structural defects, a soils investigation of each lot in the subdivision may be required by the city engineer. Such soils investigation shall be done by a civil engineer registered in this state, who shall recommend the corrective action which is likely to prevent structural damage to each structure proposed to be constructed in the area where such soil problem exists.

UMC Section 16.16.070.B, *Grading and Erosion Control*, specifies that every map approved pursuant to this title shall be conditioned on compliance with the requirements for grading and erosion control, including the prevention of sedimentation or damage to off-site property, as set forth in UMC Chapter 15.52; see above.

Emergency Operations Plan

The City's Emergency Operations Plan (EOP) identifies the City's emergency planning, organization, and response policies and procedures. The EOP also addresses the integration and coordination with other governmental levels. Emergency preparedness encompasses the following:

- City of Upland Emergency Operations Plan;
- Department Specific Emergency Operations Plan(s);
- Emergency Preparedness Public Education;
- Emergency Operations Center Coordination; and
- Long Range Emergency Preparedness Planning.

The plan is based upon the functions and principles of the Standardized Emergency Management System (SEMS), which is based on the FIRESCOPE Incident Command System (ICS), and identifies how the City fits in the overall SEMS structure.

The City recognizes that the planning process must address each hazard that threatens the City. There are three broad categories of hazards: natural, technological, and man-made. A fourth category for national security may be considered during an actual or pending state of war. Earthquake is considered to be one of the most potentially destructive threats to life and property in Upland. The Emergency Operations Plan addresses how the City will respond to extraordinary events or disasters, from preparedness through recovery.

5.8.2 EXISTING ENVIRONMENTAL SETTING

LOCAL AND REGIONAL FAULT SYSTEMS

Upland is located within a region that has historically been affected by considerable seismic activity. Numerous earthquakes have impacted this region in the recent geologic past; perhaps the most remembered being the San Fernando Earthquake of February 9, 1971. The following fault systems that are potentially hazardous to the City are illustrated on Exhibit 5.8-2, *Regional Faults Map*, and described below.

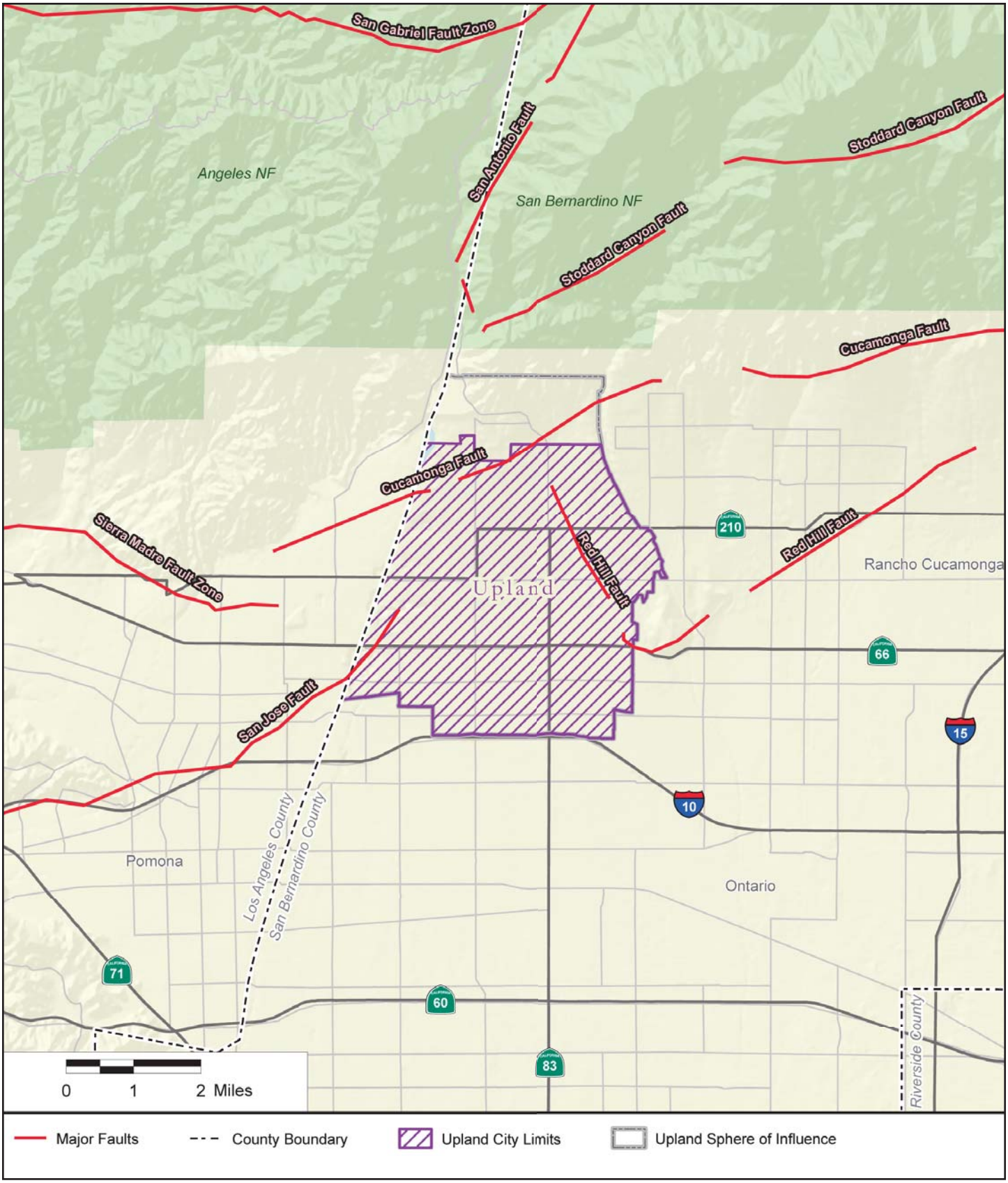
San Andreas Fault. This is a major right-lateral fracture in the earth's surface, the southern segment of which extends through a portion of San Bernardino County and which is located approximately 30 miles from Upland. This 300 mile long rigid section of the San Andreas Fault System historically is noted for infrequent, large earthquakes. Perhaps the most notorious earthquake produced from this fault system was the Fort Tejon event, which has been estimated as a magnitude 8+.

San Jacinto Fault. A close relative to the San Andreas Fault, the San Jacinto Fault is located approximately 15 miles from Upland. This fault system has been estimated to be the most active fault in southern California, although, not generally noted for producing earthquakes of major magnitudes. Rather, it has historically produced moderate earthquakes (5.0 m) approximately every five years. However, this average does not discount the possibility of a major earthquake occurring along this fault system.

Cucamonga-Sierra Madre Fault. This fault is the most significant in terms of proximity to Upland and its Sphere of Influence (SOI). This system trends in a northeasterly direction through the northernmost portions of Upland and directly through San Antonio Heights. This fault system has produced earthquakes historically that have varied from either moderate to severe, and there is also evidence of measurable vertical displacement along this system. Of significance in this fault system, the San Fernando earthquake of 1971 was considered to have emanated from the Sierra Madre Fault System.

Red Hill Fault. This fault system, also a member of the Sierra Madre system, is a peculiar shaped fault that trends generally southward from the San Antonio Heights region to Red Hill, where the system abruptly veers in northeasterly direction. The Red Hill Fault System flanks the eastern portion of the Upland, and intersects and parallels the Foothill Freeway just south of Red Hill. The maximum probable magnitude along this system would not, theoretically, exceed 6.4.

San Jose Fault. This fault is a member of the Sierra Madre System, meets as the central line of an apex that is formed by the Cucamonga and Red Hill Systems. From this northern point, the San Jose System runs in a southwesterly direction through the northwest corner of Upland. Very little is known about the San Jose Fault, and further data is needed concerning the behavior of this system. It is estimated that an earthquake of 6.8m could possibly be produced along this fault.



Source: Design, Community & Environment; January 2010.

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PROGRAM ENVIRONMENTAL IMPACT REPORT

Regional Faults Map

Exhibit 5.8-2

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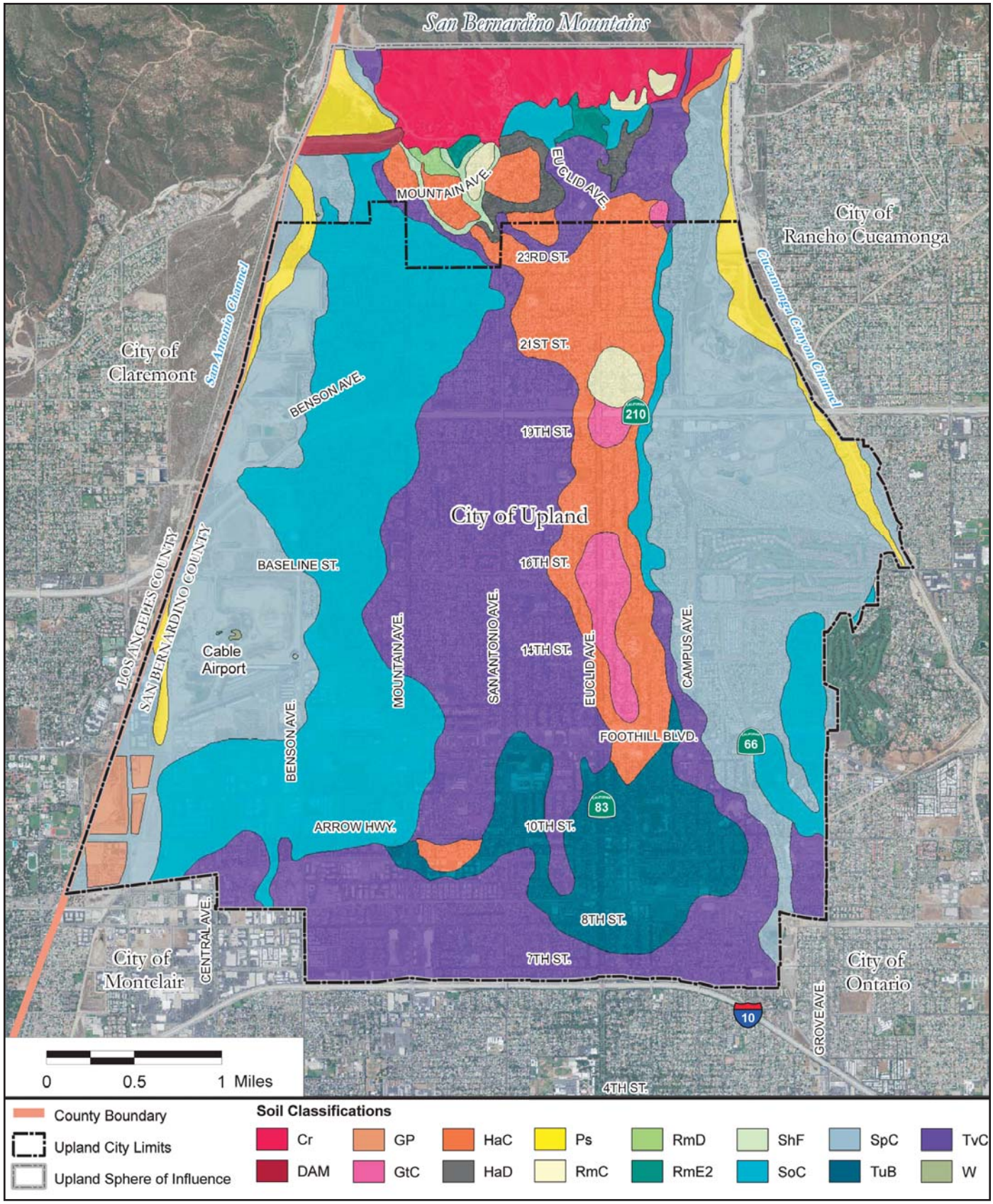
SOILS

In 1971, the U.S. Soil Conservation Service (SCS, now the Natural Resources Conservation Service) mapped soil units throughout San Bernardino County, including Upland (see Soil Survey of San Bernardino). The SCS gauges and groups soils by their suitability for agriculture from Class I through VIII, where I through IV will support agriculture while Classes V through VIII are generally unsuitable for farming. Classes I, II, and III are considered prime soils, farmland with the best combination of physical and chemical features able to sustain long-term agricultural production. According to the U.S. Soil Conservation Service, the City has a total of thirteen different classifications of soil within their limits. The characteristics of the soil types present in the City and their locations are presented in Table 5.8-1, *Soil Characteristics*, and Exhibit 5.8-3, *Soils*.

Table 5.8-1
Soil Characteristics

Soil Series Name (SCS)	Agricultural Capability Class*	Prime Farmland	Runoff	Erosion	Percent of City Area
Cienaba-Rock Outcrop Complex (Cr)	VIIe-I	No	Rapid	Moderate	3.8
Greenfield Sandy Loam (GtC)	IIe-I	Yes	Medium	Moderate	1.4
Hanford Coarse Sandy Loam (HaC)	IIe-I	Yes	Slow-Medium	Slight-Moderate	8.8
Hanford Coarse Sandy Loam (HaD)	IIIe-I	Yes, Statewide Importance	Medium	Medium to High	
Psamments and Fluvents, Frequently Flooded (Ps)	VIIIw-I	No	N/A	N/A	0.72
Ramona Sandy Loam (RmE2)	IVe-I	No	Medium-Rapid	Moderate-High	3.0
Ramona Sandy Loam (RmC)	IIe-I	Yes	Medium	Moderate	0.33
Ramona Sandy Loam (RmD)	IIIe-I	Yes, Statewide Importance	Medium	Moderate-High	0.87
Saugus Sandy loam (ShF)	VIIe-I	No	Rapid	Moderate-High	0.13
Soboba Gravelly Loamy Sand (SoC)	VIs-I	No	Very Slow	Slight	0.32
Soboba Stony Loamy Sand (SpC)	VIs-I	No	Slow	Slight	20.1
Tujunga Gravelly Loamy Sand (TvC)	IVs-4	No	Very Slow-Slow	Slight	25.5
Tujunga Loamy Sand (TuB)	IIIe-4	Yes, Statewide Importance	Slow-Very Slow	Slight	6.5
San Antonio Dam (DAM)	N/A	No	N/A	N/A	0.34
Quarries and Pits (GP)	N/A	No	N/A	N/A	0.87
Water (W)	N/A	N/A	N/A	N/A	0.021

* The class identifies potential for agriculture.
Source: SCS, 1971.



Source: Design, Community & Environment; January 2010.

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PROGRAM ENVIRONMENTAL IMPACT REPORT

Soils

Exhibit 5.8-3

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Approximately 45 percent of the City and its SOI is comprised of Class VI soils, which are generally unsuitable for agriculture. Less than 20 percent of the soils within the city and its SOI are classified as prime farmland (Class II and III); 7.4 percent of these soils are classified as Farmland of Statewide Importance, a special category of prime farmland. Most of these prime soils are located near the central portion of the city, generally following the path of Euclid Avenue from 7th Street to the northern portion of the city.

SEISMIC HAZARDS

Seismic hazards and risks are not necessarily restricted to those areas directly along or surrounding a fault. Depending on the type of fault system, its depth, and other factors, earthquake waves produced by a seismic incident may have a far-reaching impact. Hazards associated with earthquakes include primary hazards, such as fault rupture and seismic ground shaking, and secondary hazards such as ground failures (i.e., liquefaction, ground lurching, and landsliding), tsunamis, and seiches.

Fault Rupture

Earthquakes occur when the sudden sliding of one part of the earth's crust past another releases the immense store of elastic energy in rocks The resulting fracture is known as a fault, while the sliding movement of earth on either side of a fault is called fault rupture. In California, fault rupture typically begins between three and ten miles below the ground surface. Large earthquakes cause the fault rupture to travel to the ground surface, causing substantial damage to structures built across its path. The direction and extent of rupture is contingent upon numerous factors. However, of paramount consideration when determining whether surface rupture is a possible hazard is the activity of a particular fault system. All of the fault systems affecting the Upland area are, from all indications, active – there is evidence of recent ground movement, whether it be an obvious surface rupture, alluvial displacement, or a groundwater barrier.

While the greatest displacement has occurred along the San Andreas and San Jacinto Faults through geologic history, it is those faults running directly through or along the City that constitute the greatest hazard in terms of surface rupture (i.e., Cucamonga-Sierra Madre, Red Hill, and San Jose Faults). The importance of ground rupture as a potential serious seismic hazard is relatively minor when compared with groundshaking. However, the threat is not to be overlooked, particularly if man-made structures, such as homes, schools, hospitals, utility lines, flood control channels or dams, pass nearby or through one of the fault systems that exist within Upland.

Ground Shaking

While damage caused by surface rupture is limited to a relatively small area around a fault trace, damage caused by ground shaking is a more widespread and serious threat to surrounding areas and populations. However, possible damage or danger posed by ground shaking is difficult to predict, and is dependent on various factors. Thus, when considering the possible effect of

ground shaking upon a particular region, certain factors should be taken into consideration. Proximity of a fault or faults is a primary consideration when determining the impact of ground shaking on a community. However, the distance of a fault from a particular area is not the only factor that will determine the intensity of ground shaking produced by a seismic incident. Of equal importance are the various characteristics of an earthquake's source, such as the depth of the focus, the epicenter, and the magnitude.

The variables mentioned above primarily influence the degree or magnitude of seismic energy released in the event of an earthquake. Yet, one other factor dictates to a perhaps greater degree the intensity of a seismic event: a region's "geology" – underlying rock and soils – will predispose an area to shaking. Simply, certain soils will either magnify or diminish the effects of seismic waves as they travel through the ground surface. Generally, alluvium, or water layed soils, will have a tendency to amplify ground motion as opposed to solid bedrock, which diminishes movement. Yet still other components, thickness of alluvium, depth of the water table, and types of alluvium (sand, silt, clay, etc.) will influence the degree of ground shaking. For instance, thick alluvium, greater than 100 feet has a tendency to magnify long period waves; conversely, thin alluvium, less than 100 feet, generally amplifies short period waves. Long period waves have a more devastating effect upon the design of tall buildings; in contrast, short period waves affect to a greater extent shorter structures such as single family structures.

The primary seismic threat facing Upland is that associated with ground shaking. The City is located in a structural trough over-layed by thick deposits of alluvium. Generally speaking, Upland is situated in an alluvial plain which has developed over centuries, and which has, in particular areas, thicknesses approaching 1,000 feet. This geologic condition has a tendency to amplify seismic waves and could intensify the magnitude of their effect. In particular, in areas having deep alluvial deposits in excess of 100 feet, tall buildings (greater than 25 stories) might suffer severe damage in the event of a major seismic event. The City does not have structures of 25 stories and none are expected in the future. In regions of thinner soil deposits, short structures, such as tract homes, could undergo significant trauma. In addition, mid-rise structures may be vulnerable in those areas' exaggerating waves having periods of one to two seconds.

Ground Failure (Liquefaction and Lurching)

"Ground failure" is a general term given to unstable ground conditions such as liquefaction and lurching. During an earthquake, ground motion has a tendency to increase and cause ground failure in soils or slopes that are already susceptible to instability. Parts of Upland, because of certain soil conditions may have a propensity to liquefaction. Additionally, as noted above, no portion of the City has been evaluated through the Seismic Hazard Zonation Program for potential liquefaction.

According to the 2008 Western Municipal Water District Cooperative Well Measuring Program, the groundwater depth within the City generally ranges from roughly 80 feet to 400 feet. Most of the areas with the groundwater closer to the surface are within the Six Basins near the San Antonio Channel, indicating the potential for liquefaction is greater at these locations.

Additionally, soils that have experienced subsidence may have a tendency, after a period of excessive precipitation, to become saturated and, in the event of an earthquake, liquify. Likewise, lurching may also be a problem in those areas of Upland which are subsiding.

Overall, liquefaction and lurching pose a probable menace in those parts of the Chino Valley portion of Upland that have been subjected to groundwater withdrawal. Under conditions of saturation, alluvial soils in the valley would be highly susceptible to both liquefaction and lurching.

Earthquake-Induced Landslides

Landslides occur primarily in areas having a greater than two percent slope; thus, slope instability may exist in regions that are hilly or mountainous. Slopes that vary between 15 and 20 percent exist in San Antonio Heights, which is located in the City's SOI north of W 23rd Street, and west of the Cucamonga Creek, which may make this area susceptible to landslides. A seismic incident might increase the likelihood of a landslide occurring in the San Antonio Heights area; refer also to the *Slope Stability* Section below. It is also noted that no portion of the City has been evaluated through the Seismic Hazard Zonation Program for potential earthquake-induced landslides.

Tsunami and Seiche

Tsunamis, or "tidal waves," are a coastal problem and thus would have no bearing on Upland.

Seiches, or waves generated by an earthquake in inland bodies of water such as lakes and seas, depend upon numerous factors which include the shape, depth, and size of the respective body of water. The major reservoir located in proximity to the City, the San Antonio Dam, is not particularly likely to produce a seiche, or seiches, due to seasonal rates of precipitation. However, as in the case of the possibility of dam inundation described below, unusual circumstances (i.e., abnormally high seasonal precipitation concurrent with a major seismic event) could arise that might produce a seiche. No major population surrounds San Antonio Dam, therefore, the waves produced by an earthquake would, by themselves, not be the major problem. However, motion within a usually still body of water could increase the risk of spillover and dam failure.

GEOLOGIC HAZARDS

The potential extent and severity of any non-earthquake related geologic hazard varies throughout the Planning Area, depending upon the underlying geology, topography, groundwater conditions, and soil type. The most common geologic hazards that could occur within the City involve subsidence, fissuring, slope stability (mudslides and landslides), expansive soils, and hazardous minerals/radon.

Subsidence and Fissuring

Land subsidence, the loss of surface elevation due to removal of subsurface support, is one of the most diverse forms of ground failure, ranging from small or local collapses to broad regional lowering of the earth's surface. The causes (mostly due to human activities) of subsidence are as diverse as the forms of failure, and include dewatering of peat or organic soils, first-time wetting of moisture-deficient low-density soils (hydrocompaction), natural compaction, liquefaction, and withdrawal of fluids (groundwater, petroleum, geothermal), among others. Alluvial valley areas, such as are located in the City, are generally considered susceptible to subsidence.

The City is located within the Chino Basin (Basin), a large groundwater basin located principally in San Bernardino and Riverside Counties. The Basin was adjudicated in 1978 due primarily to declining groundwater levels and storage. Since the 1978 judgement, groundwater levels and storage have largely been brought into balance, with the exception of an area referred to as Management Zone 1 (MZ1), which involves the western portion of the Basin. Depressed or declining water levels in MZ1 have apparently resulted in subsidence and ground fissuring in Upland and elsewhere.

The Optimum Basin Management Program (OBMP) was prepared in 1999, in order to develop a groundwater management program that enhances the safe yield and the water quality of the Basin. OBMP Goal No. 3 is to enhance management of the Basin by implementing activities that will lead to optimal management of the Chino Basin. Among the various activities, the OBMP proposes to "develop and/or encourage production patterns, well fields, treatment and water transmission facilities, and alternative water supply sources to ensure maximum and equitable availability of groundwater and to minimize land subsidence." The OBMP also proposes a Ground Level Monitoring Program that involves ground level surveys, in order to determine if and how much subsidence has occurred in the Basin.

Slope Stability (Mudslides and Landslides)

Mudslides and landslides occur primarily in areas having a greater than two percent slope; thus, slope instability may exist in regions that are hilly or mountainous. The topography in the City generally slopes from the foothills of the San Bernardino National Forest southerly to the I-10 Freeway. Slope stability, or the potential for mudslides and landslides, is, for the most part, a minor problem in Upland. The single area in Upland's SOI that may be susceptible to landslides is San Antonio Heights (north of West 23rd Street and west of Cucamonga Creek), which is located in soil associations having slopes that vary between 15 and 20 percent. In addition, certain circumstances, such as water saturated soils, might increase the likelihood of a landslide occurring in the San Antonio Heights area.

Expansive Soils

Expansive soils are surface deposits rich in clays that expand when wet and shrink when dried. The change in volume can exert detrimental stresses on buildings and cause structural damage.

Expansive soils can be widely dispersed and can be found in hillside areas as well as low-lying alluvial basins. The City is underlain by thick alluvium, which is characterized by water laid soil deposits that are characteristically expansive, such as silt, clay, or sand.

Hazardous Minerals and Radon

Naturally occurring geologic formations throughout California may contain minerals that are considered hazardous. Hazardous minerals include asbestos, mercury, and rocks that contain small amounts of uranium and thorium that decay and release radioactive radon gas. Radon gas is a naturally occurring radioactive gas that is tasteless, odorless, and invisible. Radon gas becomes hazardous when confined in buildings and the long term exposure levels in the air exceed the United States Environmental Protection Agency's (U.S. EPA) concentration of four (4) picocuries per liter (4pCi/L). Refer to Section 5.14, *Hazards and Hazardous Materials*, for further discussion regarding radon gas.

INUNDATION HAZARD

The possibility of inundation due to failure of a dam, while remote, exists in the City under given conditions. Specifically, the San Antonio Dam, which is situated northwest of Upland, contains stream flow in San Antonio Canyon. The San Antonio Wash, an intermittent stream, would produce maximum discharge in the event of a severe winter season (November through February) having extremely high amounts of precipitation, approaching those designated by the category 100 year flood. Such a severe winter season producing runoff that could fill the dam to capacity occurring simultaneous with a seismic event along the Cucamonga System, could result in dam failure.

It is noted that for the most part, San Antonio Dam is capable of containing seasonal flow. Further, the remoteness of this potential is enhanced by the number and capacity of "settling basins" located south of the dam, which are designed to accommodate conditions well above a 100 year flood category. Although, highly improbable without a concurrent seismic incident, due to the proximity of the Cucamonga Fault to the San Antonio Dam, the threat of inundation exists.

5.8.3 SIGNIFICANCE THRESHOLDS AND CRITERIA

The issues presented in the Initial Study Environmental Checklist (Appendix G of the *CEQA Guidelines*) have been utilized as thresholds of significance in this Section. Accordingly, geology and seismic hazard impacts resulting from project implementation may be considered significant if they result in the following:

- 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 Zone Map issued by the State Geologist for the area or based on other substantial evidence of a known fault.
- Strong seismic ground shaking.
- Seismic-related ground failure, including liquefaction.
- Landslides.

- Result in substantial soil erosion or the loss of topsoil.

- Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in landslides, lateral spreading, subsidence, liquefaction or collapse.

- Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risk to life or property.

- Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water.

Based on these significance thresholds and criteria, the Project's effects have been categorized as either "no impact," a "less than significant impact," or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact.

5.8.4 PROJECT IMPACTS AND MITIGATION MEASURES

FAULT RUPTURE

● WOULD THE PROJECT EXPOSE PEOPLE AND STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS INVOLVING FAULT RUPTURE?

Impact Analysis: As illustrated on Exhibit 5.8-1, a small northern portion of the City and portions of the SOI (i.e., San Antonio Heights) are within a State-mapped Earthquake Fault Zone specifically involving the Cucamonga-Sierra Madre Fault. The General Plan 2035 has taken a focused development strategy that would be implemented through five Focus Areas located in the southern portion of the City; refer to Exhibit 3-4, *Focus Areas*. Therefore, most of the anticipated development would occur outside of the Earthquake Fault Zone. However, the anticipated development would also occur on vacant and underutilized lands interspersed throughout the City, including the northern portion and SOI. Therefore, Project implementation could expose additional people and structures to potential substantial adverse effects, including risk of loss, injury, or death involving rupture of a known AP earthquake fault.

The City (and County)[4] would continue to regulate most development projects (i.e., all land divisions and most structures for human occupancy) within the AP Earthquake Fault Zone.[5] The AP Earthquake Fault Zone Map would be used as a screening tool to identify where potential fault rupture hazards exist and when to undertake detailed geotechnical or fault investigations to validate the level of hazard suspected at a proposed development site. Before any development is permitted within the AP Earthquake Fault Zone, the City (and County) would require a geologic investigation to demonstrate that proposed buildings would not be constructed across active faults. Any structure for human occupancy would be prohibited over the trace of the fault and set back from the fault (generally 50 feet). Thus, potential hazards associated with fault rupture could be avoided through the selection of safe development sites. Additionally, because the safety and stability of engineered structures such as buildings and bridges, depend on strong, stable foundations, potential fault rupture hazards could be minimized through prudent civil engineering practice. Such practice includes constructing appropriate foundation systems and modifying unstable ground to increase stability through grading, compacting, and reinforcing soils. For developments occurring where potential fault rupture hazards exist, specially adapted construction standards would be necessary for public safety and welfare. The City (or County) would issue a construction permit in hazard areas only when the developer agrees to an appropriate level of mitigation against potential hazards.

In addition to the Cucamonga-Sierra Madre Fault running directly through/along the SOI, the Red Hill and San Jose Faults run directly through/along the eastern and western portions of the City, respectively; refer to Exhibit 5.8-2. Additional residential and non-residential development is anticipated in these portions of the City, which include the Focus Areas where the greatest potential for change exists. Depending on the type and construction of a building or structure, and the amount and duration of ground shaking during a concurrent seismic incident, displacement of only an inch or two could be cataclysmic to that respective structure. In addition, the type of movement along a fault system frequently determines the extent of damage incurred through surface rupture. Therefore, Project implementation could expose additional people and structures to potential substantial adverse effects involving fault rupture in eastern and western portions of the City. When assessing the possibility of surface rupture and associated hazards to man-made structures such as buildings of all types, and transportation and utility systems in these areas, the City would consider:

- Proximity of fault systems to man-made structures;
- The “activity” of indicated fault systems; and
- The particular type of movement experienced by extant fault systems.

Overall, potential hazards associated with fault rupture could be avoided through the selection of safe development sites and minimized through prudent civil engineering practice. Where potential fault rupture hazards exist, specially adapted construction standards would be necessary and construction permits would be issued only when the developer agrees to an appropriate level of mitigation against potential hazards.

[4] The SOI is located within County of San Bernardino jurisdiction.

[5] Single family wood-frame and steel-frame dwellings up to two stories not part of a development of four units or more would be exempt.

The General Plan 2035 establishes Goal SAF-3, which is to provide a community that is protected from earthquakes and other geologic hazards. In furtherance of this goal, all future development within the City would be subject to implementation of Policy SAF-3.3, which requires that site-specific soils and/or geologic reports be conducted for development in areas where potentially serious geologic risks exist. Such reports must address the degree of hazard, design parameters for the project based on the hazard, and the appropriate mitigation measures. Additionally, Policy SAF-3.4 requires monitoring and enforcement of mitigation measures identified in the site-specific soils and/or geologic reports, in order to reduce risk of seismic and geologic hazards. All future development would also be subject to implementation of the Policies and Actions specified below, which are intended to protect the community from risks associated with fault rupture, among other seismic and geologic hazards. Compliance with the Alquist-Priolo Earthquake Fault Zoning Act and implementation of the Policies and Actions specified below would ensure that Project implementation would result in a less than significant impact due to exposure of people or structures to potential substantial adverse effects involving rupture of a known earthquake fault.

General Plan 2035 Policies and Actions:

Policy SAF-3.1 Building Codes. Enforce the building codes adopted by the State of California in all new construction and renovations.

Policy SAF-3.2 Geologic Mapping. Rely on the most current and comprehensive geological hazard mapping available to assist in the evaluation of potential seismic hazards to proposed new development.

Policy SAF-3.3 Geotechnical Investigations. Require site-specific soils and/or geologic reports for development in areas where potentially serious geologic risks exist. These reports shall address the degree of hazard, design parameters for the project based on the hazard, and the appropriate mitigation measures.

Policy SAF-3.4 Mitigation Monitoring. Monitor and enforce mitigation measures to reduce risks for projects where seismic and geological hazards can be mitigated.

Policy SAF-3.5 Prohibiting Development. Prohibit development in known areas where seismic and geological hazards cannot be mitigated.

Policy SAF-3.6 Retrofit Critical Facilities. Promote the upgrade, retrofitting, and/or relocation of all existing critical facilities (e.g., hospitals, schools, police stations, fire stations, water facilities, emergency operation centers, emergency access routes, public works yard, public refuge areas) and other important public facilities that do not meet current building code standards and are within areas susceptible to seismic or geologic hazards.

Policy SAF-3.7 Utility Lines. Work with utility providers to ensure that utility lines are designed to withstand seismic forces, are accessible for repair, and are provided with safety features such as automatic shutoff valves, switches and expansion joints.

Policy SAF-3.8 Future Decision-Making. Continue to incorporate geotechnical hazard data into future land use decision-making, site design and construction standards.

Action SAF-3.1 Public Facilities. Retrofit all public facilities.

Mitigation Measures: No further mitigation is required beyond implementation of the GPU Policies and Actions specified above.

Level of Significance After Mitigation: Not Applicable.

STRONG SEISMIC GROUNDSHAKING

- **WOULD THE PROJECT EXPOSE PEOPLE AND STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS INVOLVING STRONG SEISMIC GROUNDSHAKING?**

Impact Analysis: Upland, like the rest of southern California, is located within a seismically active region as a result of being located near the active margin between the North American and Pacific tectonic plates, and in proximity to various faults; refer to Exhibit 5.8-2, *Regional Faults Map*. Proximity of a fault or faults is a primary consideration when determining the impact of ground shaking on a community. For Upland, three known faults (i.e., Cucamonga-Sierra Madre, Red Hill, and San Jose Faults) traverse the City and various active fault systems are within 30 miles. Upland is also situated in an alluvial plain with thicknesses approaching 1,000 feet in certain areas. This geologic condition has a tendency to amplify seismic waves and could intensify the magnitude of their effect. Additional residential and non-residential development is anticipated throughout the City, thereby exposing additional people and structures to potential substantial adverse effects involving strong seismic groundshaking. The intensity of groundshaking would depend upon the magnitude of the earthquake, distance to the epicenter, and the geology of the area between the epicenter and the development site.

Numerous controls would be imposed on future development through the permitting process that would lessen potential risks involving strong groundshaking. The design, construction, and engineering of buildings and structures within the City would be subject to compliance with the City's *Building Code*, which adopted the 2010 CBC in its entirety; refer to UMC Chapter 15.08. The City's Building Code provides minimum standards to safeguard property and public welfare by regulating the design, construction, quality of materials, use and occupancy, location and maintenance of buildings, equipment structures, and grading within the City. Therefore, the effects of groundshaking would be sufficiently mitigated for future buildings designed and

constructed in conformance with the City's Building Code (as required by Policy SAF-3.1) and through prudent civil engineering practice. Policy SAF-3.3 requires site-specific soils and/or geologic reports for development in areas where potentially serious geologic risks exist and Policy SAF-3.4 requires monitoring and enforcement of mitigation measures identified in such reports. Additionally, pursuant to Policy SAF-3.7, the City would work with utility providers to ensure that utility lines are designed to withstand seismic forces, are accessible for repair, and are provided with safety features.

The potential also exists for partial to total collapse of older and unreinforced buildings. Structural vulnerabilities in older buildings that are less earthquake resistant are most likely to contribute to the largest source of injury and economic loss as a result of an earthquake. Many of the existing residences were constructed prior to the adoption of modern building codes, which have been established to reduce seismic impacts on structures. The City's Seismic Hazard Identification Program (UMC Chapter 15.48) promotes public safety by identifying those buildings in Upland that exhibit structural deficiencies and by accurately determining the severity and extent of those deficiencies in relation to their potential for causing loss of life or injury. Moreover, pursuant to UMC Section 15.48.030, certain buildings in Upland are required to have an engineering report to determine the existence, nature, and extent of structural deficiencies that could result in collapse or partial collapse of the building, and the existence, nature, and extent of deficiencies in the anchoring of external hazards. Additionally, Policy SAF-3.6 requires the upgrade, retrofitting, and/or relocation of all existing critical and important public facilities that do not meet current Building Code standards and are within areas susceptible to seismic or geologic hazards.

Overall, compliance with the City's Building Code and implementation of the General Plan 2035 Policies and Actions specified below, along with the application of prudent civil engineering practice, would ensure that Project implementation would result in a less than significant impact due to exposure of people or structures to potential substantial adverse effects involving strong seismic groundshaking.

General Plan 2035 Policies and Actions: Refer to the GPU Policies and Actions referenced above.

Mitigation Measures: No further mitigation is required beyond implementation of the GPU Policies and Actions.

Level of Significance After Mitigation: Not Applicable.

SOIL EROSION/LOSS OF TOPSOIL

- **WOULD THE PROJECT RESULT IN SUBSTANTIAL SOIL EROSION OR THE LOSS OF TOPSOIL?**

Impact Analysis: The characteristics of the soil types present in the City and their locations are presented in Table 5.8-1, *Soil Characteristics*, and Exhibit 5.8-3, *Soils*. As indicated in Table 5.8-1, the City is underlain by soils with moderate and moderate-high erosion potential. Construction activities associated with future development projects within the City would result in ground-disturbing activities such as excavation and trenching for foundations and utilities; soil compaction and site grading; and the erection of new structures, which would temporarily disturb these soils. The exposure of previously covered soils during construction activities could lead to increased on-site erosion and off-site sediment transport, because disturbed soils are susceptible to higher rates of erosion from wind, rain, and runoff of dewatering discharge or dust control water than undisturbed soils.

Construction associated with future development would be subject to compliance with the National Pollutant Discharge Elimination System (NPDES) Construction Permit requirements. As discussed in detail in Section 5.13, *Hydrology, Drainage, and Water Quality*, dischargers whose projects disturb one or more acres of soil or whose projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit Order 2009-0009-DWQ). Construction activity subject to this Permit includes clearing, grading, and disturbances to the ground such as stockpiling or excavation. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP), which must list Best Management Practices (BMPs) the discharger will use to protect storm water runoff and the placement of those BMPs. As discussed in detail in Section 5.5, *Air Quality*, all construction activities would be subject to compliance with South Coast Air Quality Management District (SCAQMD) Rule 403, *Fugitive Dust*, which is intended to reduce the amount of particulate matter entrained in the ambient air, as a result of man-made fugitive dust sources by requiring actions to prevent, reduce, or mitigate fugitive dust emissions. Construction associated with future development would also be subject to compliance with the UMC Grading Permit regulations that address erosion control. Specifically, UMC Section 16.16.070.B, *Grading and Erosion Control*, specifies that every map shall be conditioned on compliance with the requirements for grading and erosion control, including the prevention of sedimentation or damage to off-site property, as set forth in UMC Chapter 15.52, *Grading Restrictions*. UMC Chapter 15.52 is intended to avoid potentially damaging, hazardous, and unsightly conditions in the course of land development.

Compliance with the NPDES, SCAQMD, and UMC requirements would ensure that Project implementation would not result in substantial soil erosion or loss of topsoil.

General Plan 2035 Policies and Actions: None are applicable.

Mitigation Measures: No mitigation is required.

Level of Significance After Mitigation: Not Applicable.

GROUND FAILURE AND UNSTABLE GEOLOGIC UNITS/SOILS

- **WOULD THE PROJECT EXPOSE PEOPLE AND STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS FROM GROUND FAILURE, UNSTABLE GEOLOGIC UNITS/SOILS, AND EXPANSIVE SOILS?**

Impact Analysis: Project implementation would result in the exposure of additional people and structures to potential substantial adverse effects involving seismic-related ground failure, unstable geologic units/soils, and expansive soils, as summarized below.

Ground Failure (Liquefaction and Lurching). Due to certain soil conditions, parts of Upland may have a propensity to liquefaction, including those areas where the groundwater is closer to the surface. Additionally, under conditions of saturation, alluvial soils in the Chino Valley where the City is situated would be highly susceptible to both liquefaction and lurching. Liquefaction and lurching also pose a probable menace in those parts of Upland that have been subjected to groundwater withdrawal.

Slope Stability (Mudslides and Landslides). The single area in Upland's SOI that may be susceptible to slope stability hazards (i.e., the potential for mudslides and landslides) is San Antonio Heights, which is located in soil associations having slopes that vary between 15 and 20 percent. In addition, certain circumstances such as a seismic incident and water saturated soils could increase the likelihood of a landslide occurring in the San Antonio Heights area.

Subsidence. Depressed or declining water levels in Management Zone 1 (MZ1), which involves the western portion of the Chino Basin, have resulted in subsidence and ground fissuring in Upland. Whether caused by natural or human activities, the effects of subsidence range from severe, such as the disappearance of whole sections of land, to relatively modest resulting in damage to a variety of human structures. Buildings are weakened and collapse, railway lines and roads are twisted and broken, and underground sewer, power, and water lines are torn apart. As discussed above, the Optimum Basin Management Program (OBMP) proposes implementing activities that will lead to optimal management of the Chino Basin and ultimately minimize land subsidence. The OBMP also proposes a Ground Level Monitoring Program that involves ground level surveys, in order to determine if and how much subsidence has occurred in the Basin.

Expansive Soils. Expansive soils are typically those of high clay content that swell and shrink during wet and dry climatic events, respectively. The City is underlain by thick alluvium, which is characterized by water laid soil deposits, such as silt, clay, or sand. Therefore, development anticipated by the Project could be located on expansive soil, which can result in damage to overlying structures and infrastructure.

Numerous controls would be imposed on future development through the permitting process that would lessen potential risks involving ground failure, unstable geologic units/soils, and expansive soils. The design, construction, and engineering of buildings and structures within the City would be subject to compliance with the City's *Building Code*. Therefore, the effects of

groundshaking would be sufficiently mitigated for future buildings designed and constructed in conformance with the City's Building Code (as required by Policy SAF-3.1) and through prudent civil engineering practice. Also, all future development would be subject to compliance with UMC Chapter 15.52, *Grading Restrictions*, which is intended to avoid potentially damaging, hazardous, and unsightly conditions in the course of land development by requiring conformance to the CBC. According to UMC Section 15.52.030, no person shall do any grading without first having obtained a Grading Permit from the City Engineer, with various exceptions. UMC Section 15.52.040, *Grading Plan Requirements*, specifies that supporting data consisting of a Soil Engineering Report and Engineering Geology Report may be required, if deemed necessary by the City Engineer. Additionally, UMC Section 16.16.070 requires preparation of a Preliminary Soils Report for every subdivision. Soils Reports are required to include recommendations for foundation type and design criteria including provisions to mitigate the effects of liquefaction, differential settlement, and varying soil strength, among other potential hazards. If the City has knowledge of, or the Soil Report indicates, the presence of soil problems, which if not corrected would lead to structural defects, a soils investigation of each lot in the subdivision may be required. Such soils investigation shall recommend the corrective action, which is likely to prevent structural damage to each structure proposed to be constructed in the area where such soil problem exists.

As previously noted, the General Plan 2035 proposes Goal SAF-3, which is to protect the community from earthquakes and other geologic hazards. To this end, Policy SAF-3.3 requires site-specific soils and/or geologic reports for development in areas where potentially serious geologic risks exist and Policy SAF-3.4 requires monitoring and enforcement of mitigation measures identified in such reports. Policy SAF-3.7 requires that the City work with utility providers to ensure that utility lines are designed to withstand seismic forces, are accessible for repair, and are provided with safety features. Additionally, development would be prohibited in known areas where seismic and geological hazards cannot be mitigated (Policy SAF-3.5).

Overall, compliance with the UMC and implementation of the Policies and Actions outlined above would ensure that Project implementation would result in a less than significant impact due to exposure of people or structures to potential substantial adverse effects involving ground failure and unstable geologic units/soils. Additionally, continued implementation of the OBMP will lead to optimal management of the Chino Basin, ultimately minimizing land subsidence.

General Plan 2035 Policies and Actions: Refer to the GPU Policies and Actions referenced above.

Mitigation Measures: No further mitigation is required beyond implementation of the GPU Policies and Actions.

Level of Significance After Mitigation: Not Applicable.

5.8.5 CUMULATIVE IMPACTS AND MITIGATION MEASURES

- **WOULD DEVELOPMENT ANTICIPATED BY THE PROJECT AND CUMULATIVE PROJECTS EXPOSE PEOPLE OR STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS INVOLVING GEOLOGY AND SOILS?**

Impact Analysis: For purposes of geology and soils impact analysis, cumulative impacts are considered for cumulative development in the San Bernardino region.

As concluded above, the Project's impacts related to seismic, geologic, and soil conditions would be less than significant following compliance with the established regulatory framework, which includes the Alquist-Priolo Earthquake Fault Zoning Act, and UMC (including the Building Code), NPDES, and SCAQMD requirements, as well as through prudent civil engineering practice. Additionally, the increased exposure of people and structures to potential hazards resulting from Project implementation would be specific to Upland. Therefore, the Project's incremental effects involving seismic, geologic, and soil conditions are not cumulatively considerable. Although, unsafe seismic, geologic, and soil conditions exist throughout the region and new development in such areas could increase exposure of people and structures to potential geologic and seismic hazards, the potential impacts would be evaluated on a project-by-project basis, in accordance with CEQA. If a specific site is determined to create a significant impact that could not be feasibly mitigated, the site would not be appropriate for development. Future development projects in the City and elsewhere in the region would undergo site-specific evaluation to determine the individual and cumulative threat of regional seismic and geologic hazards. This process, as well as compliance with the established regulatory framework including Federal and State laws, the CBC (and local building codes), and public safety standards would result in less than significant cumulative impacts related to potential seismic and geologic hazards. Therefore, the combined cumulative impacts due to exposure of people or structures to potential substantial adverse effects involving seismic, geologic, and soil conditions (i.e., those associated with the Project's incremental effects and those of the cumulative projects) would be less than significant.

General Plan 2035 Policies and Actions: Refer to the GPU Policies and Actions referenced above.

Mitigation Measures: No further mitigation is required beyond implementation of the GPU Policies and Actions.

Level of Significance After Mitigation: Not Applicable.

5.8.6 SIGNIFICANT UNAVOIDABLE IMPACTS

The potential seismic and geologic hazards associated with Project implementation would be less than significant by adherence to the established regulatory framework and implementation of General Plan 2035 Policies and Actions. No significant unavoidable seismic and geologic impacts would occur.

5.8.7 SOURCES CITED

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SECTION 5.9
Cultural Resources

5.9 CULTURAL RESOURCES

The purpose of this section is to identify cultural resources within the City of Upland (City) and Sphere of Influence (SOI), and evaluate potential impacts to such resources that could result from Project implementation. Cultural resources involve archaeological remains, historic structures, traditional customs, tangible artifacts, historical documents, and public records, which contribute to Upland's uniqueness.

5.9.1 EXISTING REGULATORY SETTING

FEDERAL

National Historic Preservation Act

Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended, established a national policy of historic preservation, and encourages such preservation. The NHPA established the Advisory Council on Historic Preservation (ACHP) and provided procedures for the agency to follow if a proposed action affects a property that is included, or that may be eligible for inclusion, on the National Register of Historic Places (NRHP). The NRHP was developed as a direct result of the NHPA.

Section 106 requires that the head of any Federal agency having direct or indirect jurisdiction over a proposed Federal or Federally-assisted undertaking in any state, and the head of any Federal department or independent agency having authority to license any undertaking, shall, prior to the approval of the expenditure of any Federal funds on the undertaking or prior to the issuance of any license, take into account the effect of the undertaking on any district, site, building, structure, or object that is included in or eligible for inclusion in the National Register. The head of any such Federal agency is required to allow the ACHP a reasonable opportunity to comment with regard to such undertaking.

National Register of Historic Places

The National Register of Historic Places is the official list of properties that have been recognized for their significance and worthiness of long-term preservation. The National Register Criteria for Evaluation establishes guidelines utilized by Federal, State, and local governments, private groups, and citizens to assess the significance of cultural resources and to identify those properties that should be considered for protection from demolition, destruction, or alteration. To be listed in the NRHP, or deemed eligible for listing, properties must meet certain criteria for historic or cultural significance. Qualities of significance may be found in aspects of American history, architectural design or theme (interpreted in the broadest sense to include landscape architecture and planning), archaeology, engineering, or culture. The following criteria are used to determine the eligibility of properties for listing on the NRHP:

- *Criterion A* – It is associated with events that have made a significant contribution to the broad patterns of our history.

- *Criterion B* – It is associated with the lives of persons who are significant in our past.

- *Criterion C* – It embodies the distinctive characteristics of a type, period, or method of construction, or it represents the work of a master or possesses high artistic values or represents a significant and distinguishable entity whose components may lack individual distinction.

- *Criterion D* – It has yielded, or may be likely to yield, information important in prehistory and history.

Each resource eligible for listing on the NRHP must demonstrate qualities of integrity, measured by the degree to which the resource retains its historic location, design, setting, materials, workmanship, feeling, and/or association. To be considered for listing, the resource must (generally) be a minimum of 50 years of age; however, some exceptions and overriding considerations to this requirement do occur. Listing on the NRHP does not in and of itself provide protection for a historic resource. Listing on the NRHP instead allows owners of such resources eligibility for financial and tax incentives to assist in the rehabilitation or preservation of such resources.

Criteria Considerations. The National Register does not typically consider cemeteries, birthplaces, or graves of historical figures; properties owned by religious institutions or used for religious purposes; structures that have been moved from their original locations; reconstructed historic buildings; properties primarily commemorative in nature; or, properties that have achieved significance within the past 50 years as eligible for the National Register; however, such properties may qualify if they are integral parts of districts that are determined to meet the criteria, or if they fall within any of the following categories:

- A religious property deriving primary significance from architectural or artistic distinction or historical importance;

- A building or structure removed from its original location but which is significant primarily for architectural value, or which is the surviving structure most importantly associated with a historic person or event;

- A birthplace or grave of a historical figure of outstanding importance if there is no appropriate site or building directly associated with his or her productive life;

- A cemetery which derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events;

- A reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived;

- A property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own exceptional significance; or,

- A property achieving significance within the past 50 years if it is of exceptional importance.

Integrity. Integrity involves the ability of a resource to convey its cultural or historical significance. In order to be eligible for inclusion on the National Register, a property or resource must be shown to be significant consistent with National Register criteria, as well as demonstrating integrity. Evaluation of integrity can be subjective; however, it must always be fundamentally grounded in an understanding of a property's physical features and how such features relate to its overall significance.

The National Register criteria recognize seven aspects or qualities that define integrity. To retain historic integrity, a property needs to possess several (and usually most) of these aspects. Knowing why, where, and when a property is significant is essential in determining which of these aspects is most important to a particular property. The National Register considers the following aspects in evaluating the level of integrity of a particular resource:

1. Location is the place where the historic property was constructed or the place where the historic event occurred.

2. Design is the combination of elements that create the form, plan, space, structure, and style of a property.

3. Setting is the physical environment of a historic property.

4. Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.

5. Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.

6. Feeling is a property's expression of the aesthetic or historic sense of a particular period of time.

7. Association is the direct link between an important historic event or person and a historic property.

Historic Rehabilitation and Tax Credits Program

The National Park Service (NPS) and the Internal Revenue Service (IRS), in partnership with State Historic Preservation Office (SHPO), are responsible for administering the Historic Rehabilitation Tax Credits program. This program rewards private financial investment in the rehabilitation of historic buildings that are listed in the National Register of Historic Places. Properties must be income-producing and must be rehabilitated according to rehabilitation standards set by the Secretary of the Interior for historic properties.

STATE

California Historical Resource (CHR) Status Codes

In order to be considered as significant, a resource must meet at least one of the above-listed criteria and retain enough integrity to support its period of significance and association within a historical context. A resource is assigned a CHR status code following evaluation to identify its significance level. The following general categories represent the status codes assigned to such resources considered for significance:

1. Properties listed in the National Register or the California Register.
2. Properties determined eligible for listing in the National Register or California Register.
3. Appears eligible for National Register or California Register through survey evaluation.
4. Appears eligible for National Register or California Register through other evaluation.
5. Properties recognized as historically significant by local government.
6. Not eligible for listing or designation as specified.
7. Not evaluated for National Register or California Register or needs re-evaluation.

Generally, resources that are assigned a CHR code of 6 are determined ineligible for designation under any criteria and are not considered historical resources for the purposes of CEQA or the Upland Cultural Resource Preservation Ordinance; however, several subcategories exist within each of the status codes that allow for various exemptions, such as whether or not a resource contributes to a Historic District.

California Register of Historical Resources

The California Office of Historic Preservation (OHP) established the California Register as an authoritative guide to historical resources in the State of California. Criteria used for inclusion of properties on this listing are as follows:

> *"While the significance criteria for the California Register are similar to those used by the NRHP this new California Register will document the unique history of the Golden State."*

To qualify for listing in the California Register, the resource must retain integrity and meet at least one of the following criteria:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

2. Is associated with the lives of persons important in our past;

3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual or possesses high artistic values; or,

4. Has yielded, or may be likely to yield, information important in prehistory or history.

Integrity is defined in the NRHP program as a property's ability to convey its significance. Evaluation of integrity may be a somewhat subjective judgment; however, it must be founded on "an understanding of a property's physical features and how they relate to its significance."

California Historic Building Code

The *California Historic Building Code* (*CHBC*) provides guidelines for the preservation, restoration, rehabilitation, relocation, and reconstruction of buildings or structures designated as qualified historical buildings or properties by a local, State, or Federal jurisdiction, as defined by *CHBC* Sections 8-218. The *CHBC* provides guidelines for long-term preservation efforts of qualified historical buildings or properties in order to allow owners to make improvements for access for persons with disabilities; to provide a cost-effective approach to preservation; and, to ensure overall safety of affected occupants or users.

As defined by the *CHBC*, a "qualified historical building" is "any building, site, structure, object, district, or collection of structures, and their associated sites, deemed of importance to the history, architecture, or culture of an area by an appropriate local, State, or Federal governmental jurisdiction. This includes designated buildings or properties on, or determined eligible for, official national, State, or local historical registers or official inventories, such as the National Register of Historic Places, California Register of Historical Resources, State Historical Landmark, State Points of Historical Interest, and officially adopted city or county registers, inventories, or surveys of historical or architecturally significant sites, places, or landmarks."[1]

California Environmental Quality Act

Pursuant to *CEQA Guidelines* Section 15064.5, the Lead Agency is required to evaluate whether a proposed project would have a significant adverse effect on unique historical or archaeological resources. *CEQA Guidelines* Section 15064.5(b) states that a substantial adverse change means physical demolition, destruction, relocation, or alteration in the resource, such that the resource is "materially impaired." An historical resource is considered to be materially impaired when a project demolishes or materially alters the physical characteristics that justify the determination of its significance.

[1] California Historic Building Code (Sections 18950 to 18961 of Division 13, Part 2.7 of California Health and Safety Code).

In addition, under *CEQA Guidelines* Section 15064.5(b)(3), a project that seeks to improve an historic resource in accordance with either of the following publications will be considered as mitigated to a level of less-than-significant:

- Secretary of the Interior's Standards for Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings.

- Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings.

Mills Act

According to the California Office of Historic Preservation, economic incentives foster the preservation of residential neighborhoods and the revitalization of downtown commercial districts. The Mills Act is the single most important economic incentive program in California for the restoration and preservation of qualified historic buildings by private property owners. Enacted in 1972, Mills Act legislation grants participating local governments (cities and counties) the authority to enter into contracts with owners of qualified historic properties who actively participate in the restoration and maintenance of their historic properties in exchange for property tax relief. California State Codes Relating to the Mills Act include the following: California Government Code, Article 12, Sections 50280 through 50290 and California Revenue and Taxation Code, Article 1.9, Sections 439 through 439.4.

The City of Upland invites qualifying homeowners to enter into a Mills Act agreement through the Community Development Department. Once certified by the County of San Bernardino Assessor, the property owner must agree to an initial 10 year period with automatic yearly extensions. Subsequent owners are bound by the contract and receive benefits through decreased tax obligations. The City currently maintains 123 Mills Act contracts.

CITY OF UPLAND

General Plan Scenic Highways Element

The Scenic Highways Element, which was adopted in 1982, ascribes value and importance to visual resources, as seen from the community's well traveled roadways. Although, Upland does not yet have highways eligible for State designation, there are local routes/corridors that possess scenic value and aesthetic appeal to community residents and visitors. The Scenic Highways Element is intended to protect and enhance visual resources located along those community roadways possessing scenic beauty. In the context of cultural resources, the historic resources that are present along these routes/corridors are deemed to possess scenic value and aesthetic appeal. These routes/corridors include the following:

Euclid Avenue. As noted above, Euclid Avenue is regarded as the most significant roadway in the City and is its oldest and clearest landmark. Euclid Avenue consists of two roadways

separated by a wide median island and extends from 24th Street in Upland to Philadelphia Street in Ontario. A 15-foot Bridle Path runs its length from 13th Street to 24th Street. Originally planted with peppertrees along the center median, these trees have grown to mature size and are accompanied by other evergreen trees which frame both sides of Euclid Avenue. Euclid Avenue has been included in the National Register of Historic Places.

Mountain Avenue. Mountain Avenue has historically served as a main route to Mount Baldy, with scenic views of the mountains to the north.

Foothill Boulevard. The portion of Foothill Boulevard (formerly U.S. Route 66) within the City of Upland is a tree-lined boulevard with frontage roads in some areas. The "Madonna of the Trail" statue located at the intersection of Foothill Boulevard and Euclid Avenue is on the State List of Historical Sites and is one of 12 identical statues which commemorate the routes taken westward by the pioneers settling this country. The 1993 Foothill Boulevard Vision Plan identifies goals for the future of this roadway, including accommodating the existing and projected vehicular and pedestrian traffic, enhancing the visual quality of the corridor, and ensuring long term economic vitality. The Vision Plan provides design and land use concepts to guide future development along Foothill Boulevard, including minimum lot frontages, streetscape requirements and master plan designations. Additionally, the City's Architectural Commission reviews all development plans for projects on Foothill Boulevard.

Benson Avenue. Benson Avenue is part of an established alignment (Adoption of Resolution No. 2779) located north of 19th Street, from the Foothill Freeway to its approximate intersection with Mountain Avenue at 21st Street. The alignment is identified as having local scenic interest with views of the mountains to the north and is the responsibility of the City of Upland.

General Plan Inventory of Historical Resources

The 1982 General Plan includes an Inventory of Historical Resources (Technical Appendix A), which identifies the following resources:

- Chaffey Community Cultural Center: 325 West 8th Street;
- 18th Street School: 245 West 18th Street;
- L.D. Temple Residence: 1707 North Euclid Avenue;
- Frank W. Van Natta Residence: 1561 North Euclid Avenue;
- C.E. Harwood Residence: 1509 North Euclid Avenue;
- W.C. Scheu Residence: 1894 North Euclid Avenue;
- R.T. Nelson Residence: 1997 North Euclid Avenue;
- Stone Waiting Benches: 2222 North Euclid Avenue;
- Villa Alois: 2393 North Mountain Avenue;
- Overland Knoll Home: 2360 North Mountain Avenue;
- Alden Branford Whitney Residence: 805 West 16th Street;
- San Antonio Hospital: 792 West Arrow Highway;
- El Camino Real Marker: Euclid Avenue/Arrow Highway Parkway;
- Waterman Garage: 132 North Euclid Avenue;

- Ontario Power Company Station: 140 South Euclid Avenue; and
- B.A. Woodford Residence: 829 East 9th Street.

It is noted, this inventory was subsequently updated in 1990, as part of a City-wide Historic Resources Survey. A total of 902 structures were identified inside the City limits with potential National, State, or Local historic significance. More than one half (560) of these structures are located within one of the City's nine delineated Historic Districts, a large number relative to nearby cities; see Exhibit 5.9-1, *Historic Districts*.

Municipal Code

SECTION 15.32.020, CALIFORNIA HISTORICAL BUILDING CODE ADOPTED

Upland Municipal Code (UMC) Section 15.32.020 adopts, in its entirety, the 2010 California Historical Building Code, which shall be utilized in addition to, or alternative to, the 2010 California Existing Building Code, with respect to buildings of historical significance.

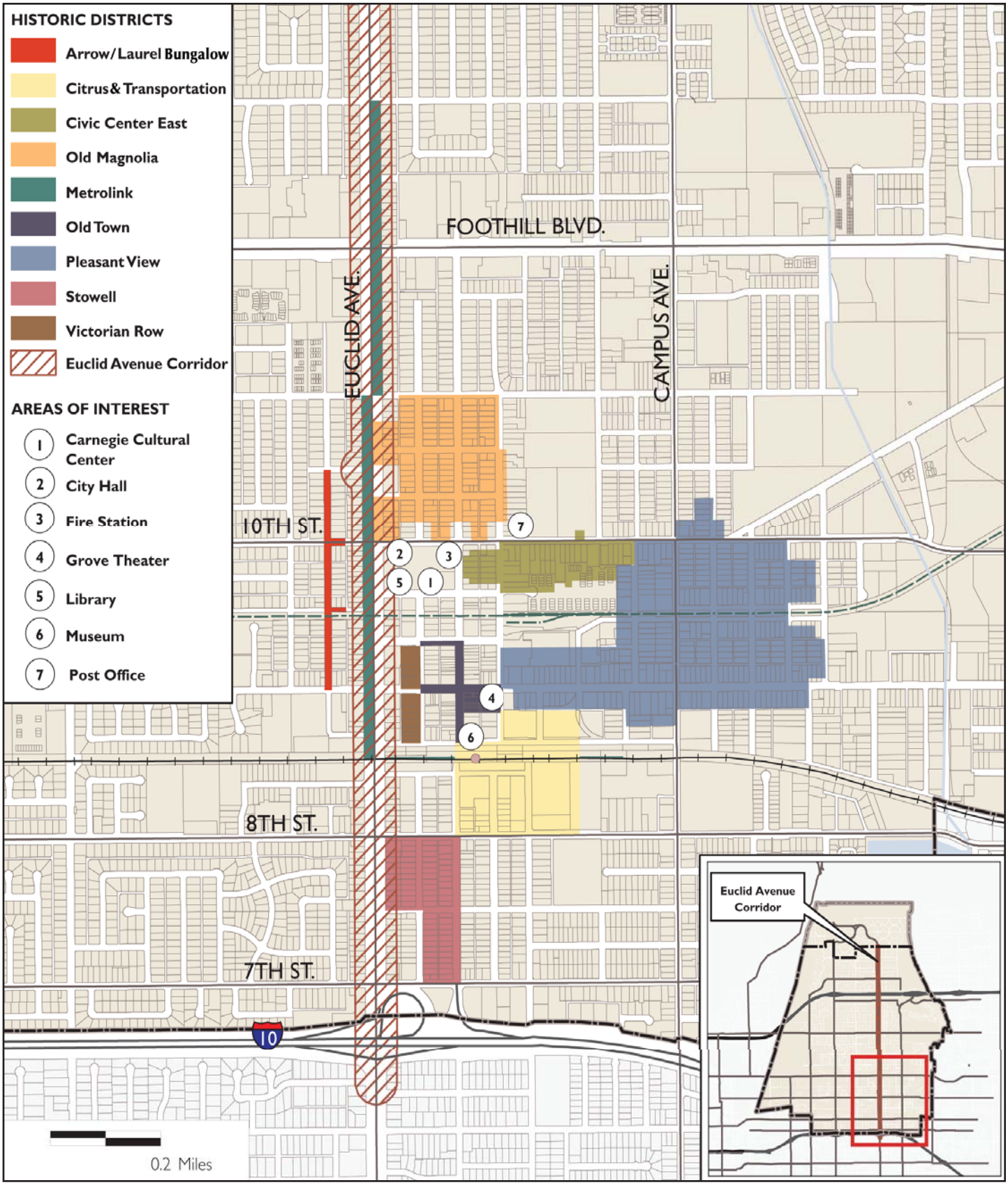
CHAPTER 17.110, (SC) SCENIC CORRIDOR ZONE OVERLAY

The scenic corridor overlay (SC) zone is intended to provide for and promote orderly growth along major routes of the city designated as being of distinctive scenic, cultural, and/or historical importance, while protecting, preserving and enhancing the unique attributes of such areas as a valuable resource of the community. Specifically, all lands located within 250 feet of the center line of Euclid Avenue between the north and south city limits are designated as being within the Euclid Avenue (SC) Zone.

According to UMC Section 17.110.080, *Development Review and Permits*, except for standard maintenance and repairs, prior to commencing any work pertaining to the erection, construction, reconstruction, moving, conversion, alteration or addition to any building or structure within any (SC) zone, all building and site plans shall be subject to review and permits shall be secured in compliance with all provisions of UMC Section 17.18.090. In addition to Site Plan and Precise Plan requirements, floor plans, roof plans, and elevations (including exterior color plans) are required, in instances involving any proposed substantial modification (either exterior or interior) to a building or structure designated as being of either historic or cultural importance.

CHAPTER 17.150, HISTORIC PRESERVATION

Upland Municipal Code (UMC) Chapter 17.150, *Historic Preservation*, was adopted for the purpose of establishing policy and procedures for the preservation, restoration, and rehabilitation of buildings, structures, districts, sites, and objects with historical or architectural significance. The policy and process are necessary in order to preserve Upland's cultural heritage. This Chapter is further intended to identify, protect, and enhance buildings, structures, objects, features, sites, places, and areas that reflect special elements of the City's architectural, cultural, and historical past for the following reasons:



Source: Design, Community & Environment; January 2010.

PLANNING DOCUMENTS PROJECT
PROGRAM ENVIRONMENTAL IMPACT REPORT

Historic Districts

Exhibit 5.9-1

RBF CONSULTING A Baker Company

09/15 • JN 10-108374 | 130261

A. To promote community awareness of the city's diverse cultural heritage;

B. To encourage community education and appreciation of the city's historic past and unique sense of place and to promote community involvement in its preservation;

C. To promote neighborhood and community pride and a sense of identity based on the recognition and appreciation of cultural resources;

D. To preserve architectural styles and designs reflecting phases of the city's history and to encourage complementary contemporary design;

E. To identify as early as possible, and resolve, conflicts between the preservation of cultural resources and alternative land uses;

F. To recognize that most cultural resources will change through time and that it is the responsibility of the community to guide the changes while enhancing the city's sense of identity and history;

G. To enhance property values and to increase economic and financial benefits to the community; and

H. To enhance the city's attraction to tourism, thereby generating business and industry.

UMC Chapter 17.150 also addresses alterations to designated cultural resources, infill development within a designated historic district, or a potential historic district as designated by the General Plan, and maintenance and repairs to a designated cultural resource.

CHAPTER 17.152, DEMOLITION OF HISTORIC BUILDINGS

The purpose of this Chapter is to provide a review process for proposed demolition requests for buildings, structures, or objects which reflect special elements of the City's architectural, cultural and historic past. Review under this Chapter is required for the proposed demolition of any cultural resource, in the City historic resources survey, National Register of Historic Places Eligibility Categories 1 through 5D inclusive. The Planning Commission may approve a demolition request for complete destruction of a cultural resource based on specific findings. The proposed demolition of a cultural resource is subject to the provisions of CEQA.

Local Register

The City of Upland Planning Commission maintains a Local Register of all designated cultural resources.[2] UMC Sections 17.150.040 and 17.150.050 address the designation of cultural resources to the Local Register. Specifically, the Planning Commission may approve the

[2] The Local Register of Cultural Resources is available for review at the City of Upland Community Development Department located at 460 North Euclid Avenue, Upland, California 91786.

designation of a cultural resource to the Local Register if the resource meets one or more of the following criteria:

- It embodies distinguishing architectural characteristics, valuable to the study of a period, style, method of construction, or the use of indigenous materials or craftsmanship;
- It exemplifies, symbolizes, or manifests elements of the cultural, social, economic, political or architectural history of the city;
- It is identified with historic persons or with important events in local, state or national history;
- It is representative of the work or product of a notable builder, designer or architect;
- Its unique location or singular physical characteristics represent an established and familiar visual feature of a neighborhood;
- It contributes to the continuity or character of a visually or thematically cohesive street, neighborhood or area; and/or
- It has integrity as a natural or manmade environment that strongly contributes to the well-being of the people of the community.

Historic Downtown Upland Specific Plan

The Historic Downtown Upland Specific Plan is intended to guide development within the following historic districts:

- Arrow/Laurel Bungalow District;
- Citrus/Transportation District;
- Civic Center East District;
- Euclid Avenue District;
- Old Magnolia District;
- Pleasant View District;
- Old Town District;
- Stowell District; and
- Victorian Row District.

As illustrated in Exhibit 5.9-1, many of these districts are intersected by Euclid Avenue and contained within a "historic core" located between A and 9th Streets. These areas are located south of Foothill Boulevard, in primarily residential neighborhoods around Euclid Avenue, and contain historically significant and architecturally-distinct homes and buildings.

The Specific Plan's regulations and guidelines are intended to achieve the overall vision for the Specific Plan area. The Specific Plan establishes a Development Code, which contains the development specifications and regulations, such as permitted uses, building heights, setbacks, and parking for all development projects within the Specific Plan area. Within the Development Code, a Regulating Plan designates the districts and overlays that apply to each site within Downtown Upland. The Regulating Plan serves as the zoning map for Downtown Upland.

The Specific Plan contains Design Standards and Guidelines for development of both the private realm (privately developed sites, buildings and associated improvements) and pedestrian realm (sidewalks, plazas, and parks). The design standards and guidelines are to be utilized during the City's design review process to ensure the highest level of design quality, while at the same time providing flexibility in their application to specific projects. The design standards and guidelines address architectural styles, buildings and site design, key sites within the Downtown, and the pedestrian realm.

5.9.2 EXISTING ENVIRONMENTAL SETTING

BACKGROUND OF EXISTING HISTORIC AND CULTURAL RESOURCES

Prehistoric Background of the Upland Region

The general prehistoric background of this portion of southern California is hampered by a lack of archaeological sites that have been dated. The most traditional prehistoric sequence for southern California is from Dr. William Wallace's 1955 published work. His prehistoric stages include Early Period - before 6000 B.C; Millingstone Period - 6000 to 3000 B.C; Intermediate Period - 3000 B.C. to A.D. 500 and Late Prehistoric Period (A.D. 500 to A.D. 1769). Dr. Wallace later argued that the stages prior to 2000 B.C. in southern California could be assigned to San Dieguito Period (Period I: 9000 to 6000 B.C.); Standard Millingstone Period (Period II: 6000 to 3000 B.C.) and Modified Millingstone Period (Period III: 3000 to 2000 B.C.). Dr. Claude Warren uses the San Dieguito Tradition (before 5500 B.C.); Encinitas Tradition (5500 B.C. to A.D. 600) and Shoshonean Tradition (A.D. 600 to A.D. 1769) terms to subdivide prehistoric periods. Unfortunately, due to a general lack of data, no sites from the Early Man Period, Millingstone Period, Intermediate Period, or the Late Prehistoric Period exist near the Upland area.

Historic Background of the Upland Region

NATIVE AMERICAN BACKGROUND

The Native American Tongva (Gabrieliño) tribal group lived in the Upland area before the Spanish arrived in about 1770 AD and had a population of roughly 5,000 persons, based on an estimate of 100 small villages, with approximately 50 to 200 people per village. It is highly likely that the Tongva viewed the once-permanent waters emanating from San Antonio Creek and Cucamonga Canyon as a very significant resource. Many of the inland Tongva villages were located in sheltered areas near water but well outside a flood zone. In the Upland area, this would mean prehistoric villages existed on the edge of hills well above a floodplain but within a short distance from the creek, a place where game would also congregate. No villages have been detected in Upland and it is likely that citrus agriculture and modern development has buried or removed any evidence of their past existence.

Some researchers have indicated that the Native American Serrano tribe "owned" land in the mountains above Upland and that the Serrano may have used the Upland region as part of their traditional nomadic grounds. The various modern groups that consider themselves ancestors of the Tongva dispute this. Modern Serrano groups typically choose to not make it a policy to argue that land within or very near to Upland was once a part of their homeland. It is noted that before the Spanish arrived, the ancestors of modern tribal peoples were nomadic and likely shared the resources within their homelands with their neighbors. Tribal territories were not defined as they are today and what might have been considered a border likely fluctuated in location and time.

EUROPEAN BACKGROUND

The first European known to have traversed the territory that comprises modern western San Bernardino County was the Spanish Captain Juan Bautista de Anza. Anza was commanded by the Spanish Crown to search for a good overland route, with a reliable ford across the Colorado River, beginning from the colonial garrison of Tubac (in what is now southern Arizona) in Spanish territory to coastal southern California. In March 1774, the Anza expedition reached Mission San Gabriel Arcángel after a two and a half month trip. In 1775-1776 Spanish soldier Pedro Fages and Father Francisco Garcés explored routes in western San Bernardino County. This expedition, undertaken to locate deserting soldiers, eventually took the group through the foothills of the San Jacinto Mountains, along Coyote Canyon, the southern edge of Riverside County, and eventually into San Bernardino and the Cajon Pass. These expeditions sparked an influx of non-natives to southern California, eventually resulting in the decimation in the native people that had lived there for centuries before.

The Mission San Gabriel (originally named La Misión del Santo Príncipe El Arcángel, San Gabriel de Los Temblores), was established in September 1771 by Fathers Pedro Cambón and Angel de la Somera. The Old Mission was located near the Whittier Narrows in Montebello but was moved to the San Gabriel area in 1776 by Father Junípero Serra after flash flooding on the Rio Hondo destroyed crops and ruined the Mission complex. Lands located in the Upland area were originally part of the Mission San Gabriel and may have been utilized by the Mission for grazing. Certain lands under the wing of the Mission had been named Ranchos, but most of the land east of San Antonio Creek had not.

THE MEXICAN ERA

It was not until the Mexican era (1821 to 1846) that land in southern California was granted to individuals. In 1821, Mexico achieved its independence from Spain, and California came under control of the Mexican government. The 1824 Mexican Colony Law established rules for petitioning for land grants in California; and by 1828, the rules for establishing land grants were codified in the Mexican Reglamento (Regulation). The purpose of the new regulations was to break the economic monopoly of the Missions and also pave the way for additional settlers to California by making land grants easier to obtain. The procedure included creation of a diseno - a hand drawn topological map. This often did not contain enough information to relocate the key corners and borders of the ranch even though those corners had to be staked.

Through the Secularization Act of 1833, the Mexican government seized most of the lands that had been provided to the Missions for their economic use, leaving the Mission complexes landless and the Padres suddenly poor. The number of Mexican land grants greatly increased after the secularization of the California missions. Although the original intent of the secularization legislation was to have the property divided among former mission Indians, most of the new grants were made to influential Californios, a term used to define Hispanics who were born or had made California their home.

The Rancho Cucamonga was a 13,045-acre Mexican land grant given in 1839 to a soldier, Los Angeles City Councilmember and businessman Tiburcio Tapia by Mexican governor Juan Bautista Alvarado. The rancho once stretched from the eastern side of San Antonio Creek possibly to a point south where Interstate 10 is now located and east to the western edge of the modern City of Rancho Cucamonga. Tapia and his sons were grazing cattle in an unclaimed area between the Rancho San Jose and Rancho San Bernardino lands, and requested that the Mexican Governor make it official. Once deeded, Tapia built an adobe and began raising cattle in earnest. In August 1845, Tapia died and his daughter Maria Merced and her husband Leon Prudhomme assumed ownership.

THE AMERICAN HISTORICAL ERA

Upon division of Los Angeles County from San Bernardino County in 1853, San Antonio Creek became the familiar dividing line. In 1858, Maria Merced's husband Leon Prudhomme sold the Rancho Cucamonga to John Rains who with his wife Maria Merced de Williams moved onto the property. During the 1870's and 1880's many of the original southern California rancho landowners had their property stolen, foreclosed upon, or were forced to sell to the influx of eastern Americans. Ownership of the Rancho changed hands several times until 1882.

After the Civil War, the pace of land speculation in California increased exponentially. Trails into the foothills and water sources were improved to formal roads, water rights were secured and water supplies developed. This allowed speculators to buy up sections of the old Mexican Ranchos, divide them into marketable parcels with (often not legally claimed) water rights, and build pipelines and flumes out of washes and drainages in the mountains to the north. Throughout the 1880s and 1890s, the Pomona Land and Water Company and the San Antonio Water Company provided most of the flume-based irrigation water for orchards. Railroads and spurs were built in the 1870's and 1880's allowing for the development of reliable citrus-related export and supporting materials import. The railroads, and eventually paved highways, allowed for more intercommunity exchange and mutual development.

In 1881 and 1882, George and William B. Chaffey, two Canadian engineers, purchased numerous tracts of land (including 6,200 acres of the old Rancho Cucamonga) that would later become the colony of Ontario and North Ontario. They soon founded the Ontario Land Company and the San Antonio Water Company to develop and sell their properties. In all, they were able to amass about 10,000 acres and developed what were probably the most successful agricultural colonies in all of southern California. Irrigation water came from Kincaid Ranch holdings in San Antonio Creek, which held water rights established back in 1865, and additional

sources were added in order to ensure that each ten-acre plot available for agriculture held a viable share of water from the source. The Chaffey brothers also built Euclid Avenue, 200 feet wide and eight miles long, which stretched from one end of the colony to the other.

In 1887, ranchers in San Antonio Heights built mule car tracks down the center of Euclid so that they could shop and work in Ontario. This operation was electrified in 1895. The mule car experiment was apparently discontinued in 1907, which suggests that locals opted for horse-drawn wagons or the horseless carriage. It is highly likely that beneath the centerline of Euclid ran the main irrigation pipe carrying water from San Antonio Creek, with water shunted into western and eastern weirs for delivery at the highest corner of each 10-acre parcel. By the spring of 1886, 400 families had moved to the Ontario and North Ontario colonies.

Pioneering guaranteed water rights to individual settlers and landowners, George Chaffey made viable agricultural production available to those who could afford to buy a stake. In 1886, the Chaffeys sold their interests in the colonies to Charles Frankish, who was able to follow through on the original concept. Now reasonably prosperous, towns in the area finally had a reliable economic base and development could begin in earnest. Cold seasons repeatedly hit the foothill communities, although many growers in the colder areas grew hardier crops such as lemons. Due to an overproduction of crops in the end of the 19th century, and recessions and difficulty in selling crops in eastern markets, the citrus farmer community banded together and formed an exchange co-operative in order to market their products out of state. Eventually, the California Fruit Growers Exchange was formed with a marketing moniker: “Sunkist.”

In 1901, the residents of North Ontario disputed the incorporation of their land into the City of Ontario and in that year residents voted to change the name of the community to Upland. The new City of Upland was eventually incorporated in May of 1906. The new city developed around the primary transportation routes: Euclid Avenue to the north and south, and the railroad to the east and west. Development of the citrus industry then occurred and allowed for local growth until after World War II. After the War, the citrus industry began to decline as war-industry related population increases began to affect every community in southern California.

Because of the City’s historical beginning with agricultural colonies, and success of the “small farmer in town,” most of the land parcels had been divided into small lots of ten acres each since the late 1800’s. This meant that post war development could occur on a small parcel basis, which was a highly profitable situation for tract home developers. Unlike other communities in southern California, the transition from citrus to heavy industry did not occur here because most of the property in town was profitably agricultural. By the late 1940’s, increasing land values put pressure on the citrus grower to sell, and by the mid-1950’s many of the small lots in town were sold to make way for houses.

Interstate 10 was built through the area in the late 1950’s, allowing quicker access to the new tract homes and speeding up the process of redevelopment. The majority of the 1950s and 1960s tracts were built between Benson to the west, Campus to the east and north of Arrow Highway. The redevelopment period for housing did not cease until the 1980’s, and by this time nearly all of Upland’s citrus orchards had been transformed into tract housing and commercial businesses.

Much of the old charm associated with the citrus period was retained and can still be seen in Upland's downtown area.

Roadways and Transportation Routes

The Southern Pacific Railroad built the first railroad between Los Angeles and the Colorado River in 1874-1877, and the Atchison, Topeka and Santa Fe line was completed between San Gabriel and San Bernardino in 1887. It was this latter line that linked citrus-oriented foothill towns with the major shipping and transfer centers at the San Bernardino crossing. Prior to the Santa Fe, all produce had to be sent several miles south to Ontario and loaded onto the Southern Pacific Railroad.

Improvements in the state highway and roadway systems occurred gradually, but most of the main streets in Upland had been paved by 1930. The first paved thoroughfares were Foothill Boulevard (formerly US Route 66) and as noted previously, Euclid Avenue. Commercial growth originated along Euclid Avenue between the railroad and 10th Street and at major intersections along Foothill Boulevard. The majority of Upland's development north of the old Santa Fe tracks was dedicated to housing, with more mixed-use between the tracks and Interstate 10.

Paleontological Background

The City of Upland lies upon a thin blanket of alluvial sediments derived from south-bound erosion of the San Bernardino Mountains. San Antonio Creek and Cucamonga Creek are the primary watersheds that deliver the alluvium. Most of these sediments were deposited during the Holocene era (to 10,000 years before the present), and most paleontologists consider Holocene alluvial sediments too young to contain fossils. Deep excavations, such as those exposed during construction of parking garages, may expose strata associated with late Pleistocene (10,000 to 120,000 years ago) alluvial deposition. Depending upon its lithology, Pleistocene strata have moderate potential for paleontological resources.

Identified Cultural Resources

PREHISTORIC RESOURCES

The Archaeological Information Center (AIC) serves as the local state repository for cultural resource data as it is recorded by professional archaeologists and architectural historians. The AIC is located at the San Bernardino County Museum. The inventories are not all-inclusive because state law does not require historic building survey inventories taken at the local level of analysis to be submitted to the Museum. Research at the AIC showed that just three prehistoric sites are located within the City limits, and all are located along the banks of the San Antonio Creek channel. Likely representative of prehistoric encampments, the exact locations of prehistoric sites are protected from public disclosure by State law. These sites may either indicate the existence of substantial and additional buried resources in the site area or are resources that were displaced during sand and gravel operations along the banks of the channel.

HISTORIC RESOURCES

The City's 1982 General Plan identifies 17 structures and homes designated as a historic or cultural resource; refer to the *Upland General Plan* Section above. In 1990, this total was vastly increased with the undertaking of a City-wide Historic Resources Survey. Currently, there are 902 structures with potential National, State, or Local historic significance located inside the City limits. Of these, 560 are located within one of the City's nine designated Historic Districts, a large number relative to nearby cities.

Currently, the following resources located in the City limits have been listed on the National Register:

- *Euclid Avenue:* Listed on August 10, 2005, the section of Euclid Avenue placed on the Register runs between 24th Street in the City of Upland and Philadelphia Street in the City of Ontario.

- *Old San Antonio Hospital at 792 West Arrow Highway:* The building was listed on the Register on January 2, 1980.

- *Upland Carnegie Library at 123 East D Street:* The building was listed on the Register on December 10, 1990.

The historic property database or Local Register maintained by the City shows that of 902 buildings, two additional structures were determined eligible for the Register in a formal process but have not yet been listed: the H.G. Eckstein House at 315 North Euclid Avenue (built 1930-31); and the R.T. Nelson House at 317 North Euclid Avenue (built 1907). Additionally, 56 buildings are listed on AIC records. These are buildings identified by archaeologists and historians as part of CEQA-related projects. Many but not all of the structures listed in AIC are found on the Local Register.

Historic Districts

As discussed above, there are currently nine designated historic districts in the City, the majority of which are in and around downtown; refer also to Exhibit 5.9-1. According to current Local Register database, the districts and structure counts are as follows:

- *Arrow/Laurel Bungalow District, 54 Structures*. These structures consist of homes built in an area developed during the first quarter of the Century for in-town living.

- *Citrus and Transportation District, 9 Structures*. These structures are located near the corner of Euclid Avenue and A Street and are associated with the old packing houses and offices adjacent to the historic Upland railroad station.

- *Civic Center East District, 28 Structures*. These are residences located mostly on Arrow Highway and North Third Avenue. These structures consist of homes built in an area developed during the turn of the Century for in-town living.

- *Euclid Avenue District, 65 Structures*. These are residences located along North Euclid, with three additional structures on South Euclid. Because Euclid was one of the first center-separated thoroughfares in town, and because a streetcar ran the center separation between San Antonio Heights and Ontario (1887-1909), expensive homes were built facing the tracks. These structures consist of homes built in an area developed before the turn of the Century for in-town living. The database shows that 34 structures are located in the Euclid/Craftsman District and 31 are located in the Euclid Revival District.

- *Old Magnolia District, 111 Structures*. These are residences located east of Euclid Avenue mostly between Arrow Highway and Foothill Boulevard. The District is known for its tree lined streets.

- *Pleasant View District, 205 Structures*. This District consists of numerous houses built mostly in the 1910-1920 era, near Washington, Campus and Ninth Streets in the southeastern part of the City.

- *Old Town District, 47 Structures*. This District is bisected by the BNSF Railroad line, with mostly commercial and industrial buildings constructed in the 1920s and 1930s, between Arrow Highway and 8th Street, and residential uses thereafter.

- *Stowell District, 7 Structures*. This District consists of a few homes near Olive Street in the southern part of town.

- *Victorian Row, 6 Structures*. This District consists of a few elaborate homes mostly on North First Avenue a block west of the Old Town District.

Additionally, there are 370 unaffiliated buildings/structures within the City.

Paleontological Resources

The City of Upland is located on a massive alluvial fan lying between Cucamonga Creek to the east and San Antonio Creek to the west. These deposits have been created as a result of mass flooding out of the mountains, with both drainages downcutting into the original sediments. Few exposed soil sediments in the City are from the Holocene era, and are typically assigned a low sensitivity rating for paleontological impacts. Buried but shallow sediments do have some potential for fossils, but only if their lithology suggests that preservation is possible. It is possible that if deep sediments (15+ feet) are cut into during development of a new project, exposures of fossiliferous sediments or preserved fossils may be encountered.

5.9.3 SIGNIFICANCE THRESHOLDS AND CRITERIA

The issues presented in the Initial Study Environmental Checklist (Appendix G of the *CEQA Guidelines*) have been utilized as thresholds of significance in this Section. Accordingly, cultural resources impacts resulting from Project implementation may be considered significant if they would result in the following:

- Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5;
- Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5;
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature; and
- Disturb any human remains, including those interred outside of formal cemeteries.

According to *Public Resources Code* Section1(j), a "historical resource" includes, but is not limited to, "any object, building, site, area, place, record, or manuscript which is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California." *CEQA Guidelines* state that the term "historical resources" applies to any such resources listed in, or determined to be eligible for listing in, the California Register of Historical Resources; included in a local register of historical resources; or determined to be historically significant by the Lead Agency (*Title 14 CCR* Section 15064.5(a)(1)-(3)).

CEQA Guidelines require that "a resource shall be considered by the lead agency to be 'historically significant' if the resource meets the criteria for listing in the California Register of Historical Resources" (*Title 14 CCR* Section 15064.5(a)(3)).

Under C*EQA*, a project with an effect that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment. Substantial adverse change in the significance of a historical resource is defined as physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired. The significance of a historical resource would be materially impaired when a project demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its inclusion in, or eligibility for inclusion in, the California Register, a local register of historical resources pursuant to Section 5020.1(k) of the *Public Resources Code* or historical resources survey meeting the requirements of Section 5024.1(g) of the *Public Resources Code*. In general, a project that follows the Secretary of the Interior's Standards for the Treatment of Historic Properties and associated guidelines shall be considered as mitigated to below the level of significance.

Based on these significance thresholds and criteria, the Project's effects have been categorized as either "no impact," a "less than significant impact," or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact.

5.9.4 PROJECT IMPACTS AND MITIGATION MEASURES

HISTORICAL RESOURCES

- **WOULD THE PROJECT CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF A HISTORICAL RESOURCE?**

Impact Analysis: There are 902 structures with potential National, State, or Local historic significance located inside the City limits. Of these, 560 are located within one of the City's nine designated Historic Districts. Three resources located in the City limits (i.e., Euclid Avenue, Old San Antonio Hospital, and Upland Carnegie Library) are listed on the National Register. Additionally, of the 56 buildings that are listed on AIC records, not all are found on the Local Register. As previously mentioned, the AIC serves as the local state repository for cultural resource data, whereas, the City's Local Register is a listed of all designated cultural resources that is maintained by the City.

Additional residential and non-residential development is anticipated throughout the City, in accordance with the proposed Project. The General Plan 2035 has taken a focused development strategy that would be implemented through five Focus Areas targeted for land use change; refer to Exhibit 3-4, *Focus Areas*. The Euclid Avenue Focus Area includes Euclid Avenue, which is on both the National Register of Historic Properties and the State List of Historic Sites, and the Southeast Quadrant Focus Area, which contains historic homes and neighborhoods. Additionally, the Foothill Boulevard Focus Area contains a segment of Historic Route 66 and the Historic Downtown Upland Focus Area comprises the Historic Downtown Upland Specific Plan area, which contains the majority of the City's designated historic districts. Therefore, historic resources may be vulnerable to future development activities resulting from Project implementation. Such activities may disturb or destroy a historic resource, causing a substantial adverse change in its significance. Due to the conceptual nature of future development, site specific proposals would require individual assessments of potential impacts to historical resources, as part of the future projects' CEQA review processes. Pursuant to *CEQA*, a project with an effect that may cause a substantial adverse change in the significance of a historical resource may have a significant effect on the environment. All future development within the City would be subject to compliance with the established Federal and State regulatory framework, which is intended to mitigate potential impacts to historical resources.

As identified above, existing UMC Section 17.110.080, *Development Review and Permits*, specifies the requirements for working within any Scenic Corridor (SC) Overlay Zone, and specifically identifies the Euclid Avenue (SC) Zone (all lands located within 250 feet of the

Euclid Avenue center line between the north and south City limits). Existing UMC Section 17.110.080 is renumbered to Zoning Code Update (ZCU) Section 17.09.030, *Scenic Corridor Overlay Zone*, which as under existing conditions, includes all lands within 250 feet of the centerline of Euclid Avenue between the north and south City limits. This Section further establishes land use regulations, and residential and non-residential development standards. In order to approve a conditional or administrative use permit for a project within the SC Overlay Zone, the ZCU requires that the City make certain findings regarding architectural design, compatibility (design, scale, and architectural character), and landscaping.

Existing UMC Chapter 17.150, *Historic Preservation*, establishes policies and procedures for the preservation, restoration, and rehabilitation of buildings, structures, districts, sites, and objects with historical or architectural significance. Additionally, UMC Chapter 17.152, *Demolition of Historic Buildings*, provides a review process for proposed demolition requests for buildings, structures, or objects that reflect special elements of the City's architectural, cultural, and historic past. The ZCU proposes to consolidate existing UMC Chapters 17.150 and 17.152 into one comprehensive chapter, ZCU Chapter 17.26, *Historic Preservation*. ZCU Chapter 17.26 is intended to create a method to draw a reasonable balance between private property rights and the public's interest in preserving Upland's unique historic character by ensuring that demolition, moving, or alteration of properties is carefully considered for impact on the property's contribution to Upland's heritage. Proposed ZCU Chapter 17.26 further details requirements relative to the following actions, among others:

- Designating or Removing a Cultural Resource or Historic District (Section 17.26.040);
- Designation and Restoration Incentives (Section 17.26.050);
- Alteration of Historic Resources (Section 17.26.060);
- Rehabilitation Guidelines (Section 17.26.070);
- Maintenance and Repairs (Section 17.26.080); and
- Demolition (Section 17.26.090).

Additionally, the regulations pertaining to historic preservation included in the existing UMC have been strengthened in the proposed ZCU, as follows:

- *Order of Preference for Alterations* - An order of preference for the alteration of historic resources is proposed to prioritize repairing rather than replacing a deteriorated historic feature.

- *Restoration Guidelines* - The Secretary of the Interior's Standards for Rehabilitation are included by reference to provide guidelines for making changes to historic resources. This is consistent with provisions that were included in the Historic Downtown Upland Specific Plan.

- *Requirement for Certificate of Appropriateness* - This Certificate would replace and expand upon the existing design review process for alterations to historic resources identified in the City's Historic Resources Survey and Local Register.

All future development would be subject to compliance with proposed ZCU Section 17.09.030 and Chapter 17.26, as well as the more stringent regulations pertaining to historic preservation specified for the single-family residential developments.

Additionally, the General Plan 2035 identifies the following goals regarding historic resources:

Goal FA-3: Foothill Boulevard has a visually unified, landscaped streetscape that makes the most of its identity as historic Route 66.

Goal FA-7: The historic and scenic character of Euclid Avenue is protected, preserved, and enhanced as a valuable resource of the community.

Goal FA-8: The historic character and economic vitality of Historic Downtown Upland is protected, preserved, and enhanced as a valuable resource of the community.

In furtherance of these goals and in order to protect and preserve the City's historic resources, all future development would be subject to compliance with the Policies listed below. Compliance with the established Federal and State regulatory framework, which includes conducting individual assessments of potential impacts to historical resources, as well as implementation of the proposed ZCU requirements and the GPU Policies outlined below, would ensure that Project implementation would not result in a substantial adverse change in the significance of a historical resource.

General Plan 2035 Policies and Actions:

Policy FA-3.1 Unified Design Theme. Coordinate the design of street furnishings, lighting, trees, and paving materials to be consistent and continuous along the length of Foothill Boulevard.

Policy FA-3.2 Consistent Streetscape. Adopt consistent streetscape standards for the entire length of Foothill Boulevard to ensure continuity along the corridor.

Policy FA-3.3 Landscaped Center Parkways and Median. Maintain and expand landscaped park-ways and center median wherever practical to create visual interest along the length of the corridor, being sensitive to the needs of businesses for access.

Policy FA-3.4 Historic Route 66 Character. Encourage new commercial development along Foothill Boulevard to incorporate historic Route 66 characteristics in the design of buildings and/or signage.

Policy FA-4.8 Historic Neighborhoods. Protect the historic homes and neighborhoods in the Southeast Quadrant through the Historic Preservation Ordinance.

Policy FA-7.1	Scenic Corridor. Continue to provide for and promote the orderly growth of Euclid Avenue through implementation of the Scenic Corridor Overlay Zone and Historic Downtown Upland Specific Plan.
Policy FA-7.2	Deep Landscaped Setback. Require new developments to maintain the deep landscaped front yard setback that is prominent along Euclid Avenue.
Policy FA-7.3	New Development. Require new development along Euclid Avenue to be compatible with and reinforce the scale, site design, and overall stylistic characteristics of buildings within 200 feet of the subject site along the Euclid corridor.
Policy FA-7.4	Historic Character of the Foothill/Euclid Intersection. Preserve the historic character of Euclid Avenue at Foothill Boulevard by protecting and preserving the historic homes on the northeast corner of the intersection of Euclid Avenue and Foothill Boulevard.
Policy FA-7.5	Historic Properties. Relocating historic buildings, or adapting historic buildings to accommodate new uses, in which minimal changes are made to the structure and the historic integrity of the structure is maintained, is preferred over significant alteration or demolition of that resource.
Policy FA-8.1	Historic Downtown Upland Specific Plan. Implement the Historic Downtown Upland Specific Plan to revitalize and retain the downtown area as the "heart of the City."
Policy LU-2.2	Historic Residential Districts. Ensure the protection of Upland's nine designated historic residential districts through active maintenance and upkeep of historic homes, as well as adequate buffers and transitions to adjacent neighborhoods.
Policy LU-3.6	Adaptive Reuse. Encourage the adaptive reuse of historic buildings in non-residential land use designations and zones as an alternative to demolition.

Mitigation Measures: No further mitigation is required beyond implementation of the GPU Policies.

Level of Significance After Mitigation: Not Applicable.

ARCHAEOLOGICAL RESOURCES

- **WOULD THE PROJECT CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF AN ARCHAEOLOGICAL RESOURCE?**

Impact Analysis: Research at the AIC showed that three prehistoric sites are located within the City limits, and all are located along the banks of the San Antonio Creek channel. The Project does not propose development along the banks of the San Antonio Creek channel, where these archaeological resources are located. Therefore, Project implementation would not cause a substantial adverse change in the significance of a known archaeological resource.

Project implementation would result in the development of vacant and underutilized lands throughout the City. Given the Project area's Native American background, ground-disturbing activities associated with future development within the City could unearth unknown archaeological resources, potentially resulting in their disturbance or destruction.

The General Plan 2035 involves various amendments to the current General Plan, thus, is subject to compliance with the provisions of SB 18. Accordingly, the City notified the appropriate tribes (on the contact list maintained by the NAHC) of the opportunity to conduct consultations for the purpose of mitigating potential impacts resulting from Project implementation. Of the seven tribes that were notified, one tribe, the Soboba Band of Luiseno Indians, responded. The Soboba Band concluded that the Project falls within the bounds of their Tribal Traditional Use Areas. Additionally, the Project area is regarded as highly sensitive to the Soboba Band, since it is in proximity to known village sites and a shared use area that was used in ongoing trade between the Luiseno and Cahuilla tribes. Working in and around Tribal Traditional Use Areas intensifies the potential for encountering cultural resources during the construction/excavation phase. Therefore, ground-disturbing activities associated with future land development within the City could unearth unknown Soboba Band cultural resources, potentially resulting in their disturbance or destruction. Compliance with Mitigation Measure CR-1, which requires that all earth-disturbing activities cease, in the event that archeological resources are unearthed, would ensure that Project implementation would not cause a substantial adverse change in the significance of an archaeological resource or site.

General Plan 2035 Policies and Actions: None are applicable.

Mitigation Measures:

CR-1 In the event that cultural resources (archeological or paleontological) are unearthed during excavation and grading activities of any future development project, the contractor shall cease all earth-disturbing activities within a 100-meter radius of the area of discovery and retain a qualified archaeologist/paleontologist to evaluate the significance of the finding and appropriate course of action. Salvage operation requirements pursuant to Section 15064.5 of the CEQA

Guidelines shall be followed. After the find has been appropriately mitigated, work in the area may resume.

Level of Significance After Mitigation: Less Than Significant Impact.

PALEONTOLOGICAL RESOURCES

- **WOULD THE PROJECT DIRECTLY OR INDIRECTLY IMPACT A UNIQUE PALEONTOLOGICAL RESOURCE OR SITE?**

Impact Analysis: Strata associated with late Pleistocene alluvial deposition, which have a moderate potential for paleontological resources, may be exposed during deep excavations. Project implementation would result in the development of vacant and underutilized lands. Ground-disturbing activities associated with future land development within the City could unearth previously unknown paleontological resources, resulting in their disturbance or destruction. Therefore, Project implementation could directly or indirectly destroy a unique paleontological resource or site. Compliance with CR-1, which requires that all earth-disturbing activities cease, in the event that paleontological resources are unearthed, would ensure that Project implementation would result in a less than significant impact involving the potential destruction of a unique paleontological resource or site.

General Plan 2035 Policies and Actions: None are applicable.

Mitigation Measures: Refer to Mitigation Measure CR-1.

Level of Significance After Mitigation: Less Than Significant Impact.

HUMAN REMAINS

- **WOULD THE PROJECT DISTURB HUMAN REMAINS, INCLUDING THOSE INTERRED OUTSIDE OF FORMAL CEMETERIES?**

Impact Analysis: Given the history of Native American's and their presence throughout Upland and the region, there is the potential for human remains, including those interred outside of formal cemeteries, to be encountered during earth removal or disturbance activities resulting from Project implementation. Moreover, as discussed in the *Archaeological Resources* Section above, the Project area is regarded as highly sensitive to the Soboba Band, since it is in proximity to known village sites and a shared use area. Therefore, ground-disturbing activities, such as grading or excavation, resulting from Project implementation have the potential to disturb as yet unidentified human remains.

The Native American Graves Protection and Repatriation Act within the State of California, is enacted by the California Native American Historical, Cultural and Sacred Sites Act, and applies to Federal, State, and private lands. If human remains were found, those remains would require proper treatment in accordance with applicable laws. Public Resources Code Sections 5097, et seq., and Health and Safety Code Sections 7050.5-7055 describe the general provisions regarding human remains, including the requirements if any human remains are accidentally discovered during excavation of a site. The requirements and procedures set forth in Public Resources Code Section 5097.98 would be implemented if human remains are discovered, including notification of the County Coroner and Native American Heritage Commission, and consultation with the individual identified by the Native American Heritage Commission to be the "most likely descendant." If human remains are found during excavation, excavation must stop in the vicinity of the find and any area that is reasonably suspected to overly adjacent remains, until the County coroner investigates and the remains have been investigated and appropriate recommendations have been made for the treatment and disposition of the remains. Following compliance with the established regulatory framework regarding human remains, including those interred outside of formal cemeteries, Project implementation would result in a less than significant impact.

General Plan 2035 Policies and Actions: None are applicable.

Mitigation Measures: No mitigation is required.

Level of Significance After Mitigation: Not Applicable.

5.9.5 CUMULATIVE IMPACTS AND MITIGATION MEASURES

- **WOULD DEVELOPMENT ANTICIPATED BY THE PROJECT AND CUMULATIVE DEVELOPMENT CAUSE SUBSTANTIAL ADVERSE CHANGES IN THE SIGNIFICANCE OF HISTORICAL OR ARCHAEOLOGICAL RESOURCES, OR DESTROY A UNIQUE PALEONTOLOGICAL RESOURCE?**

Impact Analysis: For purposes of cultural resource impact analysis, cumulative impacts are considered for cumulative development in San Bernardino County.

During the growth anticipated to occur with Project implementation, the potential exists for historic resources, as well as undiscovered archaeological/paleontological resources to be adversely impacted. Therefore, the Project's incremental effects involving cultural resources are cumulatively considerable.

Future development projects in the City of Upland and County of San Bernardino could encounter cultural resources. Thus, the potential exists for cumulative development to result in the adverse modification or destruction of historical, archaeological, and/or paleontological resources. Potential cultural resource impacts associated the individual developments anticipated by the Project would be specific to each site. All new development would be subject to compliance with the existing Federal, State, and local regulatory framework concerning the protection of historical, archaeological, and paleontological resources on a project-by-project basis. Additionally, implementation of the specified mitigation measures would reduce potential Project impacts to undocumented archaeological and paleontological resources to less than significant levels. Therefore, the combined cumulative impacts to cultural resources associated with the Project's incremental effects and those of the cumulative projects would be less than significant.

General Plan 2035 Policies and Actions: None are applicable.

Mitigation Measures: Refer to Mitigation Measure CR-1.

Level of Significance After Mitigation: Less Than Significant Impact.

5.9.6 SIGNIFICANT UNAVOIDABLE IMPACTS

Impacts to cultural resources resulting from Project implementation would be less than significant following compliance with the existing regulatory framework and recommended mitigation measures. No significant unavoidable impacts to cultural resources would occur as a result of Project implementation.

5.9.7 SOURCES CITED

California Historic Building Code (Sections 18950 to 18961 of Division 13, Part 2.7 of California Health and Safety Code), January 1, 2008.

City of Upland, *City of Upland General Plan,* Adopted June 21, 1982.

City of Upland, *City of Upland Municipal Code*, Adopted as Ordinance 1819 Section 1, 2007.

Placeworks, *City of Upland Zoning Code Update,* Draft September 2014.

Placeworks, *City of Upland General Plan Update,* Draft September 2014.

Placeworks, *City of Upland General Plan Update Land Use Map (Preferred Land Use Alternative)* September 2014.

The Planning Center, Upland General Plan Update Historic and Cultural Resources White Paper, January 2010.

SECTION 5.10
Biological Resources

5.10 BIOLOGICAL RESOURCES

This section describes the biological resources in the City of Upland (City) and the Sphere of Influence (SOI), and potential adverse impacts associated with Project implementation. Review and analysis of compliance with all Federal, State, and local laws and policies regarding biological resources have also been conducted.

5.10.1 EXISTING REGULATORY SETTING

Threatened and endangered species are listed by the U.S. Fish and Wildlife Service (USFWS) and California Department of Fish and Wildlife (CDFW) (formerly the California Department of Fish and Game). In California, three agencies generally regulate activities within inland streams, wetlands, and riparian areas: U.S. Army Corps of Engineers (ACOE); the CDFW; and the Regional Water Quality Control Board (RWQCB). The ACOE Regulatory Branch regulates activities pursuant to Section 404 of the Federal Clean Water Act (CWA) and Section 10 of the Rivers and Harbors Act. The CDFW regulates activities under CDFW Code Sections 1600-1607. The RWQCB regulates activities pursuant to Section 401 of the CWA and the California Porter-Cologne Act.

FEDERAL

Federal Endangered Species Act

The Federal Endangered Species Act (FESA) of 1973 (50 CFR 17) is intended to protect plants and wildlife that have been identified as being at risk of extinction and classified as either threatened or endangered. FESA also regulates the "taking" of any endangered fish or wildlife species, per Section 9 of the Act. A responsible agency or individual landowners are required to submit to a formal consultation with the USWFS to assess potential impacts to listed species as the result of a development project, pursuant to FESA Sections 7 and 10. The USFWS is required to make a determination as to the extent of impact to a particular species a project would have. If it is determined that potential impacts to a species would likely occur, measures to avoid or reduce such impacts must be identified.

Federal Clean Water Act

SECTION 404

The ACOE maintains regulatory authority over the discharge of dredged or fill material into the waters of the United States, pursuant to Section 404 of the CWA. The ACOE and United States Environmental Protection Agency (EPA) defines "fill material" as any "material placed in waters of the United States where the material has the effect of: (i) Replacing any portion of a water of the United States with dry land; or (ii) Changing the bottom elevation of any portion of the waters of the United States." Fill material may include sand, rock, clay, construction debris,

wood chips, or other similar "materials used to create any structure or infrastructure in the waters of the United States." The term "waters of the United States" includes the following:

- All waters that have, are, or may be used in interstate or foreign commerce (including sightseeing or hunting), including all waters subject to the ebb and flow of the tide;
- Wetlands;
- All waters such as interstate lakes, rivers, streams (including intermittent streams), mudflats, sandflats, wetlands, sloughs, prairie potholes, wet meadows, playa lakes, or natural ponds; the use, degradation or destruction of which could affect interstate or foreign commerce;
- All impoundments of water mentioned above;
- All tributaries of waters mentioned above;
- Territorial seas; and,
- All wetlands adjacent to the waters mentioned above.

In the absence of wetlands, the ACOE's jurisdiction in non-tidal waters extends to the ordinary high water mark (OHWM), which is defined as *"…that line on the shore established by the fluctuations of water and indicated by physical characteristics such as a clear, natural line impressed on the bank, shelving, changes in the character of soil, destruction of terrestrial vegetation, the presence of litter and debris, or other appropriate means that consider the characteristics of the surrounding area (33 CFR 328.3(e))."*

Wetlands generally include swamps, marshes, bogs, and similar areas. Wetlands are jointly defined by the ACOE and EPA as *"those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions (33 CFR 328.3(b))."*

On January 9, 2001, the U.S. Supreme Court issued the decision, Solid Waste Agency of Northern Cook County v. U.S. Army Corp of Engineers et al. As a result of this case, the scope of the ACOE's Section 404 CWA regulatory permitting program was limited, restricting ACOE's jurisdictional authority over isolated, non-navigable, intrastate waters that are not tributary or adjacent to navigable waters or tributaries (i.e., wetland conditions). The Supreme Court held that Congress did not intend for isolated, non-navigable water conditions to be covered within Section 404 of the CWA, as they are not considered to be true "waters of the U.S."

SECTION 401

The RWQCB is the primary agency responsible for protecting water quality in California. The RWQCB regulates discharges to surface waters under the Federal CWA and the California Porter-Cologne Water Quality Control Act. The RWQCB's jurisdiction extends to all waters of the State and to all waters of the United States, including wetlands (isolated and non-isolated conditions).

Through 401 Certification, Section 401 of the CWA allows the RWQCB to regulate any proposed Federally permitted activity that may affect water quality. Such activities include the discharge of dredged or fill material, as permitted by the ACOE, pursuant to Section 404 of the CWA. The RWQCB is required to provide "certification that there is reasonable assurance that an activity which may result in the discharge to waters of the United States will not violate water quality standards," pursuant to Section 401. Water Quality Certification must be based on the finding that proposed discharge will comply with applicable water quality standards, of which are given as objectives in each of the RWQCB's Basin Plans.

In addition, pursuant to the Porter-Cologne Water Quality Control Act, the State is given authority to regulate waters of the State, which are defined as any surface water or groundwater, including saline waters. As such, any person proposing to discharge waste into a water body that could affect its water quality must first file a Report of Waste Discharge if a Section 404 does not apply. "Waste" is partially defined as any waste substance associated with human habitation, including fill material discharged into water bodies.

STATE

California Endangered Species Act

The California Endangered Species Act (CESA) of 1984, in combination with the California Native Plant Protection Act of 1977, regulates the listing and take of plant and wildlife species designated as endangered, threatened, or rare within the State. The State of California also lists Species of Special Concern based on limited distribution, declining populations, diminishing habitat, or unusual scientific, recreational, or educational value. The State gives the CDFW the responsibility to assess development projects for their potential to impact listed species and their habitats. State listed special-status species are also addressed through the issuance of a 2081 permit (Memorandum of Understanding).

California Fish and Game Code

Within the State of California, fish, wildlife, and native plant resources are protected and managed by the CDFW. The Fish and Game Commission and/or the CDFW are responsible for issuing permits for the take or possession of protected species. The following sections of the Code address the protected species: Section 3511 (birds); Section 4700 (mammals); Section 5050 (reptiles and amphibians); and, Section 5515 (fish).

California Department of Fish and Game Lake and Streambed Alteration Agreements

Historically, the State of California regulated activities in rivers, streams, and lakes pursuant to *California Fish and Game Code* Sections 1600-1607; however, on January 1, 2004, legislation went into effect that repealed Fish and Game Code Sections 1600-1607 and instead, added *Fish and Game Code* Sections 1600-1616. This action eliminated the separation between

private/public notifications (previously 1601/1603). Section 1602 of the *Fish and Game Code* requires any person, state, or local governmental agency, or public utility to notify the CDFW before commencing any activity that would result in one or more of the following:

- Substantially obstruct or divert the natural flow of a river, stream, or lake;
- Substantially change or use any material from the bed, channel, or bank of a river, stream, or lake; or,
- Deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it can pass into a river, stream, or lake.

Fish and Game Code Section 1602 applies to all perennial, intermittent, and ephemeral rivers, streams, and lakes within the State of California. While the jurisdictional limits are similar to the limits defined by ACOE regulations, CDFW jurisdiction includes riparian habitat supported by a river, stream, or lake with or without the presence or absence of saturated soil conditions or hydric soils. CDFW jurisdiction generally includes to the top of bank of the stream, or to the outer limit of the adjacent riparian vegetation (outer drip line), whichever is greater. Any project that occurs within or in the vicinity of a river, steam, lake, or their tributaries typically requires notification of the CDFW, including rivers or streams that flow at least periodically or permanently through a bed or channel with banks that support fish or other aquatic life, and watercourses having a surface or subsurface flow that supports or has supported riparian vegetation.

Migratory Bird Treaty Act of 1918

The Federal Migratory Bird Treaty Act (MBTA) was originally drafted to end the commercial trade in bird feathers popular in the latter part of the 1800s. The MBTA makes it illegal to take, possess, buy, sell, purchase, or barter any migratory bird listed in 50 C.F.R. Part 10, including feathers, nests, eggs, or other avian products. The USFWS is responsible for enforcing the MBTA.

California Environmental Quality Act

In addition to specific Federal and State statutes for the protection of threatened and endangered species, *California Environmental Quality Act* (*CEQA*) *Guidelines* Section 15380(b) provides that a species not listed on the Federal or State list of protected species may be considered rare or endangered if it can be shown that the species meets certain specified criteria. Modeled after definitions in the FESA and the section of the *California Fish and Game Code* dealing with rare or endangered plants and wildlife, these criteria are given in *CEQA Guidelines* Section 15380(b). The effect of Section 15380(b) is to require public agencies to undertake reviews to determine if projects would result in significant effects on species not listed by either the USFWS or CDFW (i.e., candidate species). Through this process, agencies are provided with the authority to protect additional species from the potential impacts of a project until the appropriate government agencies have an opportunity to designate the species as protected, if deemed appropriate.

CITY OF UPLAND MUNICIPAL CODE

According to Upland Municipal Code (UMC) Section 12.24.100, *Tree removal – Permit*, no trees shall be removed from the parkways or parking strips, except on Euclid Avenue, without issuance of a Permit by the City Manager. Removal of trees on Euclid is subject to City Council policy, as established by Resolution No. 1452, which is intended to protect the mature trees that line Euclid Avenue in the parkway, which are subject to maintenance by the adjacent property owner.

5.10.2 EXISTING ENVIRONMENTAL SETTING

Native vegetation and wildlife within the City has been largely disrupted by grazing, citrus cultivation and urbanization. As such, the City's vegetation City is mostly non-native, ornamental and is found in developed areas.

VEGETATION TYPES

Since the City is close to full build-out, the majority of the vegetation is located in urbanized areas, including residences, parks, schools, road medians (such as what exists on Euclid Avenue), and the Upland Hills Golf Course. Much of this vegetation includes non-native landscaped and ornamental trees, scrubs, and grasses. The City is known for the abundance of mature trees that line many of its roadways such as Euclid Avenue.

The two major drainages found along the City's east and west boundaries are the San Antonio and Cucamonga Creek drainages, which are dry most of the year. Therefore, limited habitat does exist for riparian wildlife, and the vegetation in these areas is comprised mostly of Riversidian alluvial fan sage scrub (RAFSS) and coastal sage scrub. RAFSS typically grows on sandy, rocky, water-deposited sands that are infrequently flooded in the drainages. Typical species in the RAFSS community include yucca and scale broom. Coastal sage scrub grows in similar areas that are not usually flooded and typical species in this community include California buckwheat and brittlebush.

Other open space areas within the City contain a variety of plant communities. Flood control basins and aggregate mining operations are located in the City's open space areas. These areas are typically comprised of small isolated patches of riparian vegetation, RAFSS, and coastal sage scrub. Riparian vegetation is found at the interface of a body of water and land where soils are inundated with water; vegetation typical of these areas is cottonwood and willows. Open space areas contain mostly coastal sage scrub and non-native grasslands, as well as some chaparral. Additionally, a strip of agricultural production is located along Campus Avenue and other small pockets of citrus groves and other agriculture are interspersed throughout the City.

WILDLIFE HABITAT AND MOVEMENT CORRIDORS

Due to the high degree of urbanization within City limits, no wildlife corridors traverse the City. However, areas adjacent to open space, such as those within the San Antonio and Cucamonga Creek drainages, serve as habitat.

COMMON/URBAN SPECIES

Urban adaptable wildlife species exist throughout the City, including rabbits, ground squirrels, mice, raccoons, possums, skunks, coyotes and feral cats. Since much of the City is urbanized, the most commonly observed birds include crows, starlings, house finches, house sparrows, mourning dove, rock pigeon, and Brewer's blackbirds. Areas adjacent to open space areas have a high potential for the presence of other birds not usually seen in urban areas. Such avian life may include the California quail, various species of hawks, western meadowlark, and the brown towhee.

SPECIAL-STATUS SPECIES

Special status plant and wildlife species are those designated by federal, State, local, or scientific organizations as needing protection because of rarity or threats to their existence. Special status plant and wildlife species include those listed as threatened, endangered, or proposed for listing; candidates for listing; and species of concern to the USFWS and CDFW.

Special Status Wildlife Species

Table 5.10-1, *Special Status Wildlife Species Known to Occur in the Vicinity*, lists the eight special status wildlife species known to occur in Upland's vicinity and provides information on their status, habitat, and likelihood of occurrence within the City. All except one of the species, the Delhi Sands flower-loving fly (*Rhaphiomidas terminates abdominalis*), have a moderate likelihood of occurrence within the City. The Delhi Sands flower-loving fly has a low likelihood of occurrence within the City, due to lack of suitable habitat. Of the special status wildlife species with moderate likelihood of occurrence within the City, only the Coastal California gnatcatcher is a Federally-listed Endangered species; the remaining are California Species of Special Concern.

Special Status Plant Species

Table 5.10-2, *Special Status Plant Species Known to Occur in Upland's Vicinity*, lists the seven special status plant species known to occur in Upland's vicinity and provides information on their status, habitat, and likelihood of occurrence within the City.

Table 5.10-1
Special Status Wildlife Species Known to Occur in the Vicinity

Species	Status Fed/State/CNPS	Habitat	Likelihood of Occurrence
Pallid bat (*Antrozous pallidus*)	None/CSC/-	Roosts in crevices in cliffs, may also roost in buildings and bridges.	Moderate, may be found in urbanized areas.
Burrowing owl (*Athene cunicularia*)	None/CSC/-	Grasslands, coastal sage scrub, open fields.	Moderate within flood control facilities and vacant fields.
Northwestern San Diego pocket mouse (*Chaetodipus fallax*)	None/CSC/-	Grasslands and coastal sage scrub.	Moderate within flood control facilities.
Western mastiff bat (*Eumops perotis californicus*)	None/CSC/-	Roosts in crevices in cliffs, may also roost in buildings.	Moderate, may be found in urbanized areas.
Coastal horned lizard (*Phrynosoma coronatum (blainvillii population)*)	None/CSC/-	Chaparral and coastal sage scrub.	Moderate within flood control facilities.
Coastal California gnatcatcher (*Polioptila californica*)	FT/None/-	Coastal sage scrub.	Moderate within coastal sage scrub within flood control facilities.
Delhi Sands flower-loving fly (*Rhaphiomidas terminatus abdominalis*)	FE/None/-	Delhi sands dunes (wind deposited).	Low due to lack of suitable habitat. Found in areas of Ontario.
San Diego desert wood rat (*Neotoma lepida intermedia*)	None/CSC/-	Chaparral and coastal sage scrub.	Moderate within flood control facilities.

Federal

FE	Federally listed, endangered
FT	Federally listed, threatened
FPE	Federally proposed endangered
FPT	Federally proposed threatened
FC	Candidate species. Sufficient data are on file to support the federal listing.
FSC	Federal species of concern (former C2 and C3 species)

State (CDFW)

SE	State listed, endangered
ST	State listed, threatened
SCE	State candidate endangered
SCT	State candidate threatened
SFP	State fully protected
SP	State protected
CSC	California species of special concern

List

List 1A	Plants presumed extinct in California
List 1B	Plants rare, threatened or endangered in California and elsewhere
List 2	Plants rare, threatened or endangered in California, but more common elsewhere
List 3	Plants about which we need more information- a review list
List 4	Plants of limited distribution – a watch list

Source: Federal (USFWS); California Native Plant Society (CNPS) List.

Table 5.10-2
Special Status Plant Species Known to Occur in Upland's Vicinity

Species	Status Fed/State/CNPS	Habitat	Likelihood of Occurrence
Prostrate vernal pool navarretia (*Navarretia prostrata*)	None/None/1B.1	Edges of vernal pools, wetland-riparian.	Low due to lack of suitable habitat. May be extirpated from the area.
Lemon lily (*Lilium parryi*)	None/None/1B.2	Red fir forest, yellow pine forest, wetland-riparian.	Low due to lack of suitable habitat.
Many-stemmed dudleya (*Dudleya multicaulis*)	None/None/1B.2	Chaparral and coastal sage scrub.	Low due to lack of suitable habitat.
Parry's spineflower (*Chorizanthe parryi var. parryi*)	None/None/3.2	Open spaces within chaparral and coastal sage scrub.	Moderate within flood control facilities.
Nevin's barberry (*Berberis nevinii*)	FE/SE/1B.1	Chaparral, foothill woodland, coastal sage scrub.	Moderate within flood control facilities. Found above San Antonio Dam in 1997.
Slender mariposa lily (*Calochortus clavatus var. gracilis*)	None/None/1B.2	Chaparral.	Low due to lack of suitable habitat.
Plummer's mariposa lily (*Calochortus plummerae*)	None/None/1B.2	Chaparral, foothill woodland, yellow pine forest, coastal sage scrub, valley grassland.	Moderate within flood control facilities.

Federal
FE Federally listed, endangered
FT Federally listed, threatened
FPE Federally proposed endangered
FPT Federally proposed threatened
FC Candidate species. Sufficient data are on file to support the federal listing.
FSC Federal species of concern (former C2 and C3 species)

State (CDFW)
SE State listed, endangered
ST State listed, threatened
SCE State candidate endangered
SCT State candidate threatened
SFP State fully protected
SP State protected
CSC California species of special concern

List
List 1A Plants presumed extinct in California
List 1B Plants rare, threatened or endangered in California and elsewhere
List 2 Plants rare, threatened or endangered in California, but more common elsewhere
List 3 Plants about which we need more information- a review list
List 4 Plants of limited distribution – a watch list

Source: Federal (USFWS); California Native Plant Society (CNPS) List.

As indicated in Table 5.10-2, the following special status plant species known to occur in Upland's vicinity have a moderate likelihood of occurrence within the City:

- Parry's spineflower (*Chorizanthe parryi var. parryi*);
- Nevin's barberry (*Berberis nevinii*); and
- Plummer's mariposa lily (*Calochortus plummerae*).

Of the three special status plant species with moderate likelihood of occurrence within the City, only the Nevin's barberry is a Federal and State-listed Endangered species. The Parry's spineflower is a List 3 species (a plant that's on a review list and about which more information is needed). The Plummer's mariposa lily is a List 1B species (a plant that is rare, threatened, or endangered in California and elsewhere).

The following special status plant species known to occur in Upland's vicinity have a low likelihood of occurrence within the City due to lack of suitable habitat:

- Prostrate vernal pool navarretia (*Navarretia prostrata*);
- Lemon lily (*Lilium parryi*);
- Many-stemmed dudleya (*Dudleya multicaulis*); and
- Slender mariposa lily (*Calochortus clavatus var. gracilis*).

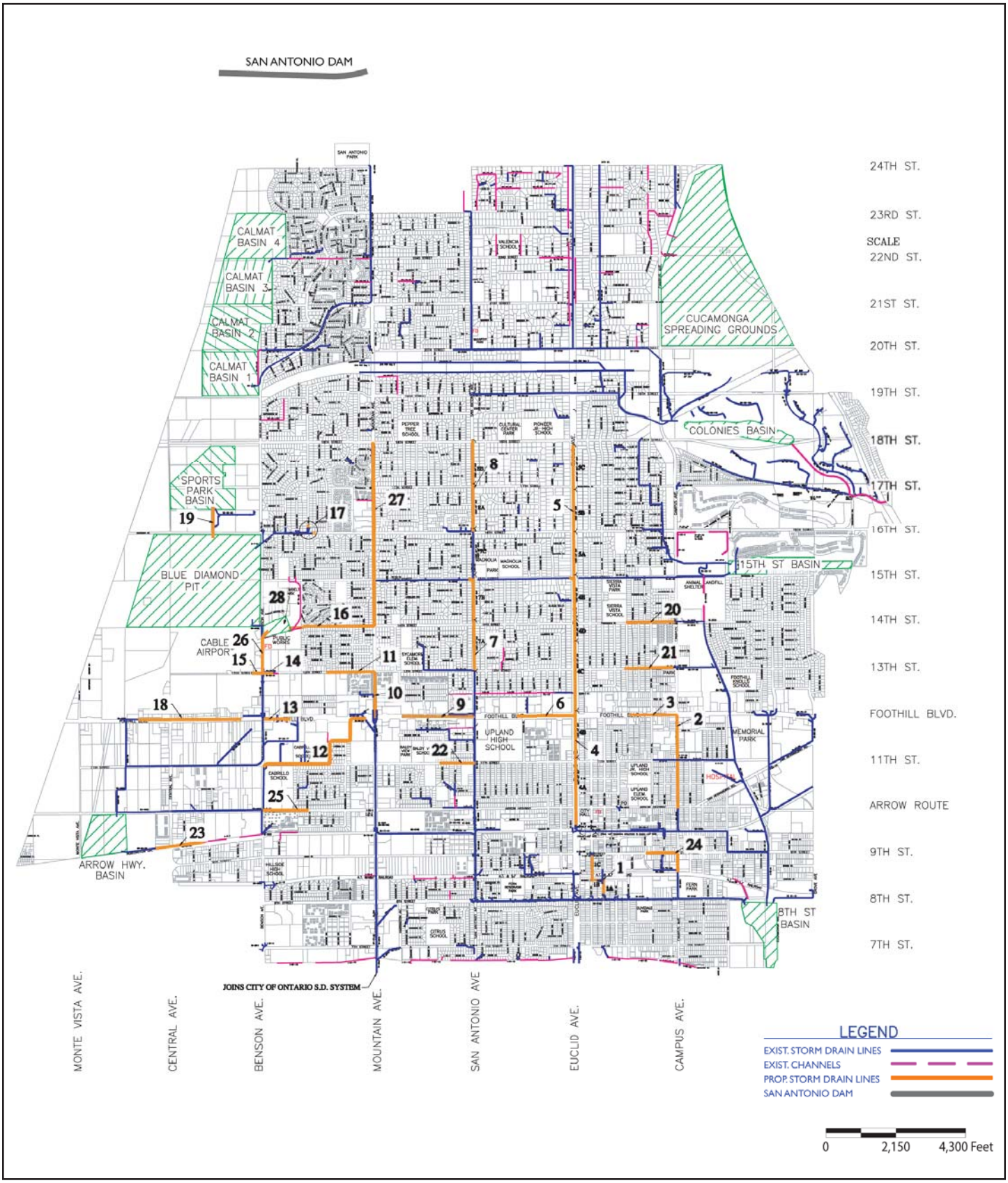
Sensitive Natural Communities

Small patches of riparian and RAFSS habitat are located near the San Antonio and Cucamonga Creek drainages. Riparian and RAFFS are considered sensitive by CDFW because they have a high potential to provide habitat for sensitive species. Potential riparian wildlife includes great blue herons, egrets, and ducks. Areas of coastal sage scrub may be considered sensitive if coastal California gnatcatchers (CAGN), San Bernardino Kangaroo Rat (SBKR), or other sensitive species are present.

Since the City does not have an adopted conservation plan, these species may be at risk for future listing on federal or state endangered or threatened species lists, as discussed in more detail under the *Regulatory Framework* Section above.

WETLANDS AND JURISDICTIONAL WATERS

Native vegetation and wildlife within Upland has been disrupted by grazing, citrus cultivation, and urbanization. The San Antonio Creek and the Cucamonga Creek are dry most of the year, resulting in little riparian or wetland habitat. There are small patches of wetlands associated with flood control facilities, aggregate mining operations, and agricultural areas. Exhibit 5.10-1, *Water Features*, illustrates the majority of these Upland areas that could contain wetlands. Specific areas with a potential to contain wetlands include basins containing water, quarry areas adjacent to Cable Airport, the quarry area south of the Cucamonga Dam, and the shores of the Colonies Basin (the lake at the Colonies Crossroads development). Water hazard areas within the Upland Hills Golf Course also have the potential to contain wetlands. Additionally, earthen channels and other similar areas with limited vegetation could also contain wetlands/ jurisdictional waters.



Source: Design, Community & Environment; January 2010.

PLANNING DOCUMENTS PROJECT
PROGRAM ENVIRONMENTAL IMPACT REPORT

Water Features

Exhibit 5.10-1

RBF CONSULTING A Baker Company

03/15 • JN 10-108374 | 130261

Critical Habitat

The term "critical habitat" applies to areas designated by the USFWS to be of biological importance to Federally-listed species. Critical habitat is represented by a specific geographic area that is considered essential for the conservation of a threatened or endangered species and, as such, may require special management and long-term protection. Habitat areas that are not presently occupied by a Federally-listed species may be considered critical habitat as they could be necessary for recovery of the species. An area is designated "critical habitat" following publication of a proposed Federal regulation in the Federal Register and receipt and consideration of public comments on the proposal. The final boundaries of the critical habitat area are published in the Federal Register.

Federal agencies are required to consult with the USFWS on actions they carry out, fund, or authorize in order to ensure that such actions will not result in the destruction or adverse modification of established critical habitat. As such, areas designated critical habitat are provided protection for the long-term conservation of the species. However, a critical habitat designation has no effect on actions where a Federal agency is not involved (i.e., federal funding or permitting).

There is no designated or proposed critical habitat within the City or SOI.

5.10.3 SIGNIFICANCE THRESHOLDS AND CRITERIA

The issues presented in the Initial Study Environmental Checklist (Appendix G of the *CEQA Guidelines*) have been utilized as thresholds of significance in this Section. Accordingly, biological resources impacts resulting from the project implementation may be considered significant if they would result in the following:

- 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 U.S. Fish and Wildlife Services.

- Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Services.

- 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.

- 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.

- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; refer to Section 8.0, *Effects Found Not To Be Significant*.

- Conflict with provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan; refer to Section 8.0.

CEQA Guidelines Section 15065(a), *Mandatory Findings of Significance*, states that a project may have a significant effect on the environment if it would have "... the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or wildlife community, reduce the number or restrict the range of an endangered, rare or threatened species ..."

An evaluation of whether an impact on biological resources would be substantial must consider both the resource itself and how that resource fits into a regional or local context. Substantial impacts would be those that would substantially diminish, or result in the loss of, an important biological resource or those that would obviously conflict with local, State, or Federal resource conservation plans, goals, or regulations. Impacts are sometimes locally adverse but not significant because, although they would result in an adverse alteration of existing conditions, they would not substantially diminish or result in the permanent loss of an important resource on a population- or region-wide basis.

CEQA Guidelines Section 15380, *Endangered, Rare or Threatened Species*, states that a lead agency can consider a non-listed species to be Rare, Threatened, or Endangered for the purposes of CEQA, if the species can be shown to meet the criteria in the definition of Rare, Threatened, or Endangered. For the purposes of this discussion, the current scientific knowledge on the population size and distribution for each special status species was considered according to the definitions for Rare, Threatened, and Endangered listed in CEQA Guidelines Section 15380.

Based on these standards, the effects of the proposed project have been categorized as either a "less than significant impact" or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact.

5.10.4 PROJECT IMPACTS AND MITIGATION MEASURES

SPECIAL STATUS SPECIES

- **WOULD THE PROJECT HAVE AN ADVERSE EFFECT, EITHER DIRECTLY OR THROUGH HABITAT MODIFICATIONS, ON SPECIES?**

Impact Analysis: As indicated in Tables 5.10-1 and 5.10-2, the following five special status species that are known to occur in Upland's vicinity have a low likelihood of occurrence within the City due to lack of suitable habitat:

Special Status Wildlife Species
- Delhi Sands flower-loving fly (*Rhaphiomidas terminates abdominalis*)

Special Status Plant Species
- Prostrate vernal pool navarretia (*Navarretia prostrata*)
- Lemon lily (*Lilium parryi*)
- Many-stemmed dudleya (*Dudleya multicaulis*)
- Slender mariposa lily (*Calochortus clavatus var. gracilis*)

Additional residential and non-residential development is anticipated throughout the City, in accordance with the Project. However, given the low likelihood of occurrence, Project implementation would not have a substantial adverse effect on these species, either directly or through habitat modifications, resulting in a less than significant impact.

The following special status species that are known to occur in Upland's vicinity and have a moderate likelihood of occurrence within the City exist only within the flood control facilities where suitable habitat is present:

Special Status Wildlife
- Northwestern San Diego pocket mouse (*Chaetodipus fallax*)
- Coastal horned lizard (*Phrynosoma coronatum* (*blainvillii population*))
- Coastal California gnatcatcher (*Polioptila californica*)
- San Diego desert wood rat (*Neotoma lepida intermedia*)

Special Status Plants
- Parry's spineflower (*Chorizanthe parryi var. parryi*)
- Nevin's barberry (*Berberis nevinii*)
- Plummer's mariposa lily (*Calochortus plummerae*)

The development anticipated by the Project would not occur within the flood control facilities, where these sensitive plant and wildlife species exist. Therefore, Project implementation would not have a substantial adverse effect on these species, either directly or through habitat modifications, resulting in a less than significant impact.

The following special status wildlife species that are known to occur in Upland's vicinity and have a moderate likelihood of occurrence within the City could be found in urbanized areas:

- Pallid bat (*Antrozous pallidus*); and
- Western mastiff bat (*Eumops perotis californicus*).

Additional residential and non-residential development is anticipated throughout the City, in accordance with the Project. Future development is anticipated to occur on vacant and

underutilized lands interspersed throughout the City, as well as urbanized areas. Therefore, Project implementation could have an adverse effect, either directly or through habitat modifications, on the Pallid and Western mastiff bats, which are California Species of Special Concern. However, because suitable habitat (i.e., buildings and bridges) exists throughout the City, Project implementation would result in a less than significant impact to these species.

One special status wildlife species, the Burrowing owl (*Athene cunicularia*), that is known to occur in Upland's vicinity and has a moderate likelihood of occurrence within the City, may be found within flood control facilities and vacant fields. The development anticipated by the Project would occur throughout the urbanized portions of the City, primarily on previously-developed underutilized lands. Additionally, the anticipated development would not occur within the flood control facilities. However, the anticipated development would occur also on the approximately 442 acres of vacant land (fields) that exist throughout the City. Therefore, Project implementation could have an adverse effect, either directly or through habitat modifications, on the Burrowing owl, which is a California Species of Special Concern.

Due to the conceptual nature of the development anticipated by the Project, site specific proposals would require individual assessments of potential impacts to biological resources, including impacts to special status plant and wildlife species and their habitats (i.e., Pallid bat, Western mastiff bat, and Burrowing owl), as part of the future projects' CEQA review processes; refer to Mitigation Measures BIO-1 through BIO-3. If necessary, additional mitigation would be required on a project-by-project basis to avoid or lessen potential biological impacts to less than significant. Therefore, with implementation of the recommended mitigation, the Project would have a less than significant impact, directly or through habitat modifications, on species identified as a candidate, sensitive, or special status. In order to further minimize potential impacts to special status species and habitats, the General Plan 2035 has taken a focused development strategy that would be implemented through five Focus Areas targeted for land use change, all in urbanized areas; refer to Exhibit 3-4, *Focus Areas*. Additionally, the General Plan 2035 designates approximately 830 acres within the Parks/Open Space land use category, which are designated green areas. This designation encompasses various forms of open space, such as natural hillside areas and retention basins (as well as active and passive public parks). The General Plan 2035 has established goals that addresses potential impacts to candidate, sensitive, or special status species and their habitats. Namely, Goal OSC-1 is that Upland's natural resources such as open space, wildlife, and vegetation be protected and enjoyed as limited and valuable resources and integral parts of a sustainable environment. Additionally, Goal PFS-11 to protect water quality in the City's creeks, basins, and stormwater system from contamination. All future development within the City would be subject to implementation of the Policies and Actions outlined below in furtherance of these goals.

General Plan 2035 Policies and Actions:

Policy OSC-1.1 Resource Preservation. Preserve open space and habitat areas by promoting conservation and preservation easements that protect habitat areas, habitat corridors, and sensitive biological resources.

Policy OSC-1.2	Open Space Corridors. Focus on areas that are adjacent to larger open space areas and corridors as the first priority in siting preservation areas.
Policy OSC-1.4	Regulatory Protection. Ensure that new development meets all federal, State, and regional regulations for habitat and species protection.
Policy OSC-1.5	New Development. Encourage new development to preserve on-site natural elements and incorporate low impact development techniques.
Policy OSC-1.6	Public Education. Support educational programs for residents and visitors about the uniqueness and value of the natural resources, plants, and wildlife in the region, and how to manage development to preserve wildlife populations.
Policy OSC-1.7	Dark Sky Protection. Promote shielded, dark-sky friendly lighting for Upland's outdoor lighting needs in order to reduce light pollution and glare; increase energy efficiency; protect wildlife; and promote better health.
Policy OSC-2.4	Invasive Species. Prohibit the use of plant species known to be invasive according to the California Invasive Plant Inventory. Introduction or spread of invasive plant species during construction of development projects shall be avoided by minimizing surface disturbance; seeding and mulching disturbed areas with certified weed-free native mixes; and using California-friendly, noninvasive species in erosion control plantings.
Policy OSC-2.5	Shade Trees. Prioritize the planting of large street tree species (greater to or equal to 50 feet in height) over smaller species to facilitate a larger canopy of trees that will serve to reduce the heat island effect, lower energy costs, sequester carbon dioxide in the atmosphere, reduce stormwater runoff, and increase water retention and water quality.
Policy OSC-2.6	Tree Preservation. Promote the preservation of Upland's large mature trees that occupy both public and private property through the preparation of a Tree Preservation Ordinance. Include the identification and protection of landmark trees, meaning trees of historical or cultural significance.
Policy OSC-3.15	California Friendly Plant Species. When feasible, utilize California friendly non-invasive plants for landscaping park and recreational facilities.
Policy OSC-3.16	Stormwater Management. Integrate low impact development techniques that retain natural features for stormwater management to the greatest extent possible for all parks facilities.

Policy PFS-11.4 Post-Development Runoff. Require controlling the volume, frequency, duration, and peak flow rates and velocities of runoff from development projects to prevent or reduce downstream erosion and protect stream habitat.

Mitigation Measures:

BIO-1 Prior to an application being deemed complete for future development projects in known or suspected habitat areas, a Biological Resources Assessment shall be conducted by a qualified Biologist, in order to determine the potential presence/ absence of candidate, sensitive, or special status species, as well as the presence/ absence of habitat that would support these species.

BIO-2 Prior to any ground disturbance and if deemed necessary by the site-specific Biological Resources Assessment, a Focused Survey of the proposed development site shall be conducted by a qualified Biologist to determine the presence/absence of sensitive plant and wildlife species that are federally- or state-listed as endangered or threatened, having moderate to high potential for occurrence on the proposed development site.

BIO-3 Prior to any ground disturbance and if deemed necessary by the site-specific Biological Resources Assessment, a pre-construction Burrowing Owl Survey of the proposed development site shall be conducted to determine the presence/absence of the burrowing owl. The Survey shall be conducted by a qualified Biologist according to the standard protocol established in the *Staff Report on Burrowing Owl Mitigation* (California Department of Fish and Game [Wildlife], March 7, 2012). If burrowing owls are determined to be present on the development site, mitigation for potential impacts to owls shall follow the guidelines outlined in the *Staff Report*, including passive relocation during the non-breeding season.

Level of Significance After Mitigation: Less Than Significant Impact.

SENSITIVE VEGETATION COMMUNITIES

- **WOULD THE PROJECT HAVE AN ADVERSE EFFECT ON A SENSITIVE VEGETATION COMMUNITY, INCLUDING RIPARIAN HABITAT AND FEDERALLY PROTECTED WETLANDS?**

Impact Analysis: Small patches of riparian and RAFSS habitat, which are considered sensitive by CDFW because they have a high potential to provide habitat for sensitive species, are located near the San Antonio and Cucamonga Creek drainages. Although dry most of the year, some wetland habitat is present in San Antonio and Cucamonga Creeks. Additionally, small patches of wetlands are associated with flood control facilities, aggregate mining

operations, and agricultural areas. Exhibit 5.10-1, *Water Features*, illustrates the majority of areas within Upland that could contain wetlands. Additionally, earthen channels and similar areas with limited vegetation could also contain wetlands/jurisdictional waters.

Additional residential and non-residential development is anticipated throughout the City, in accordance with the Project. Future development is anticipated to occur on vacant and underutilized lands interspersed throughout the City, as well as urbanized areas. Therefore, Project implementation could have an adverse effect on a sensitive vegetation community, including riparian habitat and federally protected wetlands, if future development were located on a site that contained these resources. Because these habitats vary in wildlife value, the significance of impacts would also vary. Due to the conceptual nature of future development, the City would require biological assessments and reports, as part of the CEQA review process, for projects in known or suspected natural habitat areas prior to Project approval; refer to BIO-1 and BIO-2. These reports would be used to establish significant natural habitat areas, in order to prevent disturbance and degradation of these areas. Site-specific jurisdictional delineations would be conducted, as needed. Impacts to wetlands and riparian vegetation within the Project area would be mitigated and resources protected through avoidance, habitat restoration, and preservation in compliance with the regulatory (ACOE, RWQCB, and CDFW) requirements. More specifically, each individual project would be subject to compliance with ACOE regulations under Section 404 and CDFW regulations under Sections 1601 to 1603, in order to mitigate potential impacts to wetlands, riparian vegetation, or other habitats. Any disruption of wetlands or riparian habitat would require consultation with these agencies. The City would continue to coordinate with ACOE and CDFW to determine the best means of providing protection, on a project-by-project basis. Implementation of the site-specific mitigation measures as identified in the reports would be required as development occurs.

Overall, future development anticipated by the Project would be subject to compliance with the established regulatory framework, BIO-1 and BIO-2, and implementation of the General Plan 2035 Policies and Actions outlined above, in order to protect water quality in the City's creeks and basins from contamination and ensure less than significant impacts to sensitive vegetation communities.

General Plan 2035 Policies and Actions: Refer to the GPU Policies and Actions referenced above.

Mitigation Measures: Refer to BIO-1 and BIO-2.

Level of Significance After Mitigation: Less Than Significant Impact.

WILDLIFE CORRIDORS AND MIGRATORY WILDLIFE SPECIES

- **WOULD THE PROJECT INTERFERE WITH THE MOVEMENT OF A NATIVE RESIDENT OR MIGRATORY WILDLIFE SPECIES?**

Impact Analysis: Due to the high degree of urbanization within City limits, no significant wildlife corridors are present. Therefore, Project implementation would not interfere with an established native resident or migratory wildlife corridor.

Future development in accordance with the Project could result in the removal or disturbance of native and ornamental landscaping, and other nesting habitat that supports migratory bird species, including raptor and songbird species. Therefore, Project implementation could interfere with the movement of a native resident or migratory wildlife species. Disturbing or destroying active nests is a violation of the Federal Migratory Bird Treaty Act. Nesting activity typically occurs from mid-February to mid-August. The removal of vegetation during the breeding season is considered a potentially significant impact. However, the development anticipated by the Project would be subject to compliance with Mitigation Measures BIO-1 through BIO-3, as indicated above. Compliance with Mitigation Measure BIO-4, which addresses migratory birds, would also be required. Mitigation Measure BIO-4 would be accomplished in one of two ways. First, efforts would be made to schedule all vegetation removal activities outside the nesting season to avoid potential impacts to nesting birds. This would ensure that no active nests would be disturbed and that habitat removal could proceed rapidly. Secondly, if initial vegetation removal occurs during the nesting season, all suitable habitat would be thoroughly surveyed for the presence of nesting birds by a qualified biologist before commencement of clearing. If any active nests are detected, a buffer of at least 100 feet (300 feet for raptors) would be delineated, flagged, and avoided until the nesting cycle is complete as determined by the biological monitor to minimize impacts. Therefore, following compliance with Migratory Bird Treaty and Mitigation Measures BIO-1 through BIO-4, and implementation of the Policies and Actions outlined above, impacts to migratory birds would be reduced to less than significant.

General Plan 2035 Policies and Actions: Refer to the GPU Policies and Actions referenced above.

Mitigation Measures:

BIO-4 To the extent feasible, all vegetation removal activities shall be scheduled outside the nesting season (typically February 15 to August 15) to avoid potential impacts to nesting birds. However, if initial vegetation removal occurs during the nesting season, all suitable habitat shall be thoroughly surveyed for the presence of nesting birds by a qualified biologist prior to commencement of clearing. If any active nests are detected, a buffer of at least 100 feet (300 feet for raptors) shall be delineated, flagged, and avoided until the nesting cycle is complete as determined by the biological monitor to minimize impacts.

Level of Significance After Mitigation: Less Than Significant Impact.

5.10.5 CUMULATIVE IMPACTS AND MITIGATION MEASURES

- **WOULD THE DEVELOPMENT ANTICIPATED BY THE PROJECT COMBINED WITH CUMULATIVE DEVELOPMENT HAVE ADVERSE EFFECTS ON BIOLOGICAL RESOURCES OR INTERFERE WITH THE MOVEMENT OF MIGRATORY WILDLIFE SPECIES?**

Impact Analysis: For purposes of biological resource impact analysis, cumulative impacts are considered for cumulative development in San Bernardino County.

As concluded above, the potential exists for adverse effects on biological resources and/or interference with movement of migratory wildlife species due to the residential and non-residential development anticipated throughout the City, in accordance with the Project. Therefore, the Project's incremental effects involving biological resources are cumulatively considerable.

Cumulative development elsewhere in the County could similarly result in adverse effects on biological resources and/or interference with movement of migratory wildlife species. However, as with the Project's anticipated development, all cumulative development in the County would undergo environmental and design review on a project-by-project basis pursuant to CEQA, in order to evaluate potential impacts to biological resources. Future development with potential to impact biological resources would also be required to comply with the established Federal and State regulatory framework. Impacts to biological resources associated with Project implementation would be less than significant following compliance with the established Federal, State, and local regulatory framework, the specified mitigation measures, and implementation of the General Plan 2035 Policies and Actions. Cumulative impacts to biological resources would continue to be mitigated on a project-by-project basis and in accordance with the established regulatory framework, through the established regulatory review process. Therefore, the combined cumulative impacts to biological resources associated with the Project's incremental effects and those of the cumulative projects would be less than significant.

General Plan 2035 Policies and Actions: Refer to the GPU Policies and Actions referenced above.

Mitigation Measures: Refer to BIO-1 through BIO-4.

Level of Significance After Mitigation: Less Than Significant Impact.

5.10.6 SIGNIFICANT UNAVOIDABLE IMPACTS

Biological impacts associated with Project implementation would be less than significant following compliance with the established Federal, State, and local regulatory framework, and the specified mitigation measures, and implementation of the General Plan 2035 Policies and Actions. No significant unavoidable impacts to biological resources would occur as a result of Project implementation.

5.10.7 SOURCES CITED

City of Upland, *City of Upland General Plan,* Adopted June 21, 1982.

City of Upland, *City of Upland Municipal Code,* Adopted as Ordinance 1819 Section 1, 2007.

Federal (USFWS); California Native Plant Society (CNPS) List.

Placeworks, *City of Upland Zoning Code Update,* Draft September 2014.

Placeworks, *City of Upland General Plan Update,* Draft September 2014.

Placeworks, *City of Upland General Plan Update Land Use Map (Preferred Land Use Alternative)* September 2014.

The Planning Center, Upland General Plan Update Natural Environment White Paper, January 2010.

SECTION 5.11
Agriculture and Forestry Resources

5.11 AGRICULTURE AND FORESTRY RESOURCES

This section evaluates potential impacts to agriculture and forestry resources that could result from Project implementation.

5.11.1 EXISTING REGULATORY SETTING

STATE

Farmland Mapping and Monitoring Program

Maps of Important Farmlands are prepared by the California Department of Conservation as part of its Farmland Mapping and Monitoring Program (FMMP). Important Farmland maps are prepared periodically for most of the State's agricultural areas based on information from the Natural Resource Conservation Service's soil survey maps, land inventory, and monitoring criteria developed by the Natural Resource Conservation Service, and land use information mapped by the California Department of Water Resources. These criteria generally are expressed as definitions that characterize the land's suitability for agricultural production, including physical and chemical characteristics of the soil and actual land use. Important farmland maps are generally updated every two years. The following provides descriptions for farmlands mapping categories.

- *Prime Farmland*: Farmland with the best combination of physical and chemical features able to sustain long term agricultural production. This land has the soil quality, growing season, and moisture supply needed to produce sustained high yields. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.

- *Farmland of Statewide Importance:* Farmland similar to Prime Farmland but with minor shortcomings, such as greater slopes or less ability to store soil moisture. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.

- *Unique Farmland:* Farmland of lesser quality soils used for the production of the state's leading agricultural crops. This land is usually irrigated, but may include nonirrigated orchards or vineyards as found in some climatic zones in California. Land must have been cropped at some time during the four years prior to the mapping date.

- *Farmland of Local Importance:* Lands of importance to the local agricultural economy, as determined by each county's board of supervisors and a local advisory committee.

- *Grazing Land:* Lands in which the existing vegetation is suited to the grazing of livestock.

In San Bernardino County, Farmland of Local Importance is defined as follows[1]:

- Farmlands which include areas of soils that meet all the characteristics of Prime, Statewide, or Unique and which are not irrigated.

- Farmlands not covered by above categories but are of high economic importance to the community. These farmlands include dryland grains of wheat, barley, oats, and dryland pasture.

The FMMP maps include land that was used for agricultural production anytime in the four years prior to map preparation. Agricultural land is rated according to soil quality and irrigation status; the best quality land is called Prime Farmland. The Important Farmlands that are present in the City and Sphere of Influence (SOI) are outlined in Table 5.11-1, *Important Farmlands (2010)*, and illustrated on Exhibit 5.11-1, *Important Farmlands Map (2010)*. Exhibit 5.11-1 and Table 5.11-1 are based on the Important Farmland maps.[2]

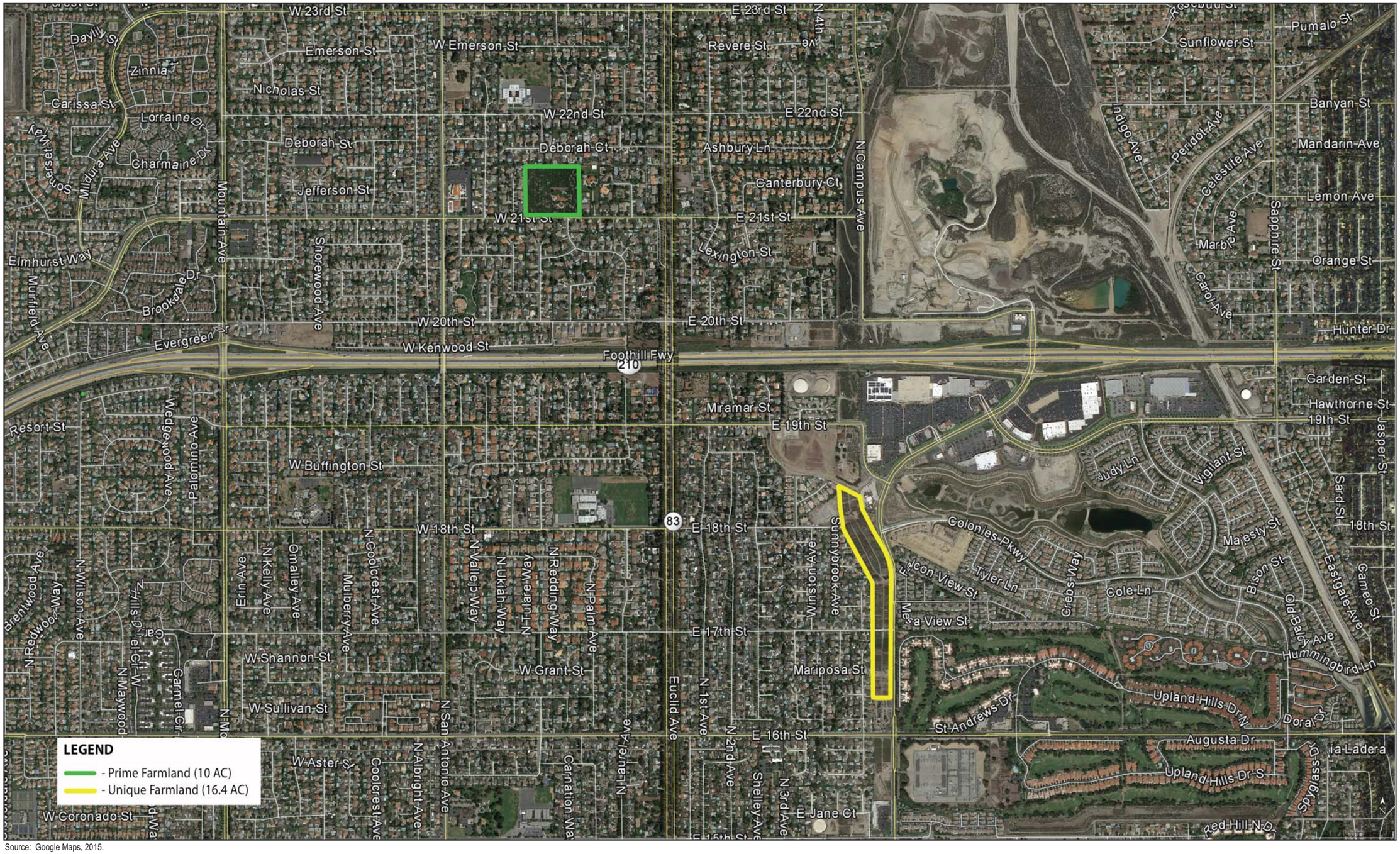
Table 5.11-1
Important Farmlands (2010)

Farmland Mapping Category	City (Acres)	Sphere of Influence (Acres)	Total Planning Area (Acres)
Urban Built Out Land	9,775	909	9,438
Grazing Land	131	562	693
Farmland of Local Importance	0	0	0
Prime Farmland	10	170	1,426
Farmland of Statewide Importance	0	0	0
Unique Farmland	17	0	17
Other Land	0	27	27
Total	***9,933***	***1,668***	***11,601***

Source: California Department of Conservation Farmland Mapping and Monitoring Program, San Bernardino County Important Farmland Data Availability, 2010.

[1] California Department of Conservation Farmland Mapping and Monitoring Program Website, *Farmland of Local Importance*, http://www.conservation.ca.gov/dlrp/fmmp/mccu/Pages/map_categories.aspx, Accessed August 14, 2012.

[2] State of California Department of Conservation Important Farmland Finder Website, http://maps.conservation.ca.gov/ciff/ciff.html, Accessed April 15, 2015.



Source: Google Maps, 2015.

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As indicated in Table 5.11-1, most of the land within the City and SOI is classified as Urban Built Out Land. Within the City, approximately ten acres are classified as Prime Farmland and approximately 17 acres as Unique Farmland. An additional 170 acres are classified Unique Farmland within the SOI.

California Land Conservation Act

The California Land Conservation Act of 1965 (*California Government Cod*e Section 51200 – 51297.4), commonly referred to as the Williamson Act, enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space use. In return, landowners receive property tax assessments which are much lower than normal because they are based upon farming and open space uses as opposed to full market value. Local governments receive an annual subvention of forgone property tax revenues from the State via the Open Space Subvention Act of 1971 (*California Government Code* Section 16140-16154).

To preserve agricultural uses, the Williamson Act established an agricultural preserve contract procedure by which counties or cities within California can tax landowners at a lower rate, in return for a guarantee that these properties will remain under agricultural production for a period of ten years. According to the California Department of Conservation, no Williamson Act encumbered properties are located within the City or SOI.

California Timberland Productivity Act of 1982

The California Timberland Productivity Act of 1982 (CTPA) describes the powers and duties of local government in protecting timberlands. The law is designed to maintain an optimum amount of timberland ensuring its current and continued availability by establishing Timberland Preserve Zones (TPZ) on all qualifying timberland, which restrict land use to growing and harvesting timber and other compatible uses. The act discourages premature or unnecessary conversion of timberland to urban or other uses and expansion of urban services into timberland, and encourages investment in timberlands based on reasonable expectation of harvest. The CTPA also provides that timber operations conducted in accordance with California forest practice rules (Z'Berg-Nejedly Forest Practices Act of 1973) shall not be or become restricted or prohibited due to land uses in or around the location of those timber operations.

Timberland Production Zones

Under the Z'berg-Warren-Keene-Collier Forest Taxation Reform Act of 1976 (California Government Code - Section 51110-51119.5: Article 2), counties must provide for the zoning of land used for growing and harvesting timber as TPZ. A TPZ is a 10-year restriction on the use of timberland and is similar to the Williamson Act for agricultural lands. Land use under a TPZ is restricted to growing and harvesting timber, and to compatible uses approved by the county (or city). In return, taxation of timberland under a TPZ will be based only on such restrictions in use.

Z'berg-Nejedly Forest Practice Act of 1973

The Forest Practice Act established a nine member Board of Forestry whose mandate is the control over forest practices and forestry resources in California. The Board of Forestry is the policy arm of the enforcement branch of the California Department of Forestry and Fire Protection (CAL FIRE). CAL FIRE ensures that landowners abide by these laws when harvesting trees.

The Forest Practice Act assures that productivity of timberlands is restored, enhanced, and maintained, and that the goal of maximum sustained production of high-quality timber products is achieved in consideration of values relating to watershed, fisheries and wildlife, range and forage, recreation and aesthetics, and employment and the regional economy. It requires that a Timber Harvest Plan (THP) be prepared by a Registered Professional Forester (RPF) for timber harvest on virtually all non-federal land. Article 7 of the Forest Practice Rules covers conversion of timberland to non-timberland uses.

The Forest Practice Act is implemented by the Forest Practice Rules, consistent with other laws, including but not limited to the Timberland Productivity Act, CEQA, the Porter Cologne Water Quality Act, and the California Endangered Species Act. The provisions of these rules are followed by RPFs in preparing THPs. The THP process substitutes for the EIR process under CEQA because the timber harvesting regulatory program has been certified pursuant to Public Resources Code Section 21080.5. The THPs are required to adopt feasible mitigation measures or alternatives from the range of measures set out or provided for in Forest Practice Act rules which would substantially lessen or avoid significant adverse impacts the activity may have on the environment.

UPLAND GENERAL PLAN

The current General Plan does not designate land for continued agricultural production.

UPLAND MUNICIPAL CODE

Zoning for Agriculture Use

Upland Municipal Code (UMC) Chapter 17.32, *Agricultural Zones - General*, is a master chapter that contains provisions pertaining to the development and/or maintenance of any lot or site intended for agricultural (AG) use. The provisions of this Chapter are applicable to any agricultural use irrespective of the zone in which it is located, with some exceptions. The primary structures and land uses permitted in any agricultural zone are specified in UMC Section 17.32.020, *Permitted Primary Uses and Structures*.

According to UMC Chapter 17.32, there are two agriculture-related zones in the City: AG-40 Agriculture Zone; and AG-C-40 Poultry and Rabbit Zone. The AG-40 Agricultural Zone is intended as a district for the maintenance of lots, ranches or orchards for agricultural purposes,

primarily the growing of citrus fruits (UMC Chapter 17.34, *AG-40 Agriculture Zone*). The AG-C-40 Agricultural Poultry and Rabbit Zone is intended as a district for the maintenance of lots, ranches or orchards for agricultural and/or poultry raising purposes (UMC Chapter 17.36, *AG-C-40 Poultry and Rabbit Zone*).

Exhibit 5.11-2, *Existing Zoning for Agriculture Use*, illustrates the locations of the City's zoning for agriculture use and indicates very little agriculturally-zoned land remains in the City. A total of approximately 32 acres are zoned AG-40, including eight parcels located in the northeast corner of the City and two at the northeast corner of the 15th Street/San Antonio Avenue intersection. These parcels are currently in agriculture production specifically involving orchards. There are no parcels zoned AG-C-40 in the City.

Zoning for Forest and Timberland Use

There is no forest-related zoning within the City or SOI.

A timberland production zone or timberland preserve zone is an area that is zoned and devoted to and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses. There is no timberland-related zoning within the City or SOI.

5.11.2 EXISTING ENVIRONMENTAL SETTING

FARMLAND

Within the City, approximately 1,256 acres are classified as Prime Farmland and approximately 17 acres as Unique Farmland; refer to Table 5.11-1. An additional 170 acres are classified Unique Farmland within the SOI. As illustrated on Exhibit 5.11-1, the Prime Farmland primarily extends along the City's and SOI's western boundaries, with another large area in the City's northeast quadrant, in the vicinity of the I-210 Freeway and Campus Avenue. The Unique Farmland extends along Campus Avenue, generally between 16th and 19th Streets. Most of the City's Important Farmlands are not currently in agricultural production.

LANDS IN AGRICULTURAL PRODUCTION

Although, citrus production was formerly important to Upland's total economy, the citrus industry has declined due to various contributing factors. Citrus production in the City has been rendered economically infeasible due to higher taxes and farming costs, as well as the pressures/adverse effects of urbanization. Approximately 21 acres within the Planning Area, including approximately 20 acres within the City and one acre within the SOI, are currently in agricultural production.

FOREST AND TIMBERLANDS

Forest land is land that can support ten-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits. Riparian habitat can be considered forest land if meets these criteria. The City and SOI are located at the base of the San Gabriel Mountains. However, there are no existing forest lands within the City or SOI. Small patches of riparian habitat are located near the San Antonio and Cucamonga Creek drainages.

Timberland is land, other than land owned by the Federal government and designated by the board as experimental forest land, which is available for, and capable of, growing a crop of trees of a commercial species used to produce lumber and other forest products, including Christmas trees. There are no existing timberlands within the City or SOI.

5.11.3 SIGNIFICANCE THRESHOLDS AND CRITERIA

The issues presented in the Initial Study Environmental Checklist (Appendix G of the *CEQA Guidelines*) have been utilized as thresholds of significance in this Section. Accordingly, agriculture and forestry resource impacts resulting from Project implementation may be considered significant if they would result in the following:

- Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use.

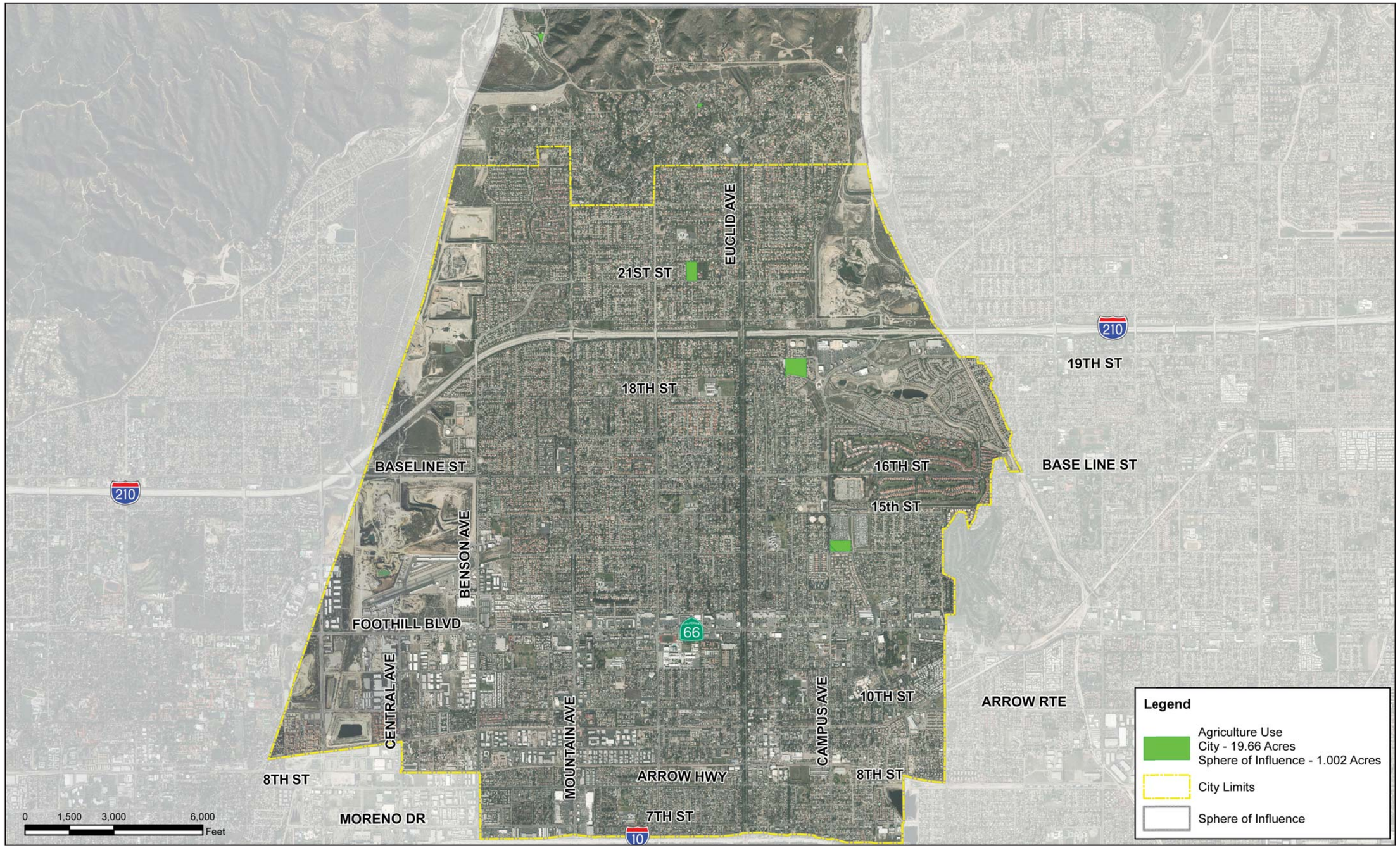
- Conflict with existing zoning for agricultural use, or a Williamson Act contract.

- Conflict with existing zoning for, or cause rezone of, forest land (as defined in Public Resources Code 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code 51104(g)); refer to Section 8.0, *Effects Found Not To Be Significant*.

- Result in the loss of forest land or conversion of forest land to non-forest use; refer to Section 8.0.

- Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use.

- Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of forest land to non-forest use; refer to Section 8.0.



Source: Fehr & Peers, Eagle Aerial, 2012.

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Based on these significance thresholds and criteria, the Project's effects have been categorized as either "no impact," a "less than significant impact," or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact.

5.11.4 PROJECT IMPACTS AND MITIGATION MEASURES

CONVERSION OF IMPORTANT FARMLAND TO NON-AGRICULTURAL USE

- **WOULD THE PROJECT RESULT IN THE CONVERSION OF IMPORTANT FARMLANDS TO NON-AGRICULTURAL USE?**

Impact Analysis: The FMMP produces maps and statistical data used for analyzing impacts on California's agricultural resources. Within the City, approximately 1,256 acres are classified as Prime Farmland and approximately 17 acres as Unique Farmland. An additional 170 acres are classified Unique Farmland within the SOI. Exhibit 5.11-1 illustrates the locations of the Prime and Unique Farmlands within the Planning Area.

GENERAL PLAN 2035

The General Plan 2035 has taken a focused development strategy that would be implemented through five Focus Areas, which are generally located in the southern portion of the City, along and south of Foothill Boulevard. Future development is also anticipated to occur on vacant lands interspersed throughout the City. The Project anticipates the development of approximately 3,026 dwelling units and 6.4 million square feet of non-residential land uses within the Planning Area.

A review of Exhibit 5.11-1, which illustrates the locations of the Planning Area's Prime and Unique Farmlands, and Exhibit 3-4, *General Plan 2035 Land Use Map*, which illustrates the General Plan 2035's proposed land use designations, indicates that the General Plan 2035 proposes to designate the Planning Area's Prime and Unique Farmlands, as follows:

Prime Farmlands
- Gravel Mine (GM)
- Park/Open Space (P-OS)
- Specific Plan (SP)
- Cable Airport (CA)
- Commercial/Industrial Mixed-Use (C/IN-MU)
- Institutional (I)
- Highway Commercial (HC)
- Public Utilities (PU)

Unique Farmlands
- Public Utilities (PU)

Other than the P-OS designation, which does not support development because it encompasses various forms of open space, these designations provide for the development of urban land uses. Thus, Project implementation could result in the conversion of the City's Prime and Unique Farmlands to non-agricultural use. However, the General Plan 2035 designates the Prime and Unique Farmlands within the City consistent with the current General Plan with one exception (see discussion below). No other land use change involving Prime or Unique Farmlands is proposed, as compared to the current General Plan. As with the current General Plan, the General Plan 2035 does not designate land for continued agricultural production. Therefore, the Project would result in a less than significant impact involving the potential conversion of these Prime and Unique Farmlands to non-agricultural use.

The Project proposes to redesignate Unique Farmland within the College Heights Focus Area. More specifically, 13 Unique Farmland parcels located between the Upland Crossing Specific Plan and the southern City limits would be redesignated from Commercial/Industrial – S to Public Utilities (PU) Flood Control/Recharge FC/R. The proposed Public Utilities designation provides for public utilities including gas, electricity (i.e., easements), water, reservoirs, landfills, and flood control/recharge facilities. The proposed designation is not intended for agricultural production. However, these parcels are currently not in agricultural production and no agricultural activity has occurred on them in the recent past. Originally mining pits, these parcels have been occupied by Chino Basin Water Conservation District water recharge basins since approximately 1965.[3] Moreover, the proposed PU-FC/R designation would not preclude the parcels from future agricultural use. Therefore, the Project would result in a less than significant impact involving the potential conversion of these 13 Prime Farmland parcels within the City to non-agricultural use.

Within the SOI, the Project anticipates the development of approximately 596 dwelling units and 27,323 square feet of non-residential land uses. A review of Exhibit 5.11-1 and Exhibit 3-5 indicates that the SOI's Prime Farmlands are designated Park/Open Space (P-OS) and Single-Family Residential Low (0-4 du/ac; SFR-L). The General Plan 2035 designates these SOI Prime Farmland parcels consistent with the current General Plan. Although the SFR-L designation provides for the development of residential land uses, the General Plan 2035 proposes no land use change involving Prime Farmland, as compared to the current General Plan. Also as previously noted, the P-OS designation does not support development, since it is designed for green space. Therefore, the Project would result in a less than significant impact involving the potential conversion of Prime Farmland within the SOI to non-agricultural use.

ZONING CODE UPDATE

A review of Exhibit 5.11-1, which illustrates the locations of the Planning Area's Prime and Unique Farmlands, and Exhibit 3-5, *Proposed Zoning Map*, which illustrates the Zoning Code Update's (ZCU) proposed zoning, indicates that the ZCU proposes to zone the City's Prime and

[3] LSA Associates, Inc., *Upland Crossing Specific Plan Draft Environmental Impact Report*, Page 4.2-2, May 2006.

Unique Farmlands. Similarly, the Zoning Code Update proposes no other land use change involving Prime or Unique Farmlands, as compared to the current Zoning Code.

Similarly, these parcels would be rezoned from ML Light Industrial Zone to P Public Zone. The proposed Special Purpose Public (PB) Zone is intended for public and quasi-public facilities that serve Upland residents and visitors and enhance the quality of life within the City. Permitted uses in the PB zone include public schools; parks and playgrounds; community centers; museums, cultural, and interpretive facilities; public libraries; governmental offices; police and fire stations; and public hospitals.

As indicated in Table 5.11-1, a total of 1,426 acres of Prime Farmland and 17 acres of Unique Farmland exist in the Planning Area; however, most are not currently in agricultural production. Most of the City is urbanized or urbanizing, thus, the land uses that surround these active agricultural areas would remain. Additionally, no land use change is anticipated in these areas. Therefore, the parcels in agricultural production would be subject to fewer potential land use conflicts and development pressures. The additional development anticipated by the Project and the resultant changes that would occur are not expected to jeopardize any active agricultural operations or result in their conversion to non-agricultural uses. Therefore, the secondary effects resulting from Project implementation would result in a less than significant impact involving the potential conversion of Unique or Prime Farmlands to non-agricultural use.

General Plan 2035 Policies and Actions: None are applicable.

Mitigation Measures: No mitigation is required.

Level of Significance After Mitigation: Not Applicable.

ZONING FOR AGRICULTURE USE AND WILLIAMSON ACT CONTRACTS

- **WOULD THE PROJECT CONFLICT WITH EXISTING ZONING FOR AGRICULTURE USE OR A WILLIAMSON ACT CONTRACT?**

Impact Analysis: According to UMC Chapter 17.32, there are two agriculture-related zones in the City: AG-40 Agriculture Zone; and AG-C-40 Poultry and Rabbit Zone. As illustrated on Exhibit 5.11-2, a total of approximately 32 acres are zoned AG-40, including eight parcels located in the northeast corner of the City and two at the northeast corner of the 15th Street/San Antonio Avenue intersection. The Zoning Code Update proposes to delete the AG-40 and AG-C-40 zones, replacing them with urban uses. Since these are and will continue to be used for surface water storage, the Project would result in a less than significant impact involving conflicts with existing zoning for agricultural use.

According to the California Department of Conservation, no properties located within the City or SOI are under a Williamson Act contract. Therefore, the Project would not conflict with a Williamson Act contract.

General Plan 2035 Policies and Actions: None are applicable.

Mitigation Measures: No mitigation is required.

Level of Significance After Mitigation: Not Applicable.

5.11.5 CUMULATIVE IMPACTS AND MITIGATION MEASURES

- **WOULD DEVELOPMENT ANTICIPATED BY THE PROJECT COMBINED WITH CUMULATIVE DEVELOPMENT HAVE ADVERSE EFFECTS ON AGRICULTURE OR FORESTRY RESOURCES?**

Impact Analysis: For purposes of agriculture and forestry resources impact analysis, cumulative impacts are considered for cumulative development in San Bernardino County.

As concluded above, the direct and indirect effects of Project implementation would result in less than significant impacts involving the conversion of the Planning Area's Prime and Unique Farmlands to non-agricultural use. Therefore, the Project's incremental effects involving the conversion of Prime and Unique Farmlands to non-agricultural use are not cumulatively considerable.

As concluded above, the Project would not conflict with existing zoning for agricultural use or a Williamson Act contract. Therefore, the Project's incremental effects involving existing zoning for agricultural use and Williamson Act contracts are not cumulatively considerable.

General Plan 2035 Policies and Actions: None are applicable.

Mitigation Measures: No mitigation is required.

Level of Significance After Mitigation: Not Applicable.

5.11.6 SIGNIFICANT UNAVOIDABLE IMPACTS

Project implementation would result in less than significant impacts involving agriculture and forestry resources. Therefore, no significant unavoidable impacts would occur in this regard.

5.11.7 SOURCES CITED

California Department of Conservation Farmland Important Farmland Finder Website, http://maps.conservation.ca.gov/ciff/ciff.html, Accessed April 15, 2015.

California Department of Conservation Farmland Mapping and Monitoring Program, San Bernardino County Important Farmland Data Availability, 2010.

City of Upland, *City of Upland General Plan*, Adopted June 21, 1982.

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Placeworks, *City of Upland General Plan Update Land Use Map (Preferred Land Use Alternative)* September 2014. State of California Department of Conservation Farmland Mapping and Monitoring Program Website, *San Bernardino County Important Farmland 2010 Map Sheet 2 of 2*, ftp://ftp.consrv.ca.gov/pub/dlrp/ FMMP/pdf/2010/sbd10_so.pdf, Accessed February 8, 2013.

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SECTION 5.12
Mineral Resources

5.12 MINERAL RESOURCES

This section identifies the mineral resources that are present in the Planning Area and evaluates the potential impacts that could result from Project implementation. Specifically, the analysis evaluates whether the project could result in the loss of availability of a regionally- or locally-significant mineral resource.

5.12.1 EXISTING REGULATORY SETTING

FEDERAL

There are no Federal regulations applicable to mineral resources. Activities related to mining and mine reclamation are regulated by the State.

STATE

Surface Mining and Reclamation Act of 1975

The Surface Mining and Reclamation Act of 1975 (*California Public Resources Code* Section 2710 et seq.) (SMARA) required that the California State Geologist implement a mineral land classification system to identify and protect mineral resources of regional or statewide significance in areas where urban expansion or other irreversible land uses may occur, thereby potentially restricting or preventing future mineral extraction on such lands. It is also the intent of this process, through the adoption of general plan mineral resource management policies, that this information be considered in local land use planning activities (California *Public Resources Code* Section 2762). The California State Mining and Geology Board (SMGB) classifies such urban and non-urban lands according to a priority list, or when the Board is otherwise petitioned to classify a particular land area.

As mandated by SMARA, aggregate mineral resources within the State are classified by the SMGB through application of the Mineral Resource Zone (MRZ) System. The MRZ System is used to map all mineral commodities within identified jurisdictional boundaries, with priority given to areas where future mineral resource extraction may be prevented or restricted by land use compatibility issues, or where mineral resources may be mined during the 50-year period following their classification. The MRZ System classifies lands that contain mineral deposits and identifies the presence or absence of substantial sand and gravel deposits and crushed rock source areas (i.e., commodities used as, or in the production of, construction materials). The State Geologist classifies MRZs within a region based on the following factors:

- *MRZ-1:* Areas where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence.

- *MRZ-2:* Areas where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood exists for their presence.

- *MRZ-3:* Areas containing mineral deposits for which the significance cannot be determined from available data.

- *MRZ-4:* Areas where available information is inadequate for assignment of any other MRZ category.

Mining operations and mine reclamation activities must be performed in accordance with laws and regulations adopted by the SMGB, as contained in Section 3500 et seq. of *Title 14* of the *California Code of Regulations* (CCR). The State Department of Conservation's Office of Mine Reclamation (OMR) oversees reclamation requirements.

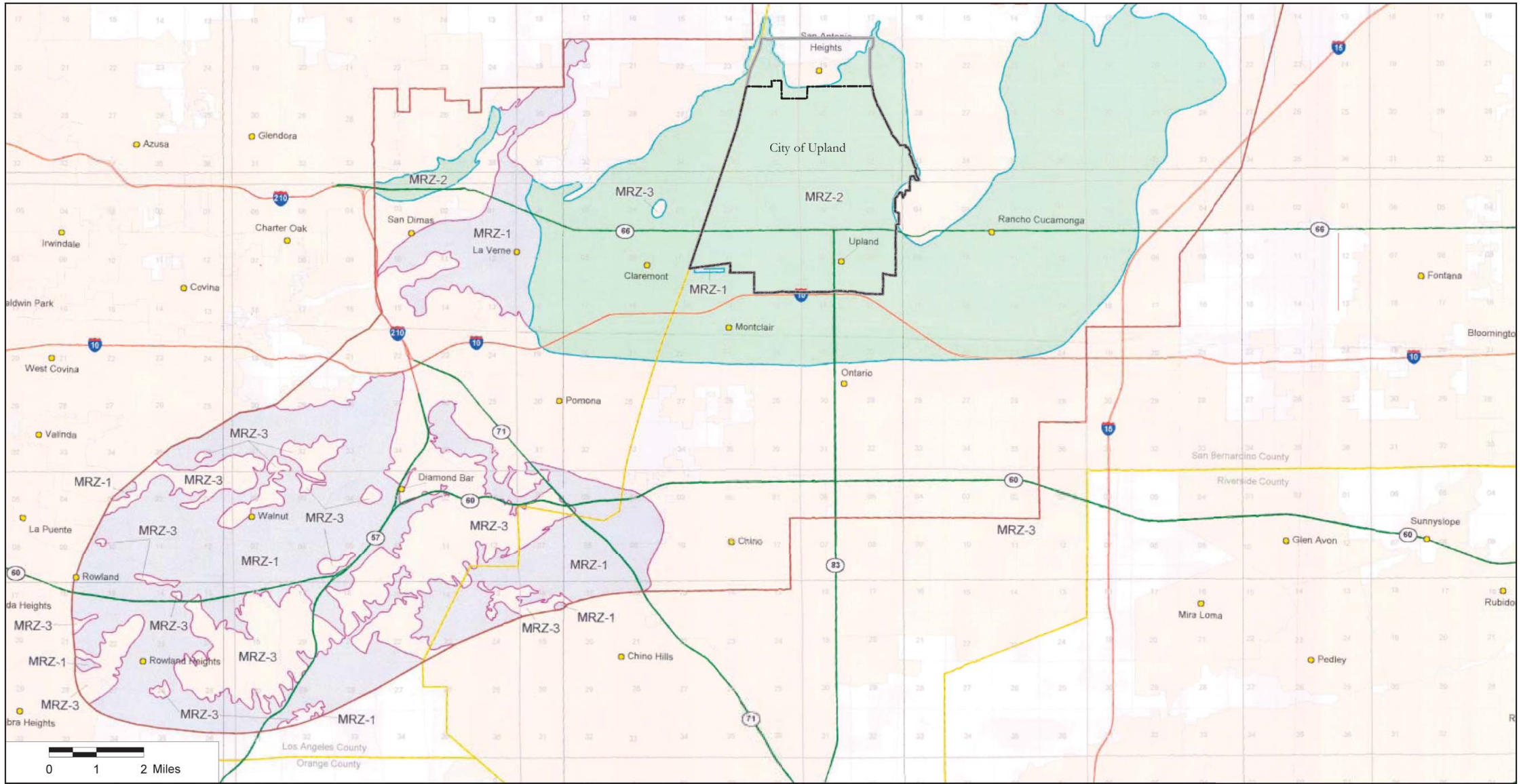
Exhibit 5.12-1, *Regional Mineral Resource Zone Map*, illustrates MRZ classifications within the Claremont-Upland Production Consumption (PC) Region, which includes the City of Upland and its Sphere of Influence (SOI). The map reveals that the City is entirely classified MRZ-2, which is an area where the geologic data indicates significant PCC-Grade aggregate resources are present. This is attributed to its location below the foothills of the San Gabriel Mountains and atop the San Antonio Creek and Cucamonga Creek alluvial fans. However, most of these areas have been developed, lowering the potential of mineral resources in the City and region. A relatively small area located immediately south of the City's southwestern corner is classified MRZ-1, that is the information indicates there is no significant mineral deposit present, or little likelihood exists for its presence. The SOI is classified MRZ-3, which is an area containing known or inferred mineral occurrences of undetermined mineral resource significance.

Division of Oil, Gas, and Geothermal Resources

The California State Department of Conservation maintains the Division of Oil, Gas, and Geothermal Resources (DOGGR). The DOGGR is responsible for monitoring the drilling, operation, maintenance, and abandonment of oil, gas, and geothermal wells with the intention of environmental protection, public health and safety, and general environmental conservation methods. The DOGGR is also responsible for collecting groundwater, oil, gas, and geothermal resource data for maintaining a record of all drilled and abandoned well locations.

Division of Mines and Geology

The California Division of Mines and Geology (DMG) operates within the Department of Conservation. The DMG is responsible for assisting in the utilization of mineral deposits and the identification of geological hazards.



Source: Design, Community & Environment; January 2010.

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State Geological Survey

Similar to the DMG, the California Geological Survey is responsible for assisting in the identification and proper utilization of mineral deposits, as well as the identification of fault locations and other geological hazards.

LOCAL

City of Upland General Plan

LAND USE ELEMENT

The General Plan Land Use Element does not include a land use designation specifically intended for mineral production or development of natural resources (i.e., rock and gravel production). Thus, there is no locally important mineral resource recovery site delineated on the current General Plan Land Use Map.

OPEN SPACE/CONSERVATION ELEMENT

The Open Space/Conservation Element designates open space for the managed production of resources, including mineral deposits.

City of Upland Municipal Code

According to City of Upland Municipal Code (UMC) Chapter 17.100, *OS Open Space Zone*, the OS Open Space Zone is intended to provide for permanent open spaces in the community and to safeguard the health, safety, and welfare of the people by limiting development in areas containing high-quality rock, sand, and gravel deposits and surface mining operations. Surface mining operations are subject to compliance with the standards specified in this Chapter, including those outlined in UMC Section 17.100.080, *Surface Mining Operation Site Requirements,* which pertain to the following issues:

- Separation of uses;
- Hours of operation;
- Liability insurance;
- Pollution control (noise/vibration, air, aesthetics);
- Excavation limitations;
- Fences and walls; and
- Signs.

UMC Chapter 17.148, *Surface Mining and Reclamation,* contains provisions that are intended to regulate all surface mining operations in the City, as authorized by the SMARA. Because the City concluded that the extraction of minerals is essential to the continued well being of the economy and the needs of society, this Chapter is also intended to ensure that:

1. The reclamation of mined lands will be carried out in such a manner that the continued mining of minerals will be permitted;

2. The adverse effects of surface mining operations will be prevented or minimized and that mined lands will be reclaimed to a useable condition which is readily adaptable for alternative land use; and

3. The production and conservation of minerals will be encouraged while giving consideration to values relating to recreation, watershed, wildlife, range and forage, and aesthetic enjoyment, and the residual hazards to the public health and safety will be eliminated.

According to UMC Section 17.148.030, *Conditional Uses and Structures*, the extraction, processing, development, removing or stockpiling of natural resources and minerals (including, but not limited to, stone, coal, peat, sulfur, sand and bituminous rock, but excluding geothermal resources, natural gas and petroleum) may be permitted in the specific zoning districts, as indicated in the Code, subject to the issuance of a conditional use permit by the City.

UMC Section 17.148.060, *Development Review and Permits*, specifies that prior to commencing any work pertaining to the extraction, processing, developing, removing or stockpiling of natural resources or minerals, or the construction, reconstruction, moving, conversion, alteration or addition to any building or structure proposed in conjunction with such use, all buildings and plans shall be subject to review and permits shall be secured in compliance with all provisions of UMC Section 17.118.090, *Development Review and Permits*, provided, further, that certain provisions also apply, including a requirement for a Permit and Reclamation Plan. Namely, unless exempted by Code provisions, any person, firm, corporation, or private association who proposes to engage in surface mining operations as defined in Chapter 17.148 shall, prior to the commencement of such operations, obtain: (1) a conditional use permit to mine; (2) approval of a mining and reclamation plan; and (3) financial assurances for reclamation in accordance with the provisions set forth herein. In addition, should a mining operation become idle, an interim management plan is required.

According to the UMC, development of natural resources (excluding drilling for or producing oil, gas or other hydrocarbon substances or the production of rock and gravel) together with the necessary building, apparatus or appurtenances incident thereto subject to the provisions of UMC Chapter 17.148, may be permitted or conditionally permitted in the following zones:

- Agricultural - General;
- RS Single-Family Residential;
- Commercial - General;
- Industrial - General;
- MG Industrial;
- Special Purpose - General; and
- OS Open Space.

Additionally, regarding stone, clay, and glass products, all Code 32 products excepting those employing large kilns, or manufacturing either hydraulic cement, any structural clay product, plaster products, or any abrasive, asbestos, or other miscellaneous nonmetallic mineral product, may be permitted or conditionally permitted in the ML Light Industrial and MLN Light Industrial – Neighborhood Zones.

5.12.2 EXISTING ENVIRONMENTAL SETTING

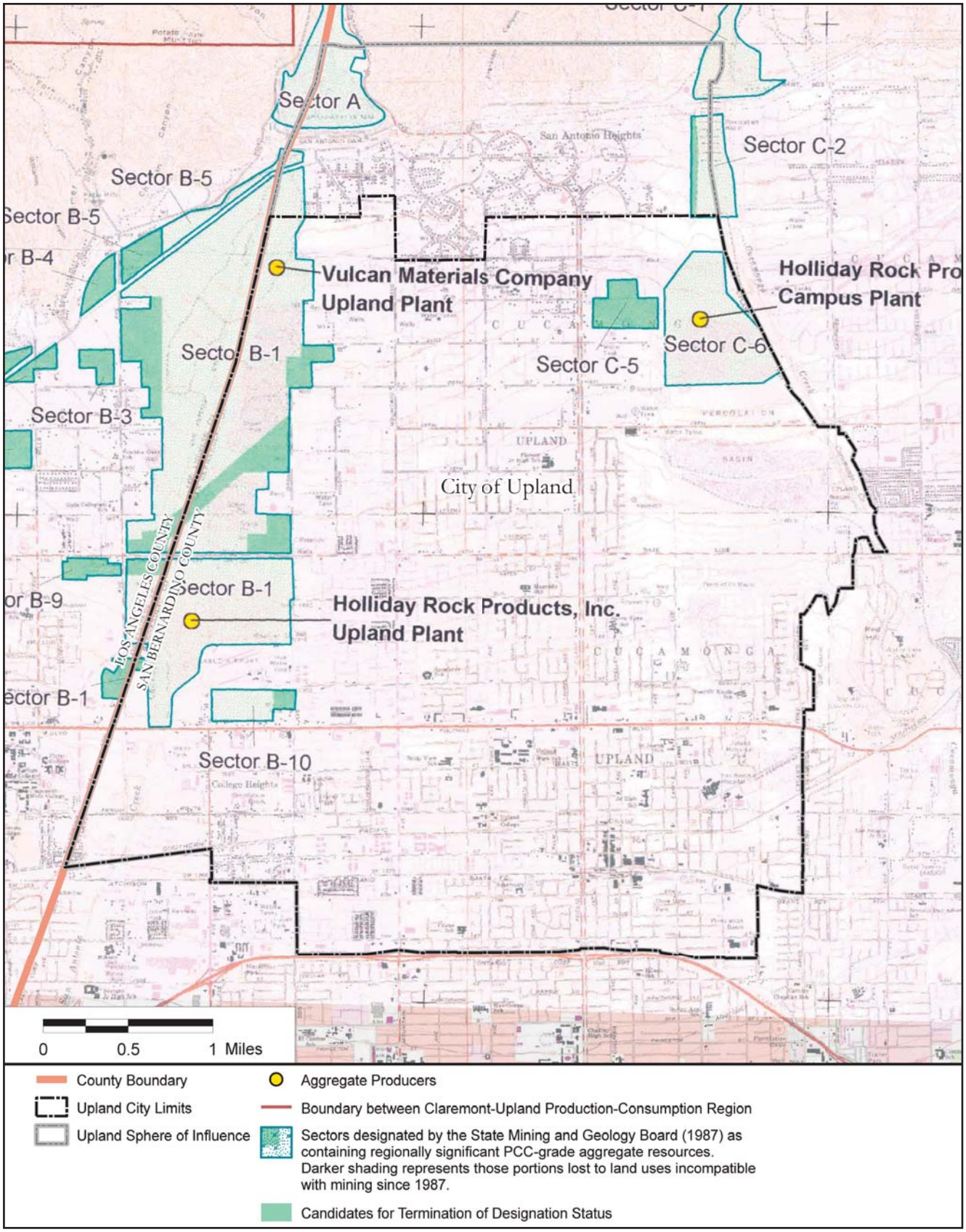
The City's mineral resources are in the form of aggregate materials located within the San Antonio Creek and Cucamonga Creek drainage areas. Both washes have provided the Claremont-Upland Production Consumption (PC) Region with mineral aggregate resources for over 50 years (active aggregate operations are identified as "production" and the market they are in is determined as "consumption"). Peak production of four million tons per year was achieved in the early 2000s, but production has slipped in the recent past due to the effects of the nationwide recession. Aggregate resources generally consist of sand, gravel, and rocks used as construction materials.

SOURCE LOCALITY

As illustrated on Exhibit 5.12-1, the City is entirely classified MRZ-2. Exhibit 5.12-2, *Local Mineral Resource Zone Map*, provides more detailed information regarding the local mineral resource holdings and deposits within each specific area. Exhibit 5.12-2 also illustrates the Sectors designated by the State Mining and Geology Board as containing regionally significant PCC-grade aggregate resources. The following Sectors are located entirely or in part within the City: B-1; B-10; C-5; and C-6. The following Sectors are located entirely or in part within the SOI: A; B-1; B-5; C-1; and C-2.

Sector B-1, the largest in the City, involves the San Antonio drainage, which extends along the western City boundary. There are two aggregate producers within Sector B-1: Holliday Rock Inc. and Vulcan Materials Inc. In 1959, Holliday Rock Inc. began mining activities on 209 acres located along the north end of Campus Avenue. Holliday Rock Inc.'s current operations at the site consist of a batch plant facility producing ready mix concrete and reclaimed asphalt pavement.

Both the Holliday Rock Inc. and Vulcan Materials Inc. sites operate under Conditional Use Permits (CUPs) that allow them to mine until a specified date. After this date, the operators must either cease mining operations or apply for a CUP renewal. Sector C-6, the second largest in the City, involves the Cucamonga Creek drainage, which is located in the City's northeast corner. Holliday Rock Inc. is the only aggregate producer within Sector C-6.



Source: Design, Community & Environment; January 2010.

PLANNING DOCUMENTS PROJECT
PROGRAM ENVIRONMENTAL IMPACT REPORT

Local Mineral Resource Zone Map

Exhibit 5.12-2

RBF CONSULTING A Baker Company

03/15 • JN 10-108374 | 130261

PRODUCTION: SPECIAL REPORT 2023

An updated report in 2007 for the Claremont-Upland PC Region was completed by the California Geological Survey and forwarded to the Geologic Resources Committee for review known as Special Report 202 (2007). The aggregate consumption from the Claremont-Upland PC Region was estimated to be 240 million tons for the next 50 years (through the year 2056). The report also indicated that PCC-grade reserves have increased significantly, thereby extending the region's potential depletion date from 1991 to 2034. Despite the extended depletion date forecast, portions of Sectors B-1 and B-10 within the City have been lost to land uses incompatible with mining; refer to Exhibit 5.12-2. These losses, which are attributed to existing residential development within the western portion of the City and construction of the SR-210 Freeway in the northern portion of the City, represent a loss of 261 acres, or approximately 38 million tons of the prime aggregate resources within the Claremont-Upland PC Region. Additionally, all of Sector C-5, which overlays the northeastern potion of the City, abutting the western edge of Cucamonga Creek, has been lost to land uses incompatible with mining. Sector C-5 has lost 55 acres or approximately 9.8 million tons of aggregate resources to residential development. Within the SOI, portions of Sector C-2 have also been lost to land uses incompatible with mining. These aforementioned developments in addition to other development within the Claremont-Upland PC Region have reduced the total amount of aggregate resources within the Claremont-Upland PC Region by approximately 499 acres or approximately 88.8 million tons.

Due to the conversion of designated mineral resource areas to residential uses within the Claremont-Upland PC Region, the Geologic Resources Committee forwarded a recommendation to the State Mining and Geology Board to terminate 2,120 acres or roughly 49 percent of the total 4,310 acres of designated mineral resource lands within the Claremont-Upland PC Region. On April 10, 2008, the SMGB voted in favor of the recommendation, thereby enacting the termination of selected mineral resource lands within Claremont-Upland PC Region. Exhibit 5.12-2 illustrates the approved candidates for termination of designation status.

Although mineral resource lands have been significantly reduced for the Claremont-Upland PC Region, the City remains focused on conserving the last remaining areas identified as containing significant mineral deposit potential, while encouraging rational, safe, and orderly operation of mining activities in areas where environmental, aesthetic, biological, and land use impacts can be sufficiently mitigated.

OIL

According to the State of California Department of Conservation DOGGR, no underlying oil fields are present in the Planning Area, or in outlying areas. Well data maintained by the DOGGR indicate that four exploratory wells have been previously drilled within the City. None of the wells indicated the presence of oil or gas. These wells have since been plugged and abandoned.

5.12.3 SIGNIFICANCE THRESHOLDS AND CRITERIA

The issues presented in the Initial Study Environmental Checklist (Appendix G of the *CEQA Guidelines*) have been utilized as thresholds of significance in this Section. Accordingly, impacts to mineral resources resulting from Project implementation may be considered significant if they would result in the following:

- The loss of availability of a known mineral resource that would be of value to the region and the residents of the state.

- The loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan.

Based on these significance thresholds and criteria, the Project's effects have been categorized as either "no impact," a "less than significant impact," or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact.

5.12.4 PROJECT IMPACTS AND MITIGATION MEASURES

REGIONALLY-SIGNIFICANT MINERAL RESOURCES

● **WOULD PROJECT IMPLEMENTATION 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?**

Impact Analysis: As illustrated in Exhibit 5.12-2, mineral Sectors B-1, B-10, C-5, and C-6 are located entirely or in part within the City and Sectors A, B-1, B-5, C-1, and C-2 are located entirely or in part within the SOI. The General Plan 2035 has taken a focused development strategy that would be implemented through five Focus Areas, which are generally located in the southern portion of the City (along and south of Foothill Boulevard) and away from these sectors. However, future development is also anticipated to occur on vacant lands interspersed throughout the City. Within the City, the Project anticipates the development of approximately 2,430 dwelling units and 6.4 million square feet of non-residential land uses.

GENERAL PLAN 2035

The General Plan 2035 proposes to designate the City's mineral sectors, as follows (see Exhibit 3-5, *General Plan Land Use Map*):

- Sector B-1 as Gravel Mine (GM), Parks/Open Space (P-OS), and Park View Specific Plan;

- Sector C-6 as GM and P-OS; and
- Sector B-10 as Commercial/Industrial Mixed-Use (C/IN-MU).

The GM and P-OS designations do not support urban development, since the GM designation is intended for gravel mining uses and the P-OS designation is designed for green space that encompasses various forms of open space. Although, the Park View Specific Plan and C/IN-MU designations provide for the development of urban land uses, the General Plan 2035 proposes no land use change involving Sectors B-1, C-6, or B-10, as compared to the current General Plan.

Within the SOI, the Project anticipates the development of approximately 596 dwelling units and 27,323 square feet of non-residential land uses. The General Plan 2035 designates Sectors A, B-1, and C-1 as P-OS, and Sectors B-5 and C-2 as P-OS and Single-Family Residential Low (0-4 du/ac; SFR-L); refer to Exhibit 3-5. The P-OS designation does not support urban development, since it is designed for green space that encompasses various forms of open space. Although, the SFR-L designation provides for the development of residential uses, the General Plan 2035 proposes no land use change involving Sectors B-5 or C-2, as compared to the current General Plan. The General Plan 2035 proposes Goal OSC-7, which is that mining activities be compatible with efforts for resource conservation and adjacent uses. In furtherance of this goal, all future development within the City would be subject to implementation of the General Plan 2035 Policies and Actions specified below, including Policy OSC-7.1, which specifies conservation of the last remaining areas identified as containing significant mineral deposit potential as mapped by the California Geological Survey. Additionally, proposed Policy OSC-7.2 requires that ongoing environmentally sensitive mineral extraction activities within the City be supported until these resources are depleted or extraction is no longer economically viable.

ZONING CODE UPDATE

The ZCU proposes to zone the City's mineral sectors, as follows (see Exhibit 3-5, *Proposed Zoning Map*):

- Sector B-1 as Mining (M), Open Space (OS), Specific Plan (SP), Light Industrial (LI), and Commercial/Industrial Mixed-Use (C/I-MU);
- Sector C-6 as M and OS; and
- Sector B-10 as C/I-MU.

The intended uses of the M and OS Zones are summarized, as follows:

- *Mining (M)*. The M Zone is intended to encourage the production and conservation of minerals. The purpose of the M zone is to regulate all surface mining activity in Upland as authorized by the California Surface Mining and Reclamation Act of 1975 and prevent/minimize the adverse effects of surface mining. The M zone implements the Gravel Mine (GM) General Plan 2035 land use designation.

- *Open Space*. The OS Zone is intended to provide for permanent green space in the community. The OS zone is also intended to make allowances for other forms of open space, such as natural hillside areas, water-spreading basins, and groundwater recharge. The OS zone implements the Park/Open Space (P-OS) General Plan 2035 land use designation.

Based on their intended uses, the proposed M and OS Zones do not support urban development. Although, the proposed SP, LI, and C/I-MU Zones do support development of urban land uses, the current Zoning Code's land uses (OS, Community Commercial (CC), and Light Industrial (ML)) involving Sectors B-1, C-6, or B-10, similarly support urban development.

Therefore, the Project would result in a less than significant impact involving the potential loss of availability of a known mineral resource that would be of value to the region and the residents of the state.

General Plan 2035 Policies and Actions:

Policy OSC-7.1 Resource Conservation. Conserve the last remaining areas identified as containing significant mineral deposit potential as mapped by the California Geological Survey.

Policy OSC-7.2 Ongoing Extraction Activities. Support ongoing environmentally sensitive mineral extraction activities within the City until these resources are depleted or extraction is no longer economically viable.

Policy OSC-7.3 Regulation and Management. Regulate and manage the extraction of mineral resources through the Surface Mine and Reclamation Act (SMARA).

Policy OSC-7.4 Compatible Operations. Restrict permitted uses on lands containing and adjacent to important mineral resources to those compatible with mineral extraction, except in cases where such uses offer public benefits that outweigh those of resource extraction.

Policy OSC-7.5 Protection of Adjacent Properties. Enforce established conditions and performance standards to protect properties adjacent to mining operations and ensure the public's health, safety and welfare.

Policy OSC-7.6 Reuse of Mined Land. Require mined property to be left in a condition suitable for reuse in conformance with the California Surface Mining and Reclamation Act (SMARA).

Policy OSC-7.7 Recycling Aggregate Material. Encourage the reuse and recycling of existing aggregate construction material for new residential, commercial, and industrial developments.

Action OSC-7.1 Mining Lands. Create a program that guides the rehabilitation and reclamation of mining lands once operations have ceased, giving the mineral lands back to the community.

Mitigation Measures: No further mitigation is required beyond implementation of GPU Policies and Actions.

Level of Significance After Mitigation: Not Applicable.

MINERAL RESOURCE RECOVERY SITES

- **WOULD THE PROJECT RESULT IN THE LOSS OF AVAILABILITY OF A LOCALLY IMPORTANT MINERAL RESOURCE RECOVERY SITE DELINEATED ON THE UPLAND GENERAL PLAN LAND USE MAP OR OFFICIAL ZONING MAP?**

Impact Analysis:

GENERAL PLAN LAND USE MAP

The current General Plan does not include a land use designation specifically intended for mineral production or development of natural resources (i.e., rock and gravel production). Therefore, future development in accordance with the Project would not result in the loss of a General Plan-designated locally important mineral resource recovery site. As discussed above, the General Plan 2035 proposes the GM and P-OS land use designations, which do not support urban development. The preservation of open space lands would result in the conservation of natural resources, which include mineral resource recovery sites.

OFFICIAL ZONING MAP

There are no zones in the City's current Zoning Code specifically intended for mineral production or development of natural resources. However, the current Zoning Code's OS Zone is intended (in part) to provide for permanent open spaces in the community … by limiting development in areas containing high-quality rock, sand, and gravel deposits and surface mining operations; see UMC Chapter 17.100, OS *Open Space Zone*. The current OS Zones would be further categorized into M and OS Zones under the proposed ZCU, which would allow the continuation of surface mining operations. Therefore, future development in accordance with the proposed ZCU would not result in the loss of a locally important mineral resource recovery site, according to the Zoning Code.

General Plan 2035 Policies and Actions: Refer to the GPU Policies and Actions referenced above.

Mitigation Measures: No further mitigation is required beyond implementation of GPU Policies and Actions.

Level of Significance After Mitigation: Not Applicable.

5.12.5 CUMULATIVE IMPACTS AND MITIGATION MEASURES

- **WOULD DEVELOPMENT ASSOCIATED WITH THE PROJECT AND OTHER CUMULATIVE DEVELOPMENT RESULT IN CUMULATIVE IMPACTS TO MINERAL RESOURCES?**

Impact Analysis: For purposes of mineral resource impact analysis, cumulative impacts are considered for cumulative development in the Claremont-Upland PC Region; refer to Exhibit 5.12-1.

As concluded above, the Project's impacts to mineral resources would be less than significant. Therefore, the Project's incremental effects involving mineral resources are not cumulatively considerable.

General Plan 2035 Policies and Actions: Refer to the GPU Policies and Actions referenced above.

Mitigation Measures: No further mitigation is required beyond implementation of GPU Policies and Actions.

Level of Significance After Mitigation: Not Applicable.

5.12.6 SIGNIFICANT UNAVOIDABLE IMPACTS

Project implementation would result in less than significant impacts involving the loss of availability of a regionally- or locally-significant mineral resource. Therefore, no significant unavoidable impacts would occur.

5.12.7 SOURCES CITED

City of Upland, *City of Upland General Plan,* Adopted June 21, 1982.

City of Upland, *City of Upland Municipal Code,* Adopted as Ordinance 1819 Section 1, 2007.

Placeworks, *City of Upland Zoning Code Update,* Draft September 2014.

Placeworks, *City of Upland General Plan Update*, Draft September 2014.

Placeworks, *City of Upland General Plan Update Land Use Map (Preferred Land Use Alternative)* September 2014.

The Planning Center, *Upland General Plan Update Land Use White Paper*, January, 2010.

The Planning Center, *Upland General Plan Update Natural Environment White Paper*, January, 2010.

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SECTION 5.13
Hydrology and Water Quality

5.13 HYDROLOGY AND WATER QUALITY

This section analyzes the potential impacts to hydrology and water quality that may result from Project implementation. The purpose of this analysis is to document and describe existing hydrology and water quality conditions in the City of Upland and Sphere of Influence (SOI), and to evaluate impacts associated with Project implementation, which assumes a horizon year of 2035. It is noted, the Zoning Code Update's development capacity would be less than the General Plan 2035's development capacity; refer to Section 5.1, *Land Use and Planning*. Therefore, the General Plan 2035's development capacity, which would result in greater potential impacts to hydrology and water quality, is assumed in this analysis. This section is based in part upon information from the 1966 Comprehensive Zone 1 Master Plan, 1994 West Cucamonga Creek and 9th Street Master Plan of Drainage, and 2002 West Upland Master Drainage Plan.

5.13.1 EXISTING REGULATORY SETTING

FEDERAL

Clean Water Act

The Clean Water Act (CWA) is a Federal law intended to protect surface waters of the United States (U.S.), which include lakes, rivers, coastal wetlands, and "waters of the U.S." The CWA regulates all discharges to waters, which are considered illegal unless authorized by an appropriate permit. Discharge of dredged and fill materials, construction-related storm water discharges, and other activities that may result in discharges of pollutants to waters of the U.S. are regulated by the permit. If waters of the U.S. are located on a project site, the project is likely to discharge to them, due to site topography and/or drainage characteristics. Potential discharges to such waters would be considered an impact, and the applicant would be required to obtain a CWA Section 401 Water Quality Certification from the appropriate Regional Water Quality Control Board (RWQCB).

The CWA specifies that discharges to waters are illegal, unless authorized by an appropriate permit. The permits regulate the discharge of dredged and fill materials, construction-related storm water discharges, and activities that may result in discharges of pollutants to "waters of the U.S." Section 404 of the CWA establishes a permit program for the discharge of dredge or fill materials into waters of the U.S. This permit program is administered by the U.S. Army Corps of Engineers (USACE). If waters of the U.S. are located on or downstream of a project site, the project may discharge to them, and if impacts on them are anticipated, the project must obtain a CWA Section 401 Water Quality Certification from the appropriate RWQCB. Section 402 of the CWA establishes the National Pollutant Discharge Elimination System (NPDES), a permitting system for the discharge of any pollutant (except for dredge or fill material) into waters of the U.S. This permitting program is administered by the RWQCBs. In addition, Section 303 and 304 of the CWA provide for water quality standards, criteria, and guidelines.

IMPAIRED WATERBODIES

The CWA Section 303(d) and the California's Porter-Cologne Water Quality Control Act (described below) require the State to establish the beneficial uses of its State waters and to adopt water quality standards to protect those beneficial uses. Section 303(d) establishes a Total Maximum Daily Load (TMDL) program, which sets the maximum quantity of a particular contaminant that a water body can maintain without experiencing adverse effects, to guide the application of State and regional water quality standards. Section 303(d) also requires the State to identify "impaired" streams (water bodies affected by the presence of pollutants or contaminants) and to establish the TMDL of each pollutant for each identified stream.

The City of Upland and its SOI lies within San Antonio Creek and Cucamonga Creek Reach 1. San Antonio has been listed on the 2010 CWA Section 303(d) list with the main pollutant being pH. Cucamonga Creek Reach 1 pollutant list includes coliform bacteria, cadmium, copper, lead and zinc.

National Pollutant Discharge Elimination System (NPDES)

The National Pollutant Discharge Elimination System (NPDES) program is administered by the Environmental Protection Agency (U.S. EPA), which provides oversight in California to the Regional Water Quality Control Boards. The CWA established the NPDES permit system to regulate discharges to surface waters of the U.S. from municipal and industrial sources. The NPDES permit is required to identify limits on allowable concentrations and mass emissions of pollutants contained in discharges. General requirements regarding NPDES permits are given in Sections 401 and 402 of the CWA. Section 307 identifies certain criteria that the EPA must consider in establishing effluent limits for priority pollutants.

In 1987, the CWA was amended to require NPDES permits for non-point sources (i.e., stormwater) pollutants in discharges. The NPDES regulations are intended to improve stormwater quality discharged to receiving waters to the "maximum extent practicable" (MEP) through the implementation of structural and non-structural Best Management Practices (BMPs). BMPs may range from regulatory measures (local design requirements for drainage facilities); public policy measures (labeling of storm drain inlets to notify public of potential impacts on receiving waters caused by dumping); public education (educational campaigns or posted signage); and/or, structural measures (installation of grass swales or detention ponds).

The two basic types of NPDES permits issued are individual and general permits. An individual permit is a permit specifically tailored to an individual facility. Once a facility submits the appropriate application(s), the permitting authority develops a permit for that particular facility based on the information contained in the permit application (e.g., type of activity, nature of discharge, receiving water quality). The authority issues the permit to the facility for a specific time period (not to exceed five years) with a requirement that the facility reapply prior to the expiration date.

A general permit covers multiple facilities within a specific category. General permits may offer a cost-effective option for permitting agencies because of the large number of facilities that can be covered under a single permit. General permits may be written to cover categories of point sources having common elements, such as: 1) storm water point sources; 2) facilities that involve the same or substantially similar types of operations;, 3) facilities that discharge the same types of wastes or engage in the same types of sludge use or disposal practices; 4) facilities that require the same effluent limits, operating conditions, or standards for sewage sludge use or disposal; and 5) facilities that require the same or similar monitoring.

General permits, however, may only be issued to dischargers within a specific geographical area such as city, county, or state political boundaries; designated planning areas; sewer districts or sewer authorities; state highway systems; standard metropolitan statistical areas; or urbanized areas. By issuing general permits, the permitting authority allocates resources in a more efficient manner to provide timelier permit coverage. For example, a large number of facilities that have certain elements in common may be covered under a general permit without expending the time and money necessary to issue an individual permit to each of these facilities. In addition, using a general permit ensures consistency of permit conditions for similar facilities.

Federal Emergency Management Agency (FEMA)

On March 1, 2003, the Federal Emergency Management Agency (FEMA) became part of the U.S. Department of Homeland Security (DHS). FEMA's primary mission is to reduce the loss of life and property and protect the Nation from all hazards, including flooding, among others. The Federal Emergency Management Agency (FEMA) performs the following: advises on building codes and flood plain management; teaches people how to get through a disaster; helps equip local and state emergency preparedness; coordinates the federal response to a disaster; makes disaster assistance available to states, communities, businesses and individuals; trains emergency managers; supports the nation's fire service; and administers the national flood and crime insurance programs.

Flood is a general and temporary condition of partial or complete inundation of two or more acres of normally dry land area or of two or more properties. The term "100-year flood" is defined by FEMA, as the flood elevation that has a one percent chance of being equaled or exceeded each year. A "500-year flood" is one which has a 0.2 percent chance of occurring each year. A 500-year flood event would be slightly deeper and cover a greater area than a 100-year flood event.

Flood zones are geographic areas that FEMA defines, based on studies of flood risk. The zone boundaries are shown on flood hazard maps, also called Flood Insurance Rate Maps (FIRM). High Risk Zones or Special Flood Hazard Areas (Zone A) are high-risk flood areas where special flood, mudflow, or flood-related erosion hazards exist and flood insurance is mandatory. Low-to-Moderate Risk Zones or Non-Special Flood Hazard Areas (Zones X and D) are areas that are not in any immediate danger from flooding caused by overflowing rivers or hard rains. Insurance purchase is not required in these zones.

FEMA is responsible for administering the National Flood Insurance Program (NFIP), which enables property owners in participating communities to purchase insurance as protection against flood losses in exchange for State and community floodplain management regulations that reduce future flood damages. In communities that participate in the NFIP, mandatory flood insurance purchase requirements apply to all Zones A, which are communities subject to a 100-year flood event. In addition to providing flood insurance and reducing flood damages through floodplain management regulations, the NFIP identifies and maps the Nation's floodplains on Flood Insurance Rate Maps (FIRM).

FEMA is mandated by the Flood Insurance Act of 1968 and the Flood Disaster Protection Act of 1973 to evaluate flood hazards and provide FIRMs for local and regional planners to further promote safe floodplain development. Flood risk data presented on FIRMs are based on historic, hydrologic, hydraulic, and meteorological data, as well as flood control works, open-space conditions, and development. To prepare a FIRM that illustrates the extent of flood hazards in flood-prone communities, FEMA conducts an engineering study referred to as Flood Insurance Study (FIS). Using information collected in these studies, FEMA engineers and cartographers delineate Special Flood Hazard Areas (SFHAs) on FIRMs. SFHAs are those areas subject to inundation by a flood that has a 1-percent or greater change of being equaled or exceeded during any given year, referred to as a base or 100-year flood.

STATE/REGION

Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act acts in cooperation with the CWA to establish the State Water Resources Control Board (SWRCB). The SWRCB is divided into nine regions, each overseen by a RWQCB. The SWRCB, and thus each RWQCB, is responsible for protecting California's surface waters and groundwater supplies.

The Porter-Cologne Water Quality Control Act develops Basin Plans that designate the beneficial uses of California's rivers and groundwater basins. The Basin Plans also establish narrative and numerical water quality objectives for those waters. Basin Plans are updated every three years and provide the basis of determining waste discharge requirements, taking enforcement actions, and evaluating clean water grant proposals. The Porter-Cologne Water Quality Control Act is also responsible for implementing CWA Sections 401-402 and 303(d) to SWRCB and RWQCBs.

State Water Resources Control Board and Regional Water Quality Control Board

The State Water Resource Control Board (SWRCB) administers water rights, water pollution control, and water quality functions throughout the State, while the Regional Water Quality Control Boards (RWQCB) conduct planning, permitting and enforcement activities.

While the U.S. EPA allows two permitting options to meet NPDES requirements (individual permits and general permits), the SWRCB has elected to adopt one statewide General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit, 2009-0009-DWQ) for California that applies to all construction-related storm water discharges, except for those on tribal lands in the Lake Tahoe Hydrologic Unit and those performed by the Department of Transportation (Caltrans).

The City of Upland is located within the jurisdiction of the Santa Ana RWQCB (Region 8). Dischargers whose projects disturb one or more acres of soil or whose projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit, 2009-0009-DWQ). Construction activity subject to this permit includes clearing, grading, and disturbances to the ground such as stockpiling, or excavation. The General Permit requires all dischargers whose construction activity disturbs one-acre or more to:

- Prepare Storm Water Pollution Prevention Plans (SWPPP) before construction begins;
- File a Notice of Intent (NOI) with the State Board before construction begins; and
- File a Notice of Termination with the State Board once construction is complete.

Storm Water Pollution Prevention Plan. The SWPPP is directed toward construction staff and describes the erosion and runoff control measures to be used during and after construction, and provides a plan to inspect and maintain these control measures. The SWPPP may be revised during construction in response to changed conditions, or if the properly installed BMPs are ineffective in preventing sediment transport off the site. Revisions to the SWPPP are also required if there are changes in activities which could result in a significant amount of pollutants discharged in storm water.

Notice of Intent. The NOI certifies that the applicant will comply with conditions in the statewide general NPDES permit. It is not a permit application and does not require approval, although an annual fee must be submitted with the NOI.

Notice of Termination. The State Board must be notified (via a Notice of Termination form) once construction is complete. It must also be notified if a change of ownership occurs during construction. In this case, a revised NOI must be submitted, and the SWPPP must be revised by the new owner to reflect any changes in construction conditions.

The general construction permit requires that the project owner arrange for maintenance of drainage/storm water control facilities after project completion; maintenance may be done by private parties or by a public agency such as a community service district. Municipalities may require maintenance agreements. Construction project proponents may request to be placed under individual NPDES permits rather than the general permit. The Regional Board may issue individual storm water NPDES permits to construction projects when more stringent controls are necessary to protect water quality. Individual construction projects may also be regulated under a municipality's NPDES management program.

The Municipal Storm Water Permitting Program regulates storm water discharges from municipal separate storm sewer systems (MS4s). MS4 permits were issued in two phases: Under Phase I, for medium (serving between 100,000 and 250,000 people) and large (serving 250,000 people) municipalities, and Phase II, for smaller municipalities. Under Phase I, the RWQCB have adopted NPDES storm water permits for medium and large municipalities, most of which are issued to a group of co-permittees encompassing an entire metropolitan area. The MS4 permits require the discharger to develop and implement a Storm Water Management Plan/Program with the goal of reducing the discharge of pollutants to the maximum extent practicable (MEP). MEP is the performance standard specified in Section 402(p) of the Clean Water Act. The management programs specify what BMPs would be used to address certain program areas.

On February 3, 2010, the Santa Ana RWQCB issued municipal storm water NPDES permit (Order No. R8-2010-0036 NPDES No. CAS 618036) to the County of San Bernardino and the 17 Co-Permittees, including the City of Upland. As a Co-Permittee, the City of Upland is required to develop and implement a Local Implementation Plan (LIP). The LIP describes the City's legal authority, its ordinances, policies, and standard operating procedures, in addition to establishing internal departmental coordination and reporting requirements to ensure accountability and consistency.

New development or significant redevelopment projects are required to prepare a Water Quality Management Plan (WQMP). WQMPs shall include BMPs for source control, pollution prevention, site design, LID implementation, where feasible, and structural treatment control BMPs. WQMPs shall include control measures for any listed pollutants to an impaired waterbody on the 303(d) list such that the discharge shall not cause or contribute to an exceedance of receiving water quality objectives. Specific source control BMPs for each priority development project shall be included. Treatment control BMPs shall be in accordance with the approved model WQMP.

San Bernardino County Flood Control District

The San Bernardino County Flood Control District (District) was created as a result of State legislation enacted in 1939. The District is divided into six zones that cover an area of 20,105 square miles encompassing all of San Bernardino County. The District has developed an extensive system of facilities, including dams, conservation basins, channels, and storm drains. The purpose of these facilities is to intercept and convey flood flows through and away from the major developed areas of the County. The principle functions of the District are to provide flood protection on major streams; water conservation; and storm drain construction.

LOCAL

Upland Municipal Code

Chapter 13.32, Environmental Quality Enterprise, of the Upland Municipal Code, provides guidelines, regulations, and funds to meet all stated goals and objectives of the Federal Clean

Water Acts of 1972 and 1977 and the Federal Water Quality Act of 1987, as well as providing for full compliance with all applicable requirements of the State of California Water Resources Control Board, as implemented by the California Regional Water Quality Control Board, Santa Ana Region. Stormwater is specifically addressed under Article IV, Stormwater Drainage Management.

Section 13.32.440, Notification of intent and compliance with general permit, requires each industrial discharger, discharger associated with construction activity, or other discharger described in any general stormwater permit addressing such discharges, provide a notice of intent, comply with, and undertake all other activities required by any general stormwater permit applicable to such dischargers.

Section 13.32.450, Compliance with best management practices, BMPs, requires any person undertaking any activity or operation that causes or contributes to prohibited discharges or stormwater pollution to comply with applicable BMPs. Where BMPs, guidelines, or requirements have been adopted by any federal, State of California, regional, and/or city agency, for any activity, operation, or facility which may cause or contribute to stormwater pollution or contamination, illicit discharges, and/or discharge of non-stormwater to the stormwater drainage system, every person undertaking such activity or operation, or owning or operating such facility shall comply with such guidelines or requirements as may be identified by the public works director.

Section 13.32.460, Industrial/commercial requirements identifies specific requirements for commercial and industrial facilities, primarily focusing on activities associated with such facilities that may be a source of pollutants.

Section 13.32.470, Construction activity requirements, identifies the requirements for all construction activity, including required compliance with Section 13.32.450. Further, any construction contractor performing work in the City shall endeavor, whenever possible, to provide filter materials at the catch basin to retain any debris and dirt flowing into the City's stormwater drainage system. The Public Works Director may establish controls on the volume and rate of stormwater runoff from new developments and redevelopments as may be appropriate to minimize the discharge and transport of pollutants.

Chapter 3.44, Capital Impact Fees, of the Upland Municipal Code, requires every person constructing any new residential, commercial, or industrial structure to pay to the City a capital impact fee, including a storm drain development impact fee. The City Council determined that a development impact fee is needed in order to finance public improvements and for a development to pay its fair share of the construction costs of these improvements. Section 3.44.040, Storm Drain Development Impact Fee, requires that upon issuance of all building permits for development within the City, payment for storm drain public improvements is required.

Chapter 15.56, Floodplain Management, of the Upland Municipal Code applies to all special flood hazard areas within the city of Upland as identified by FEMA. Chapter 15.56 establishes the requirements for any structure proposed to be constructed, located, extended, converted, or altered within a special flood hazard area and specifically states that no development will be permitted in any special flood hazard area in the City until standards that meet appropriate national Flood Insurance Protection (NFIP) requirements are adopted or a letter of map revision (LOMR) is granted. In accordance with Section 15.56.080, Establishment of development permit, a development permit is required to be obtained for all proposed construction or other development in the City within a special flood hazard area. No development within a special flood hazard area is allowed unless the applicant has obtained all necessary permits from those governmental agencies whose approval is required by federal, state, or local law.

Upland Capital Improvement Plan

The City of Upland annually adopts a Capital Improvement Plan (CIP) through the City budget planning process for each fiscal year. The CIP details those projects and their funding sources that guide the infrastructure, parks, and buildings development for the City of Upland. The CIP is a five-year plan; however, many of the larger projects take multiple years to accomplish. In response to changes in need, safety and traffic concerns, as well as new development, the CIP is a dynamic document and is revised each year to address the current needs and concerns. A portion of the CIP budget is dedicated to storm drain improvements within the City. The City's annual budget includes expenses to maintain drainage facilities.

5.13.2 EXISTING ENVIRONMENTAL SETTING

WATERSHED DESCRIPTION

The City of Upland and its SOI are located in the foothills of the San Bernardino Mountains. The watershed is steeply sloped from north to south. The main flow paths are the existing streets and storm drain system within the City. The watershed is tributary to two major streams; San Antonio Creek and Cucamonga Creek. Most of the City is developed with residential and non-residential development. Soil in the area is predominantly Hydrologic Soil Group A which has a high infiltration rate. The average annual precipitation is approximately 18 inches.

Two creeks (channels) border the east and west limits of the City; San Antonio Creek is located along the City's western boundary and Cucamonga Creek is located along the eastern boundary. Both are fully improved, engineered concrete channels owned, operated, and maintained by the US Army Corps of Engineers (San Antonio Creek) and the San Bernardino County Flood Control District (Cucamonga Creek), respectively.

The City of Upland operates its own local storm drainage system and several basins within the city limits; however, several storm drain systems convey flows to flood control basins owned and operated by the San Bernardino County Flood Control District (SBCFCD).

MASTER PLANS OF DRAINAGE

The City of Upland has three Master Plans of Drainage (MPD):

- 1966 Comprehensive Zone 1 Master Plan (Moffat and Nichols Engineers);
- 1994 West Cucamonga Creek and 9th Street MPD (Williamson and Schmid); and
- 2002 West Upland MPD (AEI-CASC Engineers).

The 1966 Comprehensive Zone 1 Master Plan covers Zone 1 of the SBCFCD jurisdictional area, which includes Upland. The 1994 West Cucamonga and 9th Street MPD is a joint project between the City of Upland and the SBCFCD, which covers the 7.2 square miles west of the Cucamonga Creek Channel in the eastern portion of the City. The 2002 West Upland MPD covers the 2,200 acres west of Mountain Avenue in the City.

The City intends to consolidate these three plans into one master plan and develop a priority list of capital improvement projects for future development.

STORM DRAIN SYSTEM

The City of Upland, the District, and the Army Corps of Engineers (USACE) manage approximately 40 miles of stormwater facilities within the City and its SOI. The City of Upland operates its own local storm drainage system and several basins within the City limits; however, several storm drain systems convey flows to flood control basins owned and operated by the District, including the 15th Street Basin, the Colonies Basin, the Calmat Basins, and the College Heights Basins. These stormwater basins help retain stormwater flows to prevent downstream flooding impacts, allow for groundwater infiltration, and in some cases provide valuable water and riparian habitat for the City. The flows within the stormwater conduits and the stormwater basins either directly or eventually empty into either San Antonio Channel or the Cucamonga Channel. Both channels are fully improved, engineered concrete channels owned, operated, and maintained by the US Army Corps of Engineers (San Antonio Creek) and the San Bernardino County Flood Control District (Cucamonga Creek), respectively.

San Antonio Creek Drainage

The San Antonio Creek drainage system is located along the western boundary of the City of Upland and is under the authority of the USACE. This system begins in the San Gabriel Mountains, north of the City, where San Antonio Creek descends until it is impeded by the San Antonio Dam. Located within the City's SOI, this dam creates the San Antonio Reservoir. Some of the water impounded within this reservoir is treated for potable water uses by the San Antonio Canyon Surface Water Treatment Plant. Another portion of this water flows over the Pomona Valley Protection Agency's Spreading Grounds or is transported to the Cucamonga Creek spreading grounds for groundwater infiltration. The remaining water travels southward within the concrete-lined San Antonio Channel, eventually emptying into the Prado Flood Control Basin.

Cucamonga Creek Drainage

The Cucamonga Creek Drainage system is located along the northeastern portion of the City and is under the authority of the District. The system begins in the San Gabriel Mountains, north of the City. Cucamonga Creek's waters descend until impounded by the Cucamonga Creek Debris Basin, partially located within the northeastern portion of the City. The retained waters exit to the south to the manmade Cucamonga Canyon Channel, eventually flowing and emptying into the Prado Flood Control Basin.

GROUNDWATER[1,2]

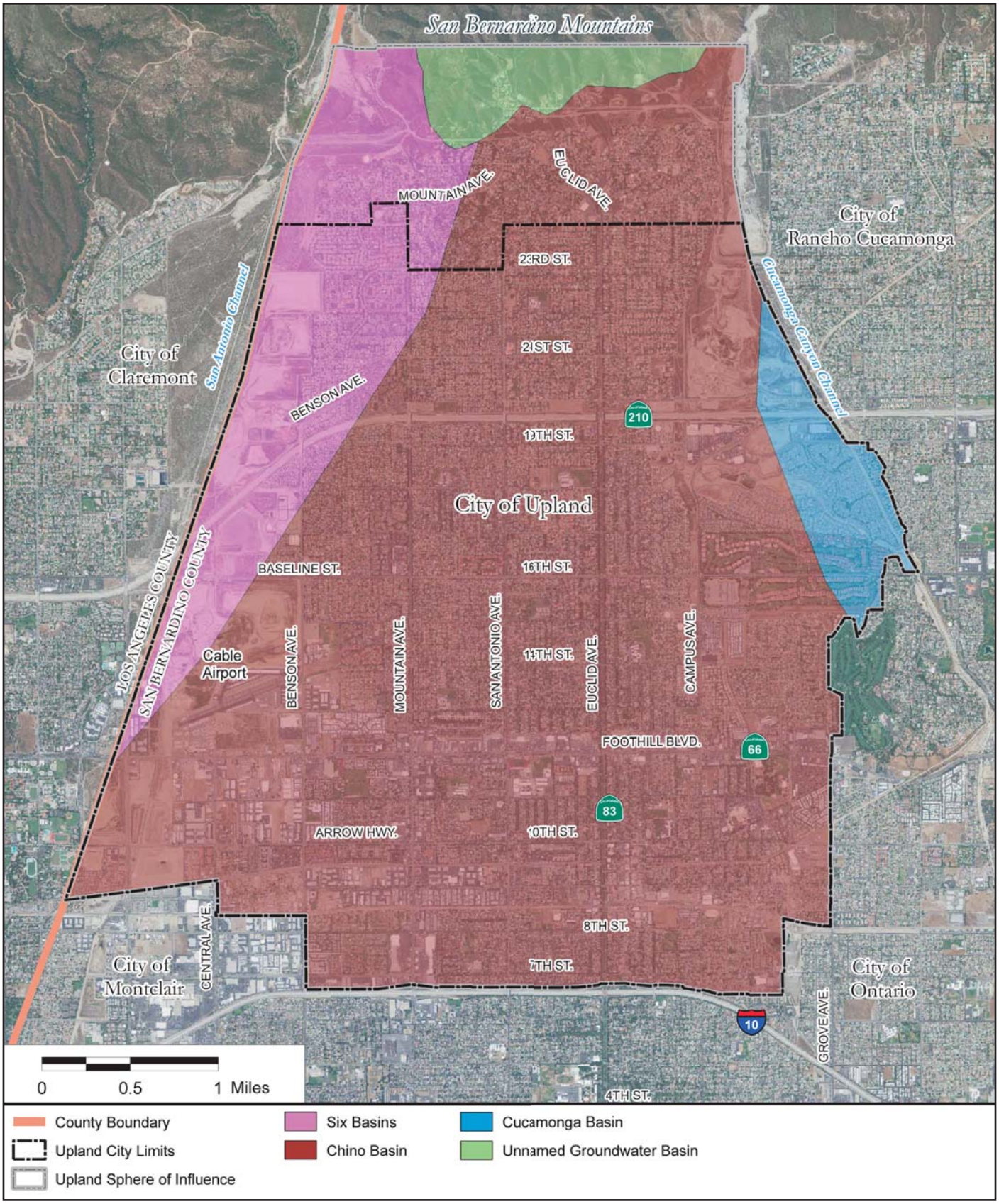
The City of Upland receives local groundwater from City-owned wells and purchased local groundwater from the Chino, Cucamonga and Six groundwater basins; refer to Exhibit 5.13-1, *Groundwater Basins Within Upland*. Similarly, the SOI receives local groundwater from the Chino, Cucamonga and Six groundwater basins, in addition to the San Antonio Tunnel.

Chino Basin

The City of Upland overlies a portion of the northwestern area of the Chino Basin, which has a capacity of six million acre-feet, of which one million acre-feet of storage capacity is unused. The City has five wells in the Chino Basin and can pump West End Consolidated Water Company's (WECWCo) entitlement. In 1978 the Chino Basin was adjudicated, establishing an operating safe yield (OSY) of 140,000 acre-feet per year (AFY). The judgment set an allocation of the safe yield under three categories: overlying Agricultural, Overlying Non-Agricultural, and the Appropriative Pool. The City of Upland has rights to the Appropriative Pool for 5.202 percent of the safe yield (2,852.4 AFY). In addition, the San Antonio Water Company (SAWCo) has water rights to Chino Basin for 1,506.9 AFY (2.748 percent of safe yield) and the WECWCo has water rights to the Chino Basin for 947.7 AFY (1.728 percent of safe yield). Groundwater quality in the Chino Basin in the southern portion of the City and poor production capabilities in the northern part of the City prevent the City from producing its full entitlement.

Rehabilitation of the Upland Basin in southwestern Upland was completed by the City to increase groundwater recharge within Chino Basin. The Upland Basin is currently used as a percolation basin for San Antonio Creek stormwater and drainage that flows from the City's streets. San Antonio Creek water conveyed through the Army Corps of Engineers' San Antonio Channel is diverted into the Basin by use of an inflatable dam.

[1] *City of Upland 2010 Urban Water Management Plan*, June 2011.
[2] *San Antonio Water Company 2010 Urban Water Management Plan*, June 2011.



Source: Design, Community & Environment, *Natural Environment White Paper*, January 2010.

PLANNING DOCUMENTS PROJECT
PROGRAM ENVIRONMENTAL IMPACT REPORT

Groundwater Basins Within Upland

Exhibit 5.13-1

RBF CONSULTING A Baker Company

03/15 • JN 10-108374 | 130261

Cucamonga Basin

The Cucamonga Basin is located in the northeastern part of the City, adjacent to the San Gabriel foothills. The Cucamonga Basin water rights are allocated according to a 1958 stipulated judgment. As initially allocated, the basin had 24 stipulated parties. Now there are only three stipulated parties per the judgment: WECWCo, SAWCo, and Cucamonga Valley Water District. Both WECWCo and SAWCo have the right to export 100 percent of their rights.

SAWCo and WECWCo have an agreement with the City of Upland to deliver groundwater to the City from its water rights in the Cucamonga Basin. Per the stipulated judgment the SAWCo has rights to 6,500 AFY and WECWCo has rights to 750 AFY. The City owns Well No. 15, located near the northeastern City boundary. Groundwater produced from this well is attributed to the City's entitlements from WECWCo and SAWCo. This well has high water quality and is not required to be blended.

Cucamonga Spreading Grounds and Colonies Basin are located along Cucamonga Creek near the Upland/Rancho Cucamonga border. They are operated by the Districts for flood protection and recharge.

Six Basins

The Six Basins is an adjudicated groundwater basin in the northwestern portion of the City and consists of the following basins:

- Canyon (San Antonio Canyon)
- Upper Claremont Heights
- Lower Claremont Heights
- Pomona
- Live Oak
- Ganesha

In 1999, a court judgment was rendered stipulating the operating safe yield (OSY) of the Six Basins as 19,300 AF, and apportioning the water rights, pertinent to the City of Upland:

- City of Upland share of OSY = 9.544 percent
- SAWCo share of OSY = 7.166 percent
- WECWCo share of OSY = 15.399 percent

Following the 1999 judgment the Six Basins Watermaster was formed, composed of members from the cities of La Verne, Pomona, Claremont, and Upland as well as San Antonio Water Company, Golden State Water Company, Pomona College, Pomona Valley Protective Association, and Three Valleys Municipal Water District. The OSY is now defined by the Watermaster as the allowed groundwater production from the Four Basins (excludes Live Oak and Ganesha Basins). The OSY averaged approximately 19,300 AFY between 2001 and 2009. The OSY for 2010 and 2011 increased to 17,500 AFY.

The City has one producing well and one inactive well (due to water quality issues) in Canyon Basin, located behind San Antonio Dam. The Canyon Basin groundwater is conveyed through the dam to the treated water reservoir. The City has two wells that pump from the Upper Claremont Heights Basin.

The average amount of total groundwater pumped between 2006 and 2010 is 15,946 AFY. During this time, there were no limitations or challenges in obtaining groundwater during this period.

San Antonio Tunnel

SAWCo has rights to all water flowing in the San Antonio Tunnel, a deep rock four-foot by four-foot rectangular tunnel situated approximately 100 feet below the ground surface supported by redwood beams and solid rock. The deep rock tunnel is fed by groundwater that naturally percolates through the subsurface. Tunnel flow is augmented by groundwater wells. Surface water from the San Antonio Canyon is also diverted to spreading grounds north of the tunnel.

FLOODPLAIN MAPPING

The City of Upland is a participant in the National Flood Insurance Program (NFIP). Communities participating in the NFIP must adopt and enforce minimum floodplain management standards, including identification of flood hazards and flooding risks. Participation in the NFIP allows communities to purchase low cost insurance protection against losses from flooding.

100-Year Floods

One-hundred-year floods are those that have a 1/100 or one percent chance of occurring in any given year. Flood insurance rates are based on FEMA designations of flood zones. The practice is to avoid or restrict construction within the 100-year flood zones, or to engage in flood proofing techniques such as elevating building pads or by construction floods walls and levees. The 100-year flood is a regulatory standard used by Federal agencies and most states, to administer floodplain management programs, and is also used by the NFIP as the basis for insurance requirements nationwide. There is a small area in the easternmost portion of the City, adjacent to the Cucamonga Canyon Channel that is located within a 100-year flood zone; refer to Exhibit 5.13-2, *Flood Hazard Areas*. Additionally, the eastern portion of the SOI is also located within a 100-year flood zone.



Source: Design, Community & Environment, *Natural Environment White Paper*, January 2010.

PLANNING DOCUMENTS PROJECT
PROGRAM ENVIRONMENTAL IMPACT REPORT

Flood Hazard Areas

Exhibit 5.13-2

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Dam Inundation

The San Antonio Dam, also known as San Antonio Reservoir, is owned by the U.S. Army Corps of Engineers and located within the City's SOI. San Antonio Dam is an earth filled dam, 160 feet above stream height and 3,850 feet in length. The Dam has a maximum discharge of 53,700 cubic feet per second and a capacity of 11,880 acre feet. An area of approximately 26 square miles behind the dam constitutes the San Antonio Reservoir. The concrete San Antonio Channel, into which storm waters are released, was completed in 1960. According to the Upland General Plan Seismic Safety/Safety Element, the possibility of inundation associated with failure of the San Antonio Dam exists due to the proximity of the Cucamonga Fault to the dam. However, dam failure is considered an extremely remote possibility as dams are designed at strengths much stronger than necessary to survive the largest magnitude possible earthquake without affecting the dam structure; however, it must be considered and recognized within the planning process.

STORMWATER QUALITY

Storm water quality is a significant concern in southern California as storm water runoff is a significant contributor to local and regional pollution and the largest source of unregulated pollution to the waterway and coastal areas of the United States. Federal, State, regional, and local regulations require the City to control the discharge of pollutants to the storm drain system, including the discharge of pollutants from construction sites and areas of new development or significant development. The following discusses typical pollutants found in storm water runoff.

Point Source Pollutants

Historically, point-source pollutants have consisted of industrial operations with discrete discharges to receiving waters. Over the past several decades, many industrial operations have been identified as potential sources of pollutant discharges. For this reason, many types of industrial operations require coverage under the State of California's General Industrial Permit. This permit regulates the operation of industrial facilities and monitors and reports mechanisms to ensure compliance with water quality objectives. State regulations require industrial operations to comply with California's General Industrial Permit, which significantly lessens impacts on the receiving waters' water quality. However, industrial operations that are not covered under the General Industrial Permit's jurisdiction may still have the potential to affect the water quality of receiving waters. These industrial operations would be considered non-point-source pollutants.

Non-Point Source Pollutants

Effects of urbanization most often result in an increase in pollutant export from the urban area. An important consideration in evaluating storm water quality within a city is to evaluate whether it impairs the beneficial use to the receiving waters. Non-point source pollutants have been characterized by the following major parameters to assist in determining and using the pertinent

data. Receiving waters can assimilate a limited quantity of various constituent elements; however, there are thresholds beyond which the measured amount becomes a pollutant and results in an undesirable impact. The following background information on these standard water quality parameters provides an understanding of typical urbanization impacts.

Sediment

Sediment is made up of tiny soil particles that are washed or blown into surface waters. It is the major pollutant by volume in surface water. Suspended soil particles can cause the water to look cloudy or turbid. The fine sediment particles also act as a vehicle to transport other pollutants including nutrients, trace metals, and hydrocarbons. Construction sites are the largest source of sediment for urban areas under development. Another major source of sediment is stream bank erosion, which may be accelerated by increases in peak rates and volumes of runoff due to urbanization.

Nutrients

Nutrients are a major concern for surface water quality, especially phosphorous and nitrogen. The orthophosphorous form of phosphorus is readily available for plant growth. The ammonium form of nitrogen can also have severe effects on surface water quality. The ammonium is converted to nitrate and nitrite forms of nitrogen in a process called nitrification. This process consumes large amounts of oxygen, which can impair the dissolved oxygen levels in water. The nitrate form of nitrogen is very soluble and is found naturally at low levels in water. When nitrogen fertilizer is applied to lawns or other areas in excess of plant needs, nitrates can leach below the root zone, eventually reaching groundwater. Orthophosphate from auto emissions also contributes phosphorus in areas with heavy automobile traffic. As a general rule of thumb, nutrient export is greatest from development sites with the most impervious areas. Other problems resulting from excess nutrients are 1) surface algal scums; 2) water discolorations; 3) odors; 4) toxic releases; and, 5) overgrowth of plants. Common measures for nutrients are total nitrogen, organic nitrogen, total Kjeldahl nitrogen (TKN), nitrate, ammonia, total phosphate, and total organic carbon (TOC).

Trace Metals

Trace metals are primarily a concern because of their toxic effects on aquatic life and their potential to contaminate drinking water supplies. The most common trace metals found in urban runoff are lead, zinc, and copper. Fallout from automobile emissions is also a major source of lead in urban areas. A large fraction of the trace metals in urban runoff are attached to sediment and this effectively reduces the level, which is immediately available for biological uptake and subsequent bioaccumulation. Metals associated with the sediment settle out rapidly and accumulate in the soils. Also, urban runoff events typically occur over a shorter duration, which reduces the amount of exposure that could pollute the aquatic environment. The toxicity of trace metals in runoff varies with the hardness of the receiving water. As total hardness of the water increases, the threshold concentration levels for adverse effects increases.

Oxygen-Demanding Substances

Aquatic life is dependent on the level of dissolved oxygen (DO) in water. When organic matter is consumed by microorganisms, DO is consumed in the process. A rainfall event can deposit large quantities of oxygen-demanding substances in lakes and streams. The biochemical oxygen demand of typical urban runoff is on the same order of magnitude as the effluent from an effective secondary wastewater treatment plant. A DO problem arises when the rate of oxygen-demanding material exceeds the rate of replenishment. Oxygen demand is estimated by the direct measure of DO and indirect measures such as biochemical oxygen demand (BOD), chemical oxygen demand (COD), oils and greases, and total organic carbon (TOC).

Bacteria

Bacteria levels in undiluted urban runoff usually exceed public health standards for recreational water contact. Studies have found that total coliform counts exceeded EPA water quality criteria at almost every site and almost every time it rained. The coliform bacteria that are detected may not be a health risk in themselves, but are often associated with human pathogens.

Oil and Grease

Oil and grease contain a wide variety of hydrocarbons some of which could be toxic to aquatic life in low concentrations. These materials initially float on water and create the familiar rainbow-colored film. Hydrocarbons have a strong affinity for sediment and quickly become attached to it. The major source of hydrocarbons in urban runoff is through leakage of crankcase oil and other lubricating agents from automobiles. Hydrocarbon levels are highest in the runoff from parking lots, roads, and service stations. Residential land uses generate less hydrocarbons export, although illegal disposal of waste oil into storm water can be a local problem.

Other Toxic Chemicals

Priority pollutants are generally related to hazardous wastes or toxic chemicals and can be sometimes detected in storm water. Priority pollutant scans have been conducted in previous studies of urban runoff, which evaluated the presence of over 120 toxic chemicals and compounds. The scans rarely revealed toxins that exceeded the current safety criteria. The urban runoff scans were primarily conducted in suburban areas not expected to have many sources of toxic pollutants (with the possible exception of illegally disposed or applied household hazardous wastes). Measures of priority pollutants in storm water include - 1) phthalate (plasticizer compound); 2) phenols and creosols (wood preservatives); 3) pesticides and herbicides; 4) oils and greases; and 5) metals.

Physical Characteristics of Surface Water Quality

The amount of pollutants in surface runoff is determined by the quantity of a material in the environment and its characteristics. In an urban environment, the quantity of certain pollutants

in storm water systems is generally associated with the intensity of the land use. For instance, a high volume of automobile traffic makes a number of potential pollutants (such as lead and hydrocarbons) more available. The availability of a material, such as a fertilizer, is a function of the quantity and the manner in which it is applied. Applying fertilizer in quantities that exceed plant needs leaves the excess nutrients available for loss to surface or groundwater.

The physical properties and chemical constituents of water have traditionally served as the means for monitoring and evaluating water quality. Evaluating the condition of water through a water quality standard refers to its physical, chemical, or biological characteristics. Water quality parameters for storm water make up a long list and are classified in many ways. In many cases, the concentration of an urban pollutant, rather than the annual load of that pollutant, is needed to assess a water quality problem. Some of the physical, chemical or biological characteristics that evaluate the quality of the surface runoff are outlined below.

The amount of pollutants in surface runoff is determined by the quantity of a material in the environment and its characteristics. In an urban environment, the quantity of certain pollutants in storm water systems is generally associated with the intensity of the land use. For instance, a high volume of automobile traffic makes a number of potential pollutants (such as lead and hydrocarbons) more available. The availability of a material, such as a fertilizer, is a function of the quantity and the manner in which it is applied. Applying fertilizer in quantities that exceed plant needs leaves the excess nutrients available for loss to surface or groundwater.

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DISSOLVED OXYGEN (DO)

DO in the water has a pronounced effect on the aquatic organisms and the chemical reactions that occur. It is one of the most important biological water quality characteristics in the aquatic environment. The DO concentration of a water body is determined by the solubility of oxygen, which is inversely related to water temperature, pressure, and biological activity. Dissolved oxygen is a transient property that can fluctuate rapidly in time and space. Dissolved oxygen represents the status of the water system at a particular point and time of sampling. The decomposition of organic debris in water is a slow process and the resulting changes in oxygen status respond slowly also. The oxygen demand is an indication of the pollutant load and includes measurements of Biochemical Oxygen Demand (BOD) or Chemical Oxygen Demand (COD).

BIOCHEMICAL OXYGEN DEMAND (BOD)

The BOD is an index of the oxygen-demanding properties of the biodegradable material in the water. Samples are taken from the field and incubated in the laboratory at 20^{o}C, after which the residual DO is measured. The BOD value commonly referenced is the standard five-day values. These values are useful in assessing stream pollution loads and for comparison purposes.

CHEMICAL OXYGEN DEMAND (COD)

The COD is a measure of the pollutant loading in terms of complete chemical oxidation using strong oxidizing agents. It can be determined quickly because it does not rely on bacteriological actions as with BOD. COD does not necessarily provide a good index of oxygen demanding properties in natural waters.

TOTAL DISSOLVED SOLIDS (TDS)

TDS concentration is determined by evaporation of a filtered sample to obtain residue whose weight is divided by the sample volume. The TDS of natural waters varies widely. There are several reasons why TDS are an important indicator of water quality. Dissolved solids affect the ionic bonding strength related to other pollutants such as metals in the water. TDS are also a major determinant of aquatic habitat. TDS affects saturation concentration of dissolved oxygen and influence the ability of a water body to assimilate wastes.

pH

The pH of water is the negative log, base 10, 10, of the hydrogen ion (H+) activity. A pH of seven is neutral; a pH greater than seven indicates alkaline water; a pH less than seven represents acidic water. In natural water, carbon dioxide reactions are some of the most important in establishing pH. The pH at any one time is an indication of the balance of chemical equilibrium in water and affects the availability of certain chemicals or nutrients in water for uptake by plants. The pH of water directly affects fish and other aquatic life and generally toxic limits are pH values less than 4.8 and greater than 9.2.

ALKALINITY

Alkalinity is the opposite of acidity, representing the capacity of water to neutralize acid. Alkalinity is also linked to pH and is caused by the presence of carbonate, bicarbonate, and hydroxide, which are formed when carbon dioxide is dissolved. A high alkalinity is associated with a high pH and excessive solids. Most streams have alkalinities less than 200 mg/l and ranges of alkalinity of 100-200mg/l seem to support well-diversified aquatic life.

Specific Conductance. The specific conductivity of water, or its ability to conduct an electric current, is related to the total dissolved ionic solids. Long-term monitoring of a project's waters can develop a relationship between specific conductivity and TDS. Its measurement is quick and

inexpensive and can be used to approximate TDS. Specific conductivities in excess of 2,000 micro-ohms per centimeter (μohms/cm) indicate a TDS level too high for most freshwater fish.

TURBIDITY

The clarity of water is an important indicator of water quality that relates to the ability of photosynthetic light to penetrate. Turbidity is an indicator of the property of water that causes light to become scattered or absorbed. Turbidity is caused by suspended clays and other organic particles. It can be used as an indicator of certain water quality constituents such as predicting the sediment concentrations.

NITROGEN (N)

Sources of nitrogen in storm water are from the additions of organic matter or chemical additions to water bodies. Ammonia and nitrate are important nutrients for the growth of algae and other plants. Excessive nitrogen can lead to eutrophication since nitrification consumes DO in the water. Organic nitrogen breaks down into ammonia, which eventually becomes oxidized to nitrate-nitrogen (N/N), a form available for plants. High concentrations of N/N in water can stimulate growth of algae and other aquatic plants, but if phosphorus (P) is present, only about 0.30 mg/l of N/N is needed for algal blooms. Some fish life can be affected when N/N exceeds 4.2 mg/l. There are a number of ways to measure the various forms of aquatic nitrogen. Typical measurements of nitrogen include Kjeldahl nitrogen (organic nitrogen plus ammonia); ammonia; nitrite plus nitrate; nitrite; and, nitrogen in plants. The principal water quality criteria for nitrogen focus on nitrate and ammonia.

PHOSPHORUS (P)

Phosphorus is an important component of organic matter. In many water bodies, phosphorus is the limiting nutrient that prevents additional biological activity from occurring. The origin of this constituent in urban storm water discharge is generally from fertilizers and other industrial products. Orthophosphate is soluble and is considered to be the only biologically available form of phosphorus. Since phosphorus strongly associates with solid particles and is a significant part of organic material, sediments influence concentration in water and are an important component of the phosphorus cycle in streams. The primary methods of measurement include detecting orthophosphate and total phosphorus.

5.13.3 SIGNIFICANCE THRESHOLDS AND CRITERIA

The issues presented in the Initial Study Environmental Checklist (Appendix G of the *CEQA Guidelines*) have been utilized as thresholds of significance in this Section. Accordingly, hydrology and water quality impacts resulting from project implementation may be considered significant if they would result in the following:

- Violate any water quality standards or waste discharge requirements.

- 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).

- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of stream or river, in a manner which would result in substantial erosion or siltation on- or off-site.

- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.

- Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.

- Otherwise substantially degrade water quality.

- 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.

- Place within a 100-year flood hazard area structures which would impede or redirect flood flows.

- 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.

- Inundation by seiche, tsunami, or mudflow.

Based on these significance thresholds and criteria, the project's effects have been categorized as either "no impact," a "less than significant impact," or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact.

5.13.4 PROJECT IMPACTS AND MITIGATION MEASURES

WATER QUALITY

● WOULD PROJECT IMPLEMENTATION VIOLATE WATER QUALITY STANDARDS AND WASTE DISCHARGE REQUIREMENTS?

Impact Analysis: Future development associated with Project implementation could contribute to water quality degradation in the City and SOI. Runoff from disturbed areas would likely contain silt and debris, resulting in a long-term increase in the sediment load of the storm drain system serving the City and SOI. There is also the possibility for chemical releases at future construction sites. Substances such as oils, fuels, paints, and solvents may be transported to nearby drainages, watersheds, and groundwater in storm water runoff, wash water and dust control water. The significance of these water quality impacts would vary depending upon the level of construction activity, weather conditions, soil conditions, and increased sedimentation of drainage systems within the area.

Maintaining and improving water quality is essential to protect public health, wildlife, and the local watershed. Water conservation and pollution prevention can be dramatically improved through proactive efforts of residents and through City policies. New development and significant reconstruction projects within the City would be required to comply with UMC Chapter 13.32, Environmental Quality Enterprise, which provides guidelines, regulations, and funds to meet all stated goals and objectives of the Federal Clean Water Acts of 1972 and 1977 and the Federal Water Quality Act of 1987, as applicable to the City, as well as providing for full compliance with all applicable requirements of the State of California Water Resources Control Board, as implemented by the California Regional Water Quality Control Board, Santa Ana Region. In accordance with UMC Section 13.32.050, Interpretation and applicability, waste discharge requirements related to the NPDES program, as ordered by the Santa Ana Regional Water Quality Control Board shall be applied to all project and permit applications identified in the NPDES permit or successor permits, including any applicable requirements relating to the development or redevelopment of property within the City and its jurisdiction.

Development within the SOI would be required to comply with County of San Bernardino Division 5: Monitoring, Control and Elimination of Pollutants into the Storm Drainage System, which would control non-storm discharges to the storm water conveyance system and reduce pollutants in storm water discharges to the maximum extent practicable.

Furthermore, the proposed General Plan 2035 Public Facilities and Services and Healthy Community Elements contain Goals and Policies to reduce water quality impacts. The General Plan 2035 identifies the following Goals regarding water quality:

GOAL HC-3: Clean and healthful natural environment that promotes the health and well-being of Upland residents and workforce and distinguishes Upland as a healthful place to live and work.

GOAL PFS-1: A functional and well-maintained City with adequate public facilities, infrastructure and services.

GOAL PFS-11: Water quality in the City's creeks, basins, and stormwater system is protected from contamination.

In furtherance of these Goals and in order to protect water quality, all future development would be subject to implementation of the Policies listed below. The proposed General Plan 2035 requires continued compliance with Federal, State, and regional governments and agencies to protect and improve the quality of local and regional groundwater resources available to the City and SOI. New development projects would be required to meet Federal, State, and local water quality standards and implement mitigation (if necessary) to reduce impacts associated with future development/redevelopment activities. Compliance with Federal, State, regional, and UMC regulatory requirements, and implementation of the Policies outlined below, would ensure that Project implementation would not violate water quality standards or waste discharge requirements.

General Plan 2035 Policies and Actions:

Policy HC-3.2	Water Quality. Improve and maintain the quality of water resources by controlling runoff, managing the watershed, and implementing other best management practices.
Action HC-3.1	Water Quality. Complete, periodically update, and implement relevant stormwater and urban drainage management programs and local sewer management plans required by state and federal law.
Policy HC-7.5	Safe Environment. Continue to support policies and programs that ensure an environment that is safe from air, water, noise, hazardous waste, and other manmade environmental hazards.
Policy PFS-11.1	Protection of Surface Water Resources. Implement the Santa Ana Regional Water Quality Control Board's (SARWQCB) Best Management Practices to protect surface water resources from contamination from runoff containing pollutants and sediment.
Policy PFS-11.2	New Development. Require new development to protect the quality of water bodies and natural drainage systems through site design, source controls, stormwater treatment, runoff reduction measures, best management practices (BMPs), Low Impact Development (LID), and hydromodification strategies consistent with the City's NPDES Permit.
Policy PFS-11.5	Regional Planning. Work with local, State, and federal agencies and private watershed organizations to improve water quality.
Policy PFS-11.6	Watershed Education. Support watershed awareness and water quality educational programs for City staff and the community.

Policy PFS-13.3 Water Quality. Enforce adopted regulations addressing stormwater runoff from urban uses to protect the quality of surface and ground water and other resources from detrimental conditions.

Action PFS-13.1 Pollution Sources. Work with State and other local agencies to identify and eliminate or minimize all sources of existing and potential point and non-point sources of pollution to ground and surface waters, including leaking fuel tanks, discharges from storm drains, auto dismantling, dump sites, sanitary waste systems, parking lots, roadways, and mining operations.

Mitigation Measures: No further mitigation is required beyond implementation of the GPU Policies and Actions.

Level of Significance After Mitigation: Not Applicable.

GROUNDWATER DEPLETION

- **WOULD THE PROJECT IMPLEMENTATION SUBSTANTIALLY DEPLETE GROUNDWATER SUPPLIES OR INTERFERE SUBSTANTIALLY WITH GROUNDWATER RECHARGE?**

Impact Analysis: The City of Upland Water Department is the water purveyor for the City. The City's Water Department provides domestic water from groundwater pumped from City owned wells, Groundwater purchased from the San Antonio Water Company and West End Consolidated Water Company, surface water purchased from the San Antonio Water Company and imported water from Metropolitan Water District (MWD) purchased through the Inland Empire Utilities Agency (IEUA). The SOI receives water from San Antonio Water Company.

The City receives local groundwater from City owned wells and purchased local groundwater from the Chino, Cucamonga and Six groundwater basins. According to the *2010 Upland Urban Water Management Plan* (2010 UWMP), during the past ten years through 2010, the City has produced an average of 20,000 AFY of groundwater, local surface water, and imported water supplies, which reflects 66 percent groundwater. From 2006 to 2010 there were no limitations or challenges in obtaining groundwater. In 2010, the City pumped 13,778 AF of groundwater from the Chino, Cucamonga and Six groundwater basins, combined.

Future pumping projections are based on the average year City groundwater entitlement of 17,668 AFY. In 2035, it is anticipated the City would pump its entitlement, which represents 66 percent of total water supply. The actual volume pumped would be determined by demand and availability of local surface water. Overall, the wells have a greater production capacity than

what is needed under average water year conditions in order to ensure reliability of the system and meet demands when local surface water supplies are reduced due to climatic conditions.[3]

Future development associated with Project implementation would primarily occur in existing impervious areas. Therefore, it is not anticipated that future development would interfere with natural groundwater recharge.

Although impacts to natural groundwater recharge are not anticipated, impacts to groundwater supplies as a result of increased development would occur. Project implementation would result in an additional 3,026 residential dwelling units and 6,402,019 square feet of non-residential development. Projected development and increased population would result in an ultimate increase in the demand for water supplies, including groundwater.

A City population of 81,462 persons in 2035, which is slightly less (approximately 0.7 percent) than the 2035 population Upland 2010 UWMP population forecast of 82,050 persons, is anticipated with Project implementation. Over the next 25 years (2035), the 2010 UWMP anticipates a demand of 21,752 AF and a supply of 27,030 AF during a normal year. Therefore, it is anticipated that the City will be able to meet future water demand under normal conditions. Similarly, in 2035 the 2010 UWMP anticipates a demand of 23,512 AF and a supply of 27,318 AF during a single dry year condition. The 2010 UWMP also demonstrates the City can provide reliable water supplies during multiple dry year conditions. The San Antonio Water Company 2010 UWMP indicates that there are sufficient water supplies to meet demand, including the SOI. The San Antonio Water Company has also identified future projects related to water supply including groundwater production, groundwater recharge, and infrastructure enabling transfer and exchange. Therefore, it is anticipated that adequate water supplies, including groundwater, would be available to serve the growth anticipated by the Project. Thus, the proposed Project would not substantially deplete groundwater supplies.

Future development would be reviewed on a project-by-project basis to ensure adequate water supplies are available to accommodate future projects. The City of Upland has established permanent conservation measures and a shortage contingency plan to provide for increasingly serious stages of water shortages and to define voluntary and mandatory conservation measures that would be implemented during these stages. Municipal Code Chapter 13.16, Water Conservation, provides the City Council with the authority to implement the provisions of Chapter 13.16 when the demand for water consumption exceeds the available supply, or threatens to do so, provided there are no immediate resources available to remedy the situation. Chapter 13.16 establishes conservation measures that are to be implemented during various stages of shortage (year round, moderate, high, and severe). Specific restrictions would be implemented at each stage.

Additionally, the General Plan 2035 identifies the following Goals regarding water supplies:

[3] Ibid.

GOAL PFS-8: A community with a reliable and adequate supply of water for all members of the community.

GOAL PFS-9: A community that supports the use of water conservation measures and the provision of recycled water to minimize the demand on potable water resources.

GOAL PFS-12: Storm-water collected, conveyed, stored and disposed of to protect property from flooding and to recharge groundwater.

In furtherance of these Goals and in order to provide a reliable and adequate supply of water and support the use of water conservation measures and the provision of recycled water, all future development would be subject to implementation of the Policies listed below. Compliance with the UMC and implementation of the Policies outlined below would ensure that Project implementation would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge.

General Plan 2035 Policies and Actions:

Policy PFS-8.2 Urban Water Management Plan. Continue to update the Urban Water Management Plan every five years and implement the most current plan as required by State law.

Policy PFS-8.3 Water Supply. Continue to acquire additional local supplies of water, including local groundwater, and reduce reliance on imported water from the State Water Project to meet future demands while maintaining a baseline so in times of drought, supplemental supplies will be available.

Policy PFS-8.4 Water Demand. Establish water demand reduction standards for new development and redevelopment to reduce per capita and total demand for water.

Policy PFS-8.6 Water Availability. Consider the availability of sufficient, reliable water when reviewing new development.

Policy PFS-9.1 Best Management Practices. Require new development projects to adopt best management practices for water use efficiency and demonstrate specific water conservation measures.

Policy PFS-9.2 Conservation Programs and Standards. Implement cost-effective water conservation programs, such as the existing rebates and grants for water efficiency and conservation, and enforce the Upland Municipal Code water conservation standards, to improve water-use efficiency, reduce water demand, and preserve the City's supplies.

Policy PFS-9.3 Regional Conservation. Coordinate with neighboring water purveyors to address local and regional water issues and implement regional water conservation programs as part of its water resource management strategy.

Policy PFS-9.4 Purple Pipe System. Review new development projects to determine which are appropriate for recycled water piping systems ("purple pipe") and require these projects to incorporate dual potable and recycled water facilities into their design.

Policy PFS-9.5 Irrigation. As appropriate, require all businesses and industries to use recycled water for irrigation.

Policy PFS-9.6 Recycled Water Facilities. Encourage new industrial/commercial and residential developers to construct recycled water backbone facilities for their development. Additionally, continue to work with the IEUA to provide facilities for recycled water distribution.

Policy PFS-9.7 Captured Rainwater. Encourage the use of captured rainwater for use in landscapes and irrigation.

Policy PFS-12.1 Stormwater Conveyance. Design storm drain systems to convey stormwater and recycled water to recharge the groundwater basin.

Policy PFS-12.2 Groundwater Recharge. Work with appropriate agencies to locate available facilities and to provide the retaining facilities necessary to recharge the groundwater basin using the City's stormwater.

Policy PFS-13.3 Water Quality. Enforce adopted regulations addressing stormwater runoff from urban uses to protect the quality of surface and ground water and other resources from detrimental conditions.

Mitigation Measures: No further mitigation is required beyond implementation of the GPU Policies and Actions.

Level of Significance After Mitigation: Not Applicable.

DRAINAGE SYSTEM CAPACITY

- **WOULD THE PROJECT CREATE OR CONTRIBUTE TO RUNOFF WATER WHICH COULD EXCEED THE CAPACITY OF EXISTING OR PLANNED STORM WATER DRAINAGE SYSTEMS OR PROVIDE SUBSTANTIAL ADDITIONAL SOURCES OF POLLUTED RUNOFF?**

Impact Analysis: Project implementation could potentially result in an additional 3,026 residential dwelling units and 6,402,019 square feet of non-residential development. Subsequent development associated with Project implementation could contribute to the runoff, which may exceed the capacity of the existing drainage system.

A storm drain or stormwater conveyance system are private and public drainage facilities, other than sanitary sewers, through which surface water runoff (typically in urban areas) is transported to another location where the water is discharged to a natural drainage or water course (most likely) or to a treatment facility. The main purpose of the storm drain system is to prevent flooding by transporting water away from developed areas.

Growth and urbanization place increased pressure on storm drain capacities. In general, increased urbanization increases the amount of impervious (paved) surfaces, thus reducing the amount of water that would normally infiltrate into the soil. Rainfall, irrigation runoff, and nuisance flows accumulate on impervious surfaces and flow downstream via the storm drain system to surface waters. The storm drain system is not connected with the sanitary sewer system; therefore, urban runoff is not filtered to remove trash, cleaned, or otherwise treated before it is discharged to surface waters. As a result, storm drains have become increasingly important component in managing water quality impacts in addition to reducing flooding.

The City of Upland currently has three Master Plans of Drainage. The MPD determine drainage impacts of storm flows to existing storm drain facilities and identify facilities required to intercept and convey the tributary storm flows.

The potential increase in imperviousness associated with Project implementation could impact existing storm drain and flood control facilities. New development projects associated with implementation of the proposed Project would be required to ensure project-specific and citywide drainage systems have adequate capacity to accommodate new development. The City recognizes the need to monitor and improve the storm drain system in order to ensure it adequately accommodates future development. Additionally, the General Plan 2035 identifies the following Goals regarding drainage and runoff:

GOAL PFS-1: A functional and well-maintained City with adequate public facilities, infrastructure and services.

GOAL PFS-12: Storm-water collected, conveyed, stored and disposed of to protect property from flooding and to recharge groundwater.

GOAL PFS-13: Storm drainage facilities that are adequate for new development projects.

GOAL SAF-2: A community protected from injury or loss of life and damage to property due to flood hazards.

The General Plan 2035 proposes Goals and Policies to ensure that project-related storm water mitigation techniques are employed and monitored. Future development projects would also be

required to pay the storm drain development impact fee to finance public storm drain improvements in accordance with UMC Chapter 3.44. Compliance with the UMC and implementation of the Policies outlined below would ensure that Project implementation would not create or contribute to runoff that would exceed the storm water drainage systems. Refer also to the Water Quality discussion, above.

General Plan 2035 Policies and Actions:

Policy LU-4.5	Infrastructure Improvements. Preserve and maintain the City's infrastructure and give preference to infrastructure improvements that support or enhance desired land uses and projects.
Policy OSC-3.16	Stormwater Management. Integrate low impact development techniques that retain natural features for stormwater management to the greatest extent possible for all parks facilities.
Policy PFS-1.1	Provision of Adequate Facilities and Services. Manage and maintain existing public facilities, services and infrastructure, at current or improved service levels.
Policy PFS-1.2	Growth and Level of Service. Require new development to provide adequate facilities or pay its fair share of the cost for facilities needed to provide services to accommodate growth without adversely impacting current service levels.
Policy PFS-1.3	Capital Improvement Program. Continue to update and implement the Capital Improvement Program on an annual basis in a way that supports the vision for the City.
Policy PFS-1.7	Infill Areas. Identify and prioritize infill areas for infrastructure improvements and assist developers in identifying funding mechanisms to cover the cost of providing facilities and services in infill areas.
Policy PFS-11.3	No Net Increase. Require all new development to contribute no net increase in stormwater runoff peak flows over existing conditions associated with a 100-year storm event.
Policy PFS-11.4	Post-Development Runoff. Require controlling the volume, frequency, duration, and peak flow rates and velocities of runoff from development projects to prevent or reduce downstream erosion and protect stream habitat.
Policy PFS-12.1	Stormwater Conveyance. Design storm drain systems to convey stormwater and recycled water to recharge the groundwater basin.

Policy PFS-12.2 Groundwater Recharge. Work with appropriate agencies to locate available facilities and to provide the retaining facilities necessary to recharge the groundwater basin using the City's stormwater.

Policy PFS-12.3 Maintenance. Maintain stormwater runoff infrastructure in good condition through regular inspections, maintenance, and repair.

Policy PFS-12.4 Capacity. Periodically review stormwater runoff infrastructure to ensure that it minimizes local flooding by attaining capacity that conforms to the Stormwater Master Plan.

Policy PFS-12.5 Improvements. Require that local stormwater runoff drainage improvements be built to carry design-year runoff flows resulting from buildout of the land uses shown in the Land Use Element.

Policy PFS-13.1 Best Management Practices. During the construction and operation of projects, promote the use of Best Management Practices (BMPs) to reduce stormwater runoff, improve water quality and reduce the requirements for stormwater runoff drainage infrastructure.

Policy PFS-13.2 Watershed Drainage Plans. Require developers to prepare watershed drainage plans for proposed developments that define needed drainage improvements per City standards, estimate construction costs for these improvements, and comply with the City's National Pollutant Discharge Elimination System (NPDES).

Policy SAF-2.9 Impervious Surfaces. Minimize impervious surfaces to reduce stormwater runoff and increase flood protection.

Mitigation Measures: No further mitigation is required beyond implementation of the GPU Policies and Actions.

Level of Significance After Mitigation: Not Applicable.

DRAINAGE PATTERNS

- **WOULD PROJECT IMPLEMENTATION ALTER EXISTING DRAINAGE PATTERNS, INCLUDING ALTERATION OF A STREAM OR RIVER, RESULTING IN SUBSTANTIAL EROSION, FLOODING, OR SIGNIFICANT RISK OF LOSS?**

Impact Analysis: The Project does not propose altering any drainage patterns. All applicable standards would be applied to future development projects to ensure that they are not constructed in a way that would alter a stream or river, or result in substantial erosion or

flooding. Therefore, less than significant impacts would occur in this regard. Also, refer to flooding and dam inundation impacts discussions below.

General Plan 2035 Policies and Actions: Refer to the Policies and Actions referenced above.

Mitigation Measures: No further mitigation is required beyond implementation of the GPU Policies and Actions.

Level of Significance After Mitigation: Not Applicable.

FLOODING

- **WOULD PROJECT IMPLEMENTATION RESULT IN THE PLACEMENT OF HOUSING OR STRUCTURES WITHIN A 100-YEAR FLOOD HAZARD AREA?**

Impact Analysis: As shown in Exhibit 5.13-2, there are no areas of the City located within a 100-year flood zone; however there are areas adjacent to the City's eastern boundary that are located within a 100-year flood zone. Additionally, the eastern portion of the SOI, primarily associated with the Cucamonga Channel, is also located within a 100-year flood zone.

The Project does not involve land use changes within any area identified within a 100-year flood zone. Future development associated with Project implementation would be subject to the UMC. UMC Chapter 15.56, Floodplain Management, applies to all special flood hazard areas within the City of Upland as identified by FEMA. Chapter 15.56 establishes the requirements for any structure proposed to be constructed, located, extended, converted, or altered within a special flood hazard area and specifically states that no development will be permitted in any special flood hazard area in the City until standards that meet appropriate national Flood Insurance Protection (NFIP) requirements are adopted or a letter of map revision (LOMR) is granted. In accordance with Section 15.56.080, Establishment of development permit, a development permit is required to be obtained for all proposed construction or other development in the City within a special flood hazard area. No development within a special flood hazard area is allowed unless the applicant has obtained all necessary permits from those governmental agencies whose approval is required by federal, state, or local law.

Additionally, the General Plan 2035 identifies the following Goals regarding flooding:

GOAL HC-7: A community that is safe and welcoming to residents of all ages and contributes to a healthy and active lifestyle.

GOAL PFS-1: A functional and well-maintained City with adequate public facilities, infrastructure and services.

GOAL PFS-12: Storm-water collected, conveyed, stored and disposed of to protect property from flooding and to recharge groundwater.

GOAL SAF-2 A community protected from injury or loss of life and damage to property due to flood hazards.

In furtherance of these Goals and in order to protect people and property from potential flood hazards, future development would be subject to implementation of the Policies listed below. Compliance with the UMC and implementation of the Policies outlined below would ensure that Project implementation would not result in the placement of housing or structures within a 100-year flood hazard area.

General Plan 2035 Policies and Actions:

Policy SAF-2.1 Interagency Flood Management. Continue to work with appropriate local, State and federal agencies to maintain the most current flood hazard and flood-plain information and use it as a basis for project review and to guide development.

Policy SAF-2.2 National Flood Insurance Program. Continue to participate in the National Flood Insurance Program (NFIP) and ensure that City regulations are in full compliance with the standards adopted by the Federal Emergency Management Agency (FEMA).

Policy SAF-2.3 Floodplain Storage Maintenance. Maintain and improve storm drainage infrastructure, including the City's urban creeks, to maintain existing floodplain storage.

Policy SAF-2.4 Floodplain Requirements. Regulate development within floodplains in accordance with State and federal requirements and maintain the City's eligibility under NFIP.

Policy SAF-2.5 Flood Control Channels. Maintain a healthy riparian corridor in City-maintained flood control channels to reduce the risk of flooding due to erosion, siltation, blockage and heavy undergrowth.

Policy SAF-2.6 Existing Development. Minimize flood risks associated with existing development.

Policy SAF-2.7 New Development. Require evaluation of potential flood hazards prior to approval of development projects.

Policy SAF-2.8 Construction Methods. Identify construction or other methods to minimize damage if new development is located in flood hazard zones.

Policy SAF-2.9 Impervious Surfaces. Minimize impervious surfaces to reduce stormwater runoff and increase flood protection.

Policy SAF-2.10 Development in the 100-Year Flood Zone. Prohibit new development within the 100-year flood zone unless it can be shown that the development will not:

a. Create danger to life and property due to increased flood heights or velocities caused by excavation, fill, roads and intended use.
b. Create difficult emergency vehicle access in times of flood.
c. Create a safety hazard due to the unexpected heights velocity, duration, rate of rise and sediment transport of the flood waters at the site.
d. Create excessive costs in providing governmental services during and after flood conditions, including maintenance and repair of public facilities.
e. Interfere with the existing waterflow capacity of the floodway.
f. Substantially increase erosion and/or sedimentation.
g. Contribute to the deterioration of a watercourse or the quality of water in any body of water.
h. Require storage of material, or any substantial grading or placement of fill.
i. Change the water storage/volume capacity of the flood basin.

Policy SAF-2.11 Flood Barriers. Prevent the construction of flood barriers within the 100-year flood zone which will divert flood water or increase flooding in other areas.

Policy SAF-2.12 Siting and Design of Essential Public Facilities. Require that essential public facilities be located and designed to mitigate potential flood risk to ensure long term operation.

Policy SAF-2.14 Public Education. Promote public education on flooding hazards.

Action SAF-2.1 Improve and maintain City storm drainage infrastructure in a manner that reduces flood hazards.

Action SAF-2.2 Preserve, restore and maintain creek channels to increase capacity and reduce flooding impacts.

Action SAF-2.3 Acquire areas in flood plains and designate these areas as open space or recreational uses.

Action SAF-2.4 Work with local, regional, State, and federal agencies to secure funding to obtain the maximum level of flood protection that is practical, with a

minimum goal of achieving at least 200-year flood protection as quickly as possible.

Mitigation Measures: No further mitigation is required beyond implementation of the GPU Policies and Actions.

Level of Significance After Mitigation: Not Applicable.

DAM INUNDATION

- **WOULD THE PROJECT RESULT IN PEOPLE OR STRUCTURES BEING LOCATED IN DAM INUNDATION AREAS OF THE CITY?**

Impact Analysis: The planning area is subject to potential flooding in the event of dam failure associated with the San Antonio Dam, which is located within the SOI. Dam failure is considered an extremely remote possibility as dams are designed at strength much stronger than necessary to survive the largest magnitude possible earthquake without affecting the dam structure. Further, the amount of inundation and flooding that would occur within the planning area would be reduced by the number and capacity of settling basins that are located south of the dam, which are designed to accommodate conditions above the 100-year flood category. However, Project implementation could potentially expose additional people and structures associated with dam failure.

As stated above, the General Plan 2035 identifies Goals, Policies, and Actions that would minimize the potential for flooding to impact property and human life. Additionally, the General Plan 2035 identifies Policy SAF-2.13, which specifically addresses dam failure. In the event of an emergency, the City's Emergency Operations Plan would be implemented. The Emergency Operations Plan is intended to provide guidance for the City's planned response to extraordinary emergency situations, associated with natural disasters, terrorism, technological incidents, and nuclear defense operations. The Emergency Operations Plan concentrates on the management, and concepts and response procedures relative to large-scale disasters. Implementation of the General Plan 2035 Policies and Actions, and compliance with the procedures identified in the Emergency Operations Plan would reduce potential impacts involving dam inundation to a less than significant level.

General Plan 2035 Policies and Actions:

Policy SAF-2.13 Dam Failure. Plan for the evacuation of people from areas subject to inundation from San Antonio dam failure.

Mitigation Measures: No further mitigation is required beyond implementation of the GPU Policy.

Level of Significance After Mitigation: Not Applicable.

INUNDATION BY SEICHE, TSUNAMI, OR MUDFLOW

- **WOULD THE PROJECT RESULT IN INUNDATION BY SEICHE, TSUNAMI, OR MUDFLOW?**

Impact Analysis: As discussed in Section 5.8, *Geology and Seismic Hazards*, due to the inland location and distance from the coast, the City and SOI would not experience a tsunami or tidal wave.

Seiches, or waves generated by an earthquake in inland bodies of water such as lakes and seas, depend upon numerous factors which include the shape, depth, and size of the respective body of water. San Antonio Dam, located within the SOI, is not particularly likely to produce a seiche, or seiches, due to seasonal rates of precipitation. However, as in the case of the possibility of dam inundation described above, unusual circumstances (i.e., abnormally high seasonal precipitation concurrent with a major seismic event) could arise that might produce a seiche. Although no major population surrounds San Antonio Dam, motion within a usually still body of water could increase the risk of spillover and dam failure, which could result in inundation. As stated above, the amount of inundation and flooding that would occur within the planning area would be reduced by the number and capacity of settling basins that are located south of the dam, which are designed to accommodate conditions above the 100-year flood category.

The topography in the City generally slopes from the foothills of the San Bernardino National Forest southerly to the I-10 Freeway. Slope stability, or the potential for mudflow, is, for the most part, a minor problem in the City of Upland. Within the SOI, areas located near the foothills could experience mudflows.

All future construction associated with Project implementation would be required to meet all applicable Federal, State, and local building, seismic, water quality, flood, and drainage standards. Additionally, the proposed General Plan 2035 includes Goals, Policies, and Actions to address flooding and flood hazards within the City. It is anticipated that with implementation of these Goals, Policies, and Actions and compliance with the UMC, seiche and mudflow hazards within the planning area would be reduced to a less than significant level.

General Plan 2035 Policies and Actions: Refer to the GPU Policies and Actions referenced above.

Mitigation Measures: No further mitigation is required beyond implementation of the GPU Policies and Actions.

Level of Significance After Mitigation: Not Applicable.

5.13.5 CUMULATIVE IMPACTS AND MITIGATION MEASURES

- **WOULD DEVELOPMENT ANTICIPATED BY THE PROJECT AND CUMULATIVE DEVELOPMENT RESULT IN CUMULATIVELY CONSIDERABLE IMPACTS RELATED TO HYDROLOGY, DRAINAGE, AND WATER QUALITY?**

Impact Analysis: For purposes of hydrology and water quality impact analysis, cumulative impacts are considered for cumulative development within the same watershed as the City and SOI.

During the growth anticipated to occur with Project implementation, the potential exists for adverse hydrology and water quality impacts to occur. Therefore, the Project's incremental effects involving hydrology and water quality are cumulatively considerable.

Higher flows resulting from future development in the watershed would result in drainage and runoff impacts. Runoff associated with the proposed Project and cumulative projects would drain into the same conveyance systems. Future development would be required to account for higher flows within the watershed on a project-by-project basis.

Cumulative projects would have the potential to affect water quality during the construction phase and long-term operations. The projects would contribute storm water flows to the local and regional drainage facilities. Development associated with the proposed Project, along with related cumulative projects, would result in increased potential for short- and long-term operational water quality impacts within the area. However, short- and long-term impacts on surface water quality associated with cumulative development would not be cumulatively considerable with adherence to NPDES and Municipal Code requirements. Less than significant impacts are anticipated in this regard.

The proposed Project combined with cumulative projects would have the potential to affect hydrology and drainage of the area. The projects would contribute storm water flows to the local and regional storm water system and drainage facilities. However, each individual project would be required to submit individual analyses to their respective jurisdictions for review and approval before issuance of grading or building permits. Each analysis must illustrate how peak flows generated from each related project site would be accommodated by the existing and/or proposed storm drainage facilities. Therefore, the impacts would not be cumulatively considerable, and impacts in this regard are less than significant.

Although development of cumulative projects could result in an overall increase in impervious surfaces potentially interfering with groundwater recharge, future development would primarily occur on currently developed sites. Thus, cumulative impacts to groundwater supplies would be less than significant. Project implementation, in conjunction with related cumulative projects,

would not significantly deplete groundwater supplies, as increased demand for water supplies would not result in a depletion of groundwater supplies; refer to Section 5.15. Therefore, the Project impacts would not be cumulatively considerable, and impacts in this regard are less than significant.

General Plan 2035 Policies and Actions: Refer to the GPU Policies and Actions referenced above.

Mitigation Measures: No further mitigation is required beyond implementation of the GPU Policies and Actions.

Level of Significance After Mitigation: Not Applicable.

5.13.6 SIGNIFICANT UNAVOIDABLE IMPACTS

Impacts related to hydrology, drainage, and water quality resulting from Project implementation would be less than significant following compliance with the existing regulatory framework and implementation of the General Plan 2035 Policies and Actions. No significant unavoidable hydrology, drainage, and water quality impacts would occur as a result of Project implementation.

5.13.7 SOURCES CITED

AEI CASC Engineering, *West Upland Master Drainage Plan*, 2002.

City of Upland General Plan Seismic Safety/Safety Element.

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City of Upland, *City of Upland 2010 Urban Water Management Plan*, June 2011.

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Placeworks, *City of Upland General Plan Update Land Use Map (Preferred Land Use Alternative)* September 2014. White Williamson & Schmid, *City of Upland Master Plan of Drainage for West Cucamonga Creek, Ninth Street Storm Drain and Tributary Areas*, November 1994.

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SECTION 5.14
Hazards and Hazardous Materials

5.14 HAZARDS AND HAZARDOUS MATERIALS

This section describes the means by which hazardous substances are regulated from a Federal, State, and local perspective, and discusses potential adverse impacts to human health and the environment due to exposure of hazardous materials. For this EIR, the term "hazardous material" includes any material that, because of its quantity, concentration, or physical, chemical, or biological characteristics, poses a considerable present or potential hazard to human health or safety, or to the environment. It refers generally to hazardous chemicals, radioactive materials and biohazards materials. "Hazardous waste," a subset of hazardous material, is material that is to be abandoned, discarded, or recycled and includes chemicals, radioactive and bio-hazardous waste, including medical waste.

5.14.1 EXISTING REGULATORY SETTING

The regulation of hazardous wastes is provided on both the Federal and State levels. The United States Environmental Protection Agency (U.S. EPA) and the California Department of Toxic Substance Control (DTSC) have developed and continue to update lists of hazardous wastes subject to regulation. Applicable Federal, State, and local regulatory policies and law that apply to hazards and hazardous materials are discussed below.

FEDERAL AND STATE

Resource Conservation and Recovery Act

The Resource Conservation and Recovery Act (RCRA), enacted in 1976, is the principal Federal law in the United States governing the disposal of solid waste and hazardous waste. The U.S. EPA waste management regulations are codified in Title 40 of the Code of Federal Regulations (40 C.F.R. pts. 239-282). Regulations regarding management of hazardous waste begin at 40 C.F.R. pt. 260. Furthermore, the statute authorizes states to carry out many of the functions of RCRA through their own hazardous waste programs (and state laws), if such programs have been approved (authorized) by the U.S. EPA.

Federal Emergency Management Agency

The Federal Emergency Management Agency (FEMA) performs the following: advises on building codes and flood plain management; teaches people how to get through a disaster; helps equip local and state emergency preparedness; coordinates the federal response to a disaster; makes disaster assistance available to states, communities, businesses and individuals; trains emergency managers; supports the nation's fire service; and administers the national flood and crime insurance programs.

Federal Aviation Administration

The basic responsibilities of the Federal Aviation Administration (FAA), under the U.S. Department of Transportation, are the regulation of civil aviation to promote safety, airspace and air traffic management; and the regulation of commercial space transportation.

California Department of Toxic Substances Control

The responsibility for implementation of RCRA was given to the DTSC in August 1992. The DTSC is also responsible for implementing and enforcing California's own hazardous waste laws, which are known collectively as the Hazardous Waste Control Law. Although similar to RCRA, the California Hazardous Waste Control Law and its associated regulations define hazardous waste more broadly and so regulate a larger number of chemicals. Hazardous wastes regulated by California, but not by the U.S. EPA, are called "non-RCRA hazardous wastes."

In addition to the U.S. EPA and the DTSC, the Regional Water Quality Control Board (RWQCB), Santa Ana Region (Region 8), is the enforcing agency for the protection and restoration of water resources, including remediation of unauthorized releases of hazardous substances in soil and groundwater.

Unified Hazardous Waste and Hazardous Materials Management Regulatory Program

The "Unified Hazardous Waste and Hazardous Materials Management Regulatory Program" (Program) was created in 1993 by California State Senate Bill 1082 to consolidate, coordinate, and make consistent the administrative requirements, permits, inspections, and enforcement activities for environmental and emergency management programs. The Program is implemented at the local government level by Certified Unified Program Agencies (CUPA). The Program consolidates, coordinates, and makes consistent the following hazardous materials and hazardous waste programs (Program Elements):

- Hazardous Waste Generation (including on-site treatment under Tiered Permitting);
- Aboveground Petroleum Storage Tanks (only the Spill Prevention Control and Countermeasure Plan or "SPCC");
- Underground Storage Tanks (UST);
- Hazardous Material Release Response Plans and Inventories;
- California Accidental Release Prevention Program (Cal ARP); and
- Uniform Fire Code Hazardous Material Management Plans and Inventories.

The CUPA with jurisdiction over the City of Upland is the San Bernardino County Fire Department (SBCFD) Hazardous Materials Division. As part of the duties of the SBCFD Hazardous Materials Division, staff inspects hazardous material handlers and hazardous waste generators to ensure full compliance with laws and regulations; implement CUPA programs for the development of accident prevention and emergency plans, proper installation, monitoring,

and closure of underground tanks and proper handling, storage, transport, and disposal of hazardous wastes.

California Accidental Release Prevention Program Law

The California Accidental Release Prevention Program Law (CalARP Program) (*California Health and Safety Code* Section 25531-25543.3) provides for consistency with Federal laws (i.e., the Emergency Preparedness and Community Right-to-Know Act and the Clean Air Act) regarding accidental chemical releases and allows local oversight of both the State and Federal programs. State and Federal laws are similar in their requirements; however, the California threshold planning quantities for regulated substances are lower than the Federal quantities. Local agencies may set lower reporting thresholds or add additional chemicals to the program. The CalARP is implemented by the CUPA and requires that any business, where the maximum quantity of a regulated substance exceeds the specified threshold quantity, register with the County as a manager of regulated substances and prepare a Risk Management Plan. A Risk Management Plan must contain an off-site consequence analysis, a five-year accident history, an accident prevention program, an emergency response program, and a certification of the truth and accuracy of the submitted information. Businesses submit their plans to the CUPA, which makes the plans available to emergency response personnel. The Business Plan must identify the type of business, location, emergency contacts, emergency procedures, mitigation plans, and chemical inventory at each location.

Transportation of Hazardous Materials/Wastes

Transportation of hazardous materials/wastes is regulated by *California Code of Regulations* (*CCR*) *Title 26, Toxics*. The Federal Department of Transportation (DOT) is the primary regulatory authority for the interstate transport of hazardous materials. The DOT establishes regulations for safe handling procedures (i.e., packaging, marking, labeling and routing). The California Highway Patrol (CHP) and the California Department of Transportation (Caltrans) enforce Federal and State regulations and respond to hazardous materials transportation emergencies. Emergency responses are coordinated as necessary between Federal, State and local governmental authorities and private persons through the Upland Emergency Operations Plan.

Worker and Workplace Hazardous Materials Safety

Occupational safety standards exist to minimize worker safety risks from both physical and chemical hazards in the workplace. The California Division of Occupational Safety and Health (Cal/OSHA) is responsible for developing and enforcing workplace safety standards and assuring worker safety in the handling and use of hazardous materials. Among other requirements, Cal/OSHA requires many businesses to prepare Injury and Illness Prevention Plans and Chemical Hygiene Plans. The Hazard Communication Standard requires that workers be informed of the hazards associated with the materials they handle.

State Emergency Response and Evacuations Plans

After the 1993 Oakland fire, the State of California passed legislation authorizing the State's Office of Emergency Services (State OES) to prepare a SEMS program that sets forth measures by which a jurisdiction handles emergency disasters. By December 1996, each jurisdiction was required to show the Office of Emergency Services that it is in compliance with SEMS through a number of measures, including having an up-to-date emergency management plan, which would include an emergency evacuation plan. Non-compliance with SEMS can result in the State withholding disaster relief from the non-complying jurisdiction in the event of a disaster.

The State OES coordinates an emergency organizational network of local Emergency Operations Centers (EOCs) in the State's cities, regional EOCs within each county, and the State OES. The regional office of the State OES is located in the City of Los Alamitos, and San Bernardino County's EOC is located in the City of Rialto.

San Bernardino County's Office of Emergency Services (County OES) is a functional division of the San Bernardino County Fire Department and is responsible for disaster planning and emergency services coordination throughout the County. The office serves a county population of over 1,709,434 million and expands its services over 20,160 square miles. The County OES staff also manages and operates the EOC, which serves as the primary coordination point for disasters and major emergencies.

Fire Hazard Severity Zones

The California Department of Forestry and Fire Protection (CAL FIRE) created Fire Hazard Severity Zones using a computer model that factor in the fire history, existing and potential fuel (natural vegetation), flame length, blowing embers, terrain, and typical weather for an area. The severity of the hazard is based on the likelihood that an area will burn over a 30- to 50-year period without fuel-reduction efforts. Given the results of the modeling, the State identifies an area as a "moderate," "high," or "very high" fire hazard severity zone.

Wildland-Urban Interface Fire Area Building Standards

Title 24, Part 2 of California Code of Regulations (CCR), also known as the 2010 California Building Standards Code (CBSC), addresses building standards for new structures constructed in or near a designated fire hazard severity zone. New buildings located in any fire hazard severity zone must comply with all sections of the current CBSC. Specifically, minimum standards are established for materials and to provide a reasonable level of protection from wildfire exposure for buildings in Wildland-Urban Interface (WUI) Fire Areas. Ignition-resistant materials and design are required to reduce the risk from flame or burning embers projected by a vegetation fire.

California Fire Plan

CAL FIRE and the State Board of Forestry (Board) regulate wildland fire protection in California through the 2010 Strategic Fire Plan (Fire Plan), June 2010. The mission of the Board is to lead California in developing policies and programs that serve the public interest in environmentally, economically, socially sustainable forest and rangeland management, and a fire protection system that protects and serves the people of the state. In concert with the mission of the Board, the mission of CAL FIRE is to serve and safeguard the people and protect the property and resources of California. The central goals of the Fire Plan that are critical to reducing and preventing the impacts of fire revolve around both suppression efforts and fire prevention efforts. The major components are:

- Improved availability and use of information on hazard and risk assessment;
- Land use planning: including general plans, new development, and existing developments;
- Shared vision among communities and the multiple fire protection jurisdictions, including county-based plans and community-based plans such as Community Wildfire Protection Plans (CWPP);
- Establishing fire resistance in assets at risk, such as homes and neighborhoods;
- Shared vision among multiple fire protection jurisdictions and agencies;
- Levels of fire suppression and related services; and
- Post fire recovery.

The central policies that are critical to reducing and preventing the impacts of fire revolve around both suppression efforts and fire prevention efforts. Major policy components are:

- Land use planning that ensures increased fire safety for new development;
- Creation of defensible space for survivability of established homes and neighborhoods;
- Improving fire resistance of homes and other constructed assets;
- Fuel hazard reduction that creates resilient landscapes and protects the wildland and natural resource values;
- Adequate and appropriate levels of wildland fire suppression and related services; and
- Commitment by individuals and communities to wildfire prevention and protection through local fire planning.

San Bernardino Unit Strategic Fire Plan

The San Bernardino Unit Strategic Fire Plan, dated August 2, 2011, identifies and prioritizes pre fire and post fire management strategies and tactics meant to reduce the loss of values at risk within the San Bernardino Unit of CAL FIRE. The Plan is intended for use as a planning and assessment tool only. Pre-Fire Management Strategies are included that pertain to fire prevention, engineering and structure ignitability, information and education, and vegetation management. The City of Upland is located within San Bernardino Unit Battalion 5.

Air Safety Zones

The California Airport Land Use (ALCU) Planning Handbook provides planning guidance to ALUCs, airport proprietors, and counties and cities with jurisdiction over airport area land uses. The purpose of the Handbook is to support the State Aeronautics Act. The Handbook allows jurisdictions flexibility in determining air safety zones that represent areas of assumed accident potential.

Southern California Association of Governments Regional Transportation Plan

The Southern California Association of Governments (SCAG) is required to develop, maintain and update a Regional Transportation Plan (RTP) every three years for the six-county region of Los Angeles, Orange, Ventura, Imperial, Riverside and San Bernardino. The RTP is a multimodal plan that provides a basic policy and program framework for improving the balance between land uses and transportation systems including aviation.

San Bernardino Association of Governments Comprehensive Transportation Plan

The San Bernardino Association of Governments (SANBAG) is the council of governments and transportation planning agency for San Bernardino County. SANBAG is responsible for cooperative regional planning and represents the County's interests on regional and subregional transportation matters. SANBAG is actively involved in the development of SCAG's Regional Transportation Plan and provides input to SCAG through a variety of planning activities including the development of a countywide Comprehensive Transportation Plan. The Comprehensive Transportation Plan is an evaluation of transportation needs in San Bernardino County.

LOCAL

San Bernardino County Hazardous Materials Program

San Bernardino County's Hazardous Materials Program serves area residents by responding to emergencies and monitoring hazardous materials. The 2005 San Bernardino County Hazardous Materials Area Plan is a comprehensive document that includes the identification of hazardous materials incident planning, operations, organization and responsibilities for handling a hazardous materials incident that may impact San Bernardino County. It also provides support for hazardous materials management in San Bernardino County, including the coordination of data management, business plans and facility inspections. The Plan is a dynamic document designed to protect human health and the environment through hazardous materials emergency planning and community right-to-know programs within the County.

Hazardous Materials Emergency Response

All cities within San Bernardino County must adopt a hazardous waste management plan and enact an ordinance requiring that land use decisions be consistent with the County's plan, or incorporate the County's plan into the General Plan. The City of Upland has elected to incorporate by reference all applicable portions of the County of San Bernardino Hazardous Waste Management Plan into the General Plan 2035, with some exceptions. For instance, all legislative and policy actions of the City regarding hazardous waste management, citing criteria, and land use decisions will be guided by and consistent with the City of Upland General Plan and the Upland Municipal Code.

The City's Emergency Operations Plan identifies the City's emergency planning, organization and response policies and procedures. The plan also addresses the integration and coordination with other governmental levels. Emergency Preparedness encompasses the following:

- The City of Upland Emergency Operations Plan;
- Department Specific Emergency Operations Plan(s);
- Emergency Preparedness Public Education;
- Emergency Operations Center Coordination; and
- Long Range Emergency Preparedness Planning.

There are three broad categories of hazards: natural, technological, and man-made. A fourth category for national security may be considered during an actual or pending state of war. The Emergency Operations Plan addresses how the City will respond to extraordinary events or disasters, from preparedness through recovery.

San Bernardino County Airport Land Use Commission

The San Bernardino County Airport Land Use Commission adopts plans to protect and promote the safety and welfare of airport users and residents in the airport vicinity. Specifically, these

plans seek to protect the public from the adverse effects of aircraft noise, to ensure that people and facilities are not concentrated in areas susceptible to aircraft accidents, and to ensure that no structures or activities encroach upon or adversely affect the use of navigable airspace.

Cable Airport Comprehensive Airport Land Use Plan (ALUP)

Cable Airport is located in the southwest portion of the City, northeast of the Foothill Boulevard/Monte Vista Avenue intersection. Encompassing 105 acres, Cable Airport is the largest privately owned airport in the country. Cable Airport, which is a general aviation airport that is home to over 450 aircraft, provides private aircraft tie-down, aircraft rentals, and flying lessons. The airport is classified as an uncontrolled field, given that there is no one in the tower directing traffic into and out of the airport. During special events (i.e., the Air Fair), the FAA sets up a temporary control tower for the day. At all other times, pilots are responsible for watching for other aircraft in the pattern. Pilots are required to follow rules for operating out of uncontrolled fields.

The Cable Airport Comprehensive Airport Land Use Plan (ALUP) was adopted by the West Valley Planning Agency Airport Land Use Commission in December 9, 1981. Specifically, the ALUP "seeks to protect the public from the adverse effects of aircraft noise, to ensure that people and facilities are not concentrated in areas susceptible to aircraft accidents, and to ensure that no structures affect navigable airspace. This plan shall generally address only those areas and issues, which are affected by, or affect, aircraft operations."

ALUP Figure 3, *Planning Area Boundaries*, delineates the ALUP's area of influence. These boundaries were established by analyzing normal flight patterns, approach and take off surfaces, and noise and safety regulations. The planning area is comprised of Clear Zones, Safety Areas, and Noise Impact Zones. According to the ALUP, any major change in land uses within the planning area can affect or be affected by airport operations.

ALUP Section 5.3, *Land Use Standards*, contains standards that define land uses, which are not compatible within the Clear Zones and Safety Areas. The objective of Clear Zones is to ensure that land uses around the airport will be compatible with airport operations.

Upland Municipal Code

The City's Fire Code is provided in Upland Municipal Code (UMC) Chapter 8.28, *Fire Prevention and Suppression*. This Chapter is intended to regulate and govern the safeguarding of life and property from fire and explosion hazards arising from the storage, handling, and use of hazardous substances, materials and devices, and from conditions hazardous to life or property in the occupancy of buildings and premises.

UMC Chapter 17.76, *CA Airport Commercial Zone*, and UMC Chapter 17.94, *MAV Industrial, Airport Zone*, are intended to encourage and secure the future of the Cable Airport and its continued physical improvement in the best interests of the health, safety and general welfare of the City's people.

UMC Chapter 17.138, *Height and Use Limitations in the Vicinity of Cable Airport*, was adopted to regulate and restrict the height of structures and objects of natural growth, and otherwise regulating the use of property, in the vicinity of the Cable Airport by creating airport approach zones, and a horizontal zone and establishing the boundaries thereof; providing for changes in the restrictions and boundaries of such zones; defining certain terms used herein; referring to the Cable Airport zoning map which is incorporated in and made a part of this chapter. This Chapter further notes the following:

> *It is found that an airport hazard endangers the lives and property of users of Cable Airport and of occupants of land in its vicinity and also if of the obstruction type, in effect reduces size of the area available for the landing, takeoff and maneuvering of aircraft, thus tending to destroy or impair the utility of Cable Airport and the (public) investment therein. Accordingly, it is declared (1) that the creation or establishment of an airport hazard is a public nuisance and an injury to the region served by Cable Airport; (2) that it is necessary in the interest of the public health, safety and general welfare that the creation or establishment of airport hazards be prevented, and (3) that the prevention of these hazards should be accomplished, to the extent legally possible, by the exercise of police power without compensation. It is further declared that both the prevention of the creation or establishment of airport hazards and the elimination, removal, alteration, mitigation, or marking and lighting of existing airport hazards are public purposes for which political subdivisions may raise and expend public funds and acquire land or interests in land.*

Draft Fire Department Strategic Plan

The Fire Department is in the process of developing a Fire Department Strategic Plan, which provides general goals and guidelines for the department. This plan outlines strategies and action items that will be used to uphold the Department's mission statement. In addition, the strategic plan will include a facilities master plan and apparatus and staffing plan for the City.

5.14.2 EXISTING ENVIRONMENTAL SETTING

MAJOR SOURCES OF HAZARDOUS WASTE MATERIALS INCIDENTS

Transport of Hazardous Materials/Waste

Hazardous substance incidents are likely to occur within the City of Upland due to the multitude of transportation systems (highways and railway). Transportation of hazardous materials/wastes is regulated by *CCR Title 26*. Major transportation routes within the City include surface streets and freeways. Regional access to the City and its Sphere of Influence is provided primarily by Interstates 10 and 210 (I-10 and I-210, respectively), which traverse along the southern boundary and generally through the northern/central portions of the City. Other significant regional roadway facilities include Foothill Boulevard (formerly State Route 66), traversing the southern

portion of the City, and Euclid Avenue (formerly State Route 83), which traverses the central portion of the City in a north/south direction.

Fixed Facility

Many businesses within the City handle, transport, and/or store hazardous materials. Also, commercial and retail businesses in Upland have very small amounts of hazardous materials. Many smaller chemical users such as school laboratories and stores likely maintain hazardous materials on-site. These hazardous materials may threaten human health or the environment. Potential hazards are found in materials that are toxic, flammable, corrosive, or reactive. It should be noted that existing Federal, State, and local laws regulate the use, transport, disposal, and storage of hazardous materials within the City.

Residents also use/handle small amounts of hazardous materials (such as automotive oil, fertilizers, pesticides, etc.). The City collects household hazardous waste at the City Yard, located at 1370 North Benson Avenue. Any use within the City that involves hazardous waste is subject to the requirements of the National Fire Code and conditions of the Department of Toxic Substances Control permit(s) that the waste facility holds.

Illegal Laboratories

Another source of hazardous materials incidents is the illegal manufacturing of drugs in clandestine laboratories. In many instances, the residue and hazardous waste from these laboratories are illegally dumped, posing a major public health and safety hazard and a threat to the environment.

Clandestine Dumping

Clandestine dumping of toxic materials and hazardous materials/waste on public or private property is a criminal act due to the health and safety threat it poses. As the costs and restrictions increase for legitimate hazardous waste disposal sites, it is anticipated that illegal dumping of hazardous materials would increase proportionately.

Hazardous Materials Sites

Businesses can generate hazardous waste, and generally include automotive services, dry cleaners, photo processing, printing, lithography, and medical services. Potential hazards associated with hazardous materials include fires, explosions, and leaks.

The storage of hazardous materials in businesses poses a threat to occupants, the public, neighboring occupancies, and fire fighters. The purpose of the Hazardous Materials Division of the SBCFD is to protect the health and safety of the public and the environment of the County of San Bernardino by assuring that hazardous materials are properly handled and stored. The

Division accomplishes this through inspection, emergency response, site remediation, and hazardous waste management services. Specific responsibilities include:

- Operating collection facilities and events for residents of San Bernardino County to safely dispose of household hazardous waste.

- Providing affordable waste management alternatives to businesses that generate very small quantities of waste through the Conditionally Exempt Small Quantity Generator (CESQG) program.

- Inspecting hazardous material handlers and hazardous waste generators to ensure full compliance with laws and regulations. Implementing CUPA programs for the development of accident prevention and emergency plans, proper installation, monitoring, and closure of underground tanks, and proper handling, storage, transportation, and disposal of hazardous wastes.

- Providing 24-hour response to emergency incidents involving hazardous materials or wastes in order to protect the public and the environment from accidental releases and illegal activities.

- Overseeing the investigation and remediation of environmental contamination due to releases from underground storage tanks, hazardous waste containers, chemical processes, or the transportation of hazardous materials.

- Conducting investigations and taking enforcement action as necessary against anyone who disposes of hazardous waste illegally or otherwise manages hazardous materials or wastes in violation of federal, state, or local laws and regulations.

- Providing Hazardous Materials Division information to the public and to other agencies upon request.

In the event that a hazardous materials related incident occurs, the SBCFD provides 24-hour response to emergency incidents involving hazardous materials or wastes in order to protect the public and the environment from accidental releases and illegal activities. In San Bernardino County, hazardous material incidents are handled by the San Bernardino County Interagency Response Team, which is composed of Hazardous Materials Specialists from the County and participating City Fire Agencies.

The Upland Fire Department provides fire services and emergency medical services for the City as well as mutual aid agreements with Rancho Cucamonga, Ontario, Montclair, and Claremont (Los Angeles County Fire Department) and also provides automatic aid for structural fires for the surrounding jurisdictions. The City is also part of a joint powers authority known as the West End Fire Emergency Response Company, which responds to major or multiple incidents such as those involving hazardous materials. The West End Fire Emergency Response Company consists of six specially trained firefighters who respond to the effects of hazardous material

spills or incidents. This specialized training includes subject areas relating to chemistry, hazard and risk assessment, incident safety considerations, management and mitigation techniques, personal protective equipment, atmospheric monitoring, and technical/advanced field operations. The firefighter/paramedic team members are also trained in hazardous materials mitigation and all aspects of fire prevention and suppression delivery.

REPORTED REGULATORY PROPERTIES

The provisions in Government Code Section 65962.5 are commonly referred to as the "Cortese List" (after the Legislator who authored the legislation that enacted it). Below are the data resources that provide information regarding the facilities or sites identified as meeting the "Cortese List" requirements.

- List of Hazardous Waste and Substances sites from DTSC EnviroStor database;[1]
- List of Leaking Underground Storage Tank (LUST) Sites by County and Fiscal Year from Water Board GeoTracker database;[2]
- List of solid waste disposal sites identified by the SWRCB with waste constituents above hazardous waste levels outside the waste management unit;[3]
- List of "active" Cease and Desist Orders (CDO) and Cleanup and Abatement Orders (CAO) from SWRCB;[4] and
- List of hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code, identified by DTSC.[5]

No listed properties on the Cortese List, compiled pursuant to Government Code Section 65962.5, are located within the City. It should be noted that 36 regulatory properties were historically noted on the Cortese List per the SWRCB; however, have received case closure by the SWRCB and are no longer on the list.

Department of Toxic Substances Control

RBF Consulting searched the City and its Sphere of Influence on the EnviroStor Database. The EnviroStor Database was developed by the DTSC to allow the public to search for properties regulated by the DTSC's Site Mitigation and Brownfields Reuse Program where extensive

[1] California Environmental Protection Agency, http://www.calepa.ca.gov/SiteCleanup/CorteseList/default.htm, accessed on July 11, 2012.
[2] Ibid.
[3] Ibid.
[4] Ibid.
[5] Ibid.

investigation and/or cleanup actions are planned or have been completed.[6] The following search resulted in eight listed regulatory properties located within the boundaries of the City; refer to Table 5.14-1, *DTSC and Geo Tracker Identified Regulatory Sites Within Upland*, for a detailed listing of the property.

GeoTracker

The Geographic Environmental Information Management System (GEIMS) is a data warehouse that tracks regulatory data about underground storage tanks, fuel pipelines, and public drinking water supplies using GeoTracker. GeoTracker and GEIMS were developed pursuant to a mandate by the California State Legislature (AB 592, SB 1189) to investigate the feasibility of establishing a Statewide GIS for leaking underground storage tank (LUST) sites.

RBF Consulting searched the City and its Sphere of Influence on the GeoTracker database. GeoTracker was developed pursuant to a mandate by the California State Legislature to investigate the feasibility of establishing a statewide Geographic Information System (GIS) for leaking underground storage tank (LUST) sites and is maintained by the SWRCB.[7] The following search resulted in 56 listed regulatory properties located within the boundaries of the City; refer to Table 5.14-1 for detailed listings of the properties.

Major Groundwater Plumes

Major groundwater plumes in the City are derived from agricultural activities that previously operated throughout the City (including potential releases from underground storage tanks). In the southwest portion and some areas in the southeast part of the City, groundwater contaminant levels currently exceed drinking water maximum contaminant levels. Underground storage tanks may leak for many reasons including container corrosion, faulty installation, or inadequate maintenance. The U.S. EPA requires the clean-up of underground storage tank sites when identified, but sometimes significant contamination of the groundwater has already occurred.

Airport Hazards

Built by Dewey Cable in 1945, Cable Airport has been under the private ownership of the Cable family throughout its history. It is one of only a few privately owned, public-use airports in Southern California and is said to be the busiest airport of this type in the U.S. The airport is home to approximately 350 aircraft, most of them small, single-engine airplanes. An estimated 60,000 takeoffs and landings take place annually. Future plans for Cable Airport focus on continuing to provide general aviation services for the surrounding communities. The limited land area precludes further extension of the runway. However, several spots are available upon which additional aircraft hangars can be built.

[6] RBF Consulting makes no claims as to the completeness or accuracy of EnviroStor Database; our review of EnviroStor Database's findings can only be as current as their listings and may not represent all known or potential hazardous waste or contaminated sites.

[7] RBF Consulting makes no claims as to the completeness or accuracy of GeoTracker; our review of GeoTracker's findings can only be as current as their listings and may not represent all known or potential hazardous waste or contaminated sites.

Table 5.14-1
DTSC and GEOTRACKER Identified Regulatory Sites Within Upland

Site Name/ Address	Site Information	Cleanup Status
Dynamic Plating 952 W. 9th Street[1]	Tiered Permit	Inactive – Needs Evaluation
Laidlaw Environmental Services Ca Inc 1369 W. 9th Street[1]	Reported Corrective Action Site.	Inactive as of January 1, 2008
San Antonio Community Hospital 999 San Bernardino Road[1]	Tiered Permit	Inactive – Needs Evaluation
Tedeum 1075 W. 9th Street[1]	Tiered Permit and Evaluation – Copper metal contamination discovered.	Referred to San Bernardino County on June 7, 2000
Upland Community Day School 1333 W. 9th Street[1]	According to historical aerial photos and topographic maps, the site was utilized for agricultural purposes (orchard) from at least 1938 to approximately 1954 and had a light industrial building from at least 1977 to the present. Past site uses included a carpet tile manufacturer, a disposal control service, truck parts, an auto salvage yard, and Laidlaw Transit Inc., a bus maintenance facility. An adjoining land use to the north is in the process of being developed as a bike trail, followed by residential dwellings. Light industries border the site from other sides.	Inactive, Needs Evaluation as of May 9, 2006
Upland Thrall Hall USAR 1284 E. 7th Street[1]	Site 1 is the former location of a PCB containing transformer. There is a potential that the transformer may have leaked resulting in PCB contaminated soil. The area of concern is located on the east side of the main administration building. The area is unpaved and covered with grass. It was determined that the selected remedy of No Further Action (NFA) is protective of human health and the environment. The decision document describes the selected action based on the results of the Preliminary Assessment (PA) and other subsequent investigations conducted under the Installation Restoration Program (IRP). The DTSC concurred with the decision document's NFA recommendation in a letter dated April 2, 2001. The DTSC agreed to remove the site from the IRP list.	De-listed as of May 7, 2001.
Western Moldings, Inc. 1111 E. 8th Street[1]	The Former Western Molding Inc. facility was a manufacturer of cold roll-formed metal parts from 1956 until 1994. During this time, various environmental concerns have arisen regarding the site's soils, including contamination from hydrocarbon and tetrachloroethylene (PCE) associated primarily with the disposal of waste oil and solvents in an area located on the northern portion of the site, west and east of the railroad loading dock.	Active as of September 17, 2008

Table 5.14-1 [continued]
DTSC and GEOTRACKER Identified Regulatory Sites Within Upland

Site Name/ Address	Site Information	Cleanup Status
Western Moldings, Inc. 1111 E. 8th Street[1] [continued]	From 1990 to 1996, six investigations were conducted to sample soil that was contaminated with PCE, Total Petroleum Hydrocarbons (TPH) and PCBs at the site. The last investigation was conducted in August 1996 by Camp Dresser and McKee and overseen by the County of San Bernardino Department of Health Services. In this investigation samples were taken to determine the vertical and lateral extent of contamination at various areas of the site, including the loading dock, where soil was thought to be contaminated. Results of this investigation showed that soil west of the loading dock was contaminated with TPH and extended to a maximum of 25 to 28 feet below ground surface (bgs). Also, an area of the facility where PCE was distilled showed signs of significantly elevated concentrations of PCE and TPH. In conclusion, three areas within the site had concentrations of PCE and TPH that calculated the developed risk-based clean-up levels of 1 mg/kg for PCE and 100 mg/kg for TPH. The three areas were 1) the railroad docking area; 2) the west side of the facility building; 3) and the east side of the facility building. In 1998 a remediation plan was approved by the SBCFD. A combination of soil excavation and soil vapor extraction comprised the remedy types for the site. In late 1998, confirmatory samples were taken, and a closure report was prepared in December 1998. In a 2002 follow-up investigation at the site, soil samples were taken to confirm and assess site conditions. Samples were collected in five areas that had been identified in earlier reports to have subsurface soil contamination. Soil samples were taken to evaluate PCBs, TPH and VOC concentrations. Results revealed non-detect concentrations for PCBs, TPH and all VOC compounds. On April 26, 1999, a request for site closure with the SBCFD was granted and a letter to that effect was sent to the owner of the site.	Active as of September 17, 2008
San Antonio Dam[1]	Reported in the DTSC Site Cleanup Program.	Inactive, Needs Evaluation as of July 1, 2005
A and L Trucking 1471 E. Arrow Highway	Leaking Underground Storage Tank Cleanup Site	Completed – Case Closed
Ag-Mcmurray, Joyce/Breece 1936 N. Euclid Avenue	Permitted Underground Storage Tank	--
Agua De Lejos Trtmnt Plnt 1775 N. Benson Avenue	Permitted Underground Storage Tank	--
AMPAC CAL MAT CO 1975 Benson Avenue	Permitted Underground Storage Tank Leaking Underground Storage Tank Cleanup Site	Completed – Case Closed
Andrew California Corporation 1037 W. 9th Avenue	Leaking Underground Storage Tank Cleanup Site	Completed – Case Closed

Table 5.14-1 [continued]
DTSC and GEOTRACKER Identified Regulatory Sites Within Upland

Site Name/ Address	Site Information	Cleanup Status
ARCO # 1876 Upland Service Sta #1876 187 S. Mountain Avenue	Permitted Underground Storage Tank Leaking Underground Storage Tank Cleanup Site	Completed – Case Closed
ARCO #5042 1013 W. Foothill Boulevard	Leaking Underground Storage Tank Cleanup Site	Completed – Case Closed
ARCO fac #9552 / Thrifty Oil 782 N. Mountain Avenue	Permitted Underground Storage Tank Leaking Underground Storage Tank Cleanup Site	Completed – Case Closed
ARCO Fac #9690 475 N. Mountain Avenue	Permitted Underground Storage Tank Leaking Underground Storage Tank Cleanup Site	Completed – Case Closed
ARCO Fac #9691 Thrifty Oil # / ARCO # 9691 775 W. Foothill Boulevard	Permitted Underground Storage Tank Leaking Underground Storage Tank Cleanup Site	Completed – Case Closed
ATSF Right-of-Way N/A FMR. ATSF Upland Station	Cleanup Program Site	Completed – Case Closed
Car Wash USA 2016 W. Foothill Boulevard	Permitted Underground Storage Tank	--
Central Station 775 N. Central Avenue	Permitted Underground Storage Tank	--
Chevron #9-3078 188 E. Foothill Boulevard	Leaking Underground Storage Tank Cleanup Site	Completed – Case Closed
Upland City Yard 1370 N. Benson Avenue	Permitted Underground Storage Tank Leaking Underground Storage Tank Cleanup Site	Completed – Case Closed
Dineen Trucking 1284 Airport Drive	Leaking Underground Storage Tank Cleanup Site	Completed – Case Closed
Dosh Property 1853 W. Arrow Route	Leaking Underground Storage Tank Cleanup Site	Completed – Case Closed
Equilon Enterprises/ Shell Upland Auto Care Center 1188 W. Foothill Boulevard	Permitted Underground Storage Tank Leaking Underground Storage Tank Cleanup Site	Completed – Case Closed
Euclid ARCO 193 S. Euclid Avenue	Permitted Underground Storage Tank Leaking Underground Storage Tank Cleanup Site	Completed – Case Closed
Express Stop 2401 N. Euclid Avenue	Permitted Underground Storage Tank	--
Foothill Texaco #0360 1187 W. Foothill Boulevard	Permitted Underground Storage Tank	--
G & M Oil SS #22 159 S. Euclid Avenue	Permitted Underground Storage Tank Leaking Underground Storage Tank Cleanup Site	Completed – Case Closed
G & M Oil Co SS #36 185 N. Mountain Avenue	Permitted Underground Storage Tank Leaking Underground Storage Tank Cleanup Site	Completed – Case Closed
Goodyear Tire Center 913 W. Foothill Boulevard	Leaking Underground Storage Tank Cleanup Site	Completed – Case Closed
Greenwaste, Upland 1961 W. 16th Street	Land Disposal Site	Completed – Case Closed

Table 5.14-1 [continued]
DTSC and GEOTRACKER Identified Regulatory Sites Within Upland

Site Name/ Address	Site Information	Cleanup Status
Laidlaw Transit Inc 1455 W. 9th Street	Permitted Underground Storage Tank Leaking Underground Storage Tank Cleanup Site	Completed – Case Closed
Land Care Inc. 8475 Loma Place	Leaking Underground Storage Tank Cleanup Site	Completed – Case Closed
Landfill,Upland-Closed Off Campus Avenue Between E. 14th Street and E. 15th Street	Land Disposal Site	Open – Remediation
Landfill,Upland-Inert 700 Arrow Route	Land Disposal Site	Completed – Case Closed
Landfill,Upland-Inert 2430 Arrow Route	Land Disposal Site	Completed – Case Closed
Lewis Homes Stonecrest Avenue	Leaking Underground Storage Tank Cleanup Site	Completed – Case Closed
Liberty Groves 495 E. 19th Street	Leaking Underground Storage Tank Cleanup Site	Completed – Case Closed
Mission Car Wash 1101 E. Foothill Boulevard	Permitted Underground Storage Tank	--
Mobil Oil SS #11-D4q 1212 W. Foothill Boulevard	Permitted Underground Storage Tank Leaking Underground Storage Tank Cleanup Site	Completed – Case Closed
Mobil SS #18-021 411 S. Mountain Avenue	Permitted Underground Storage Tank Leaking Underground Storage Tank Cleanup Site	Completed – Case Closed
Mobil Oil SS #11-D85 204 N. Euclid Avenue	Permitted Underground Storage Tank Leaking Underground Storage Tank Cleanup Site	Completed – Case Closed
Mountain View Car Wash 369 N. Mountain Avenue	Permitted Underground Storage Tank	--
Pactra Coatings 420 S. 11th Avenue	Leaking Underground Storage Tank Cleanup Site	Completed – Case Closed
Paragon Building Products 1337 Bowen Street	Leaking Underground Storage Tank Cleanup Site	Completed – Case Closed
Patriot Gas 720 E. 9th Street	Leaking Underground Storage Tank Cleanup Site	Completed – Case Closed
R F White Co Inc #2971 1401 E. Arrow Hwy	Permitted Underground Storage Tank Leaking Underground Storage Tank Cleanup Site	Completed – Case Closed
San Antonio Comm Hospital 999 San Bernardino Road	Permitted Underground Storage Tank	--
Scheu Products 297 E. Stowell	Leaking Underground Storage Tank Cleanup Site	Completed – Case Closed
Tag Management, Inc. 18th Street and Benson Avenue	Leaking Underground Storage Tank Cleanup Site	Completed – Case Closed
Terry's Shell Upland Shell 183 E. Foothill Boulevard	Permitted Underground Storage Tank Leaking Underground Storage Tank Cleanup Site	Completed – Case Closed

Table 5.14-1 [continued]
DTSC and GEOTRACKER Identified Regulatory Sites Within Upland

Site Name/ Address	Site Information	Cleanup Status
Texaco Food Mart #0098 202 S. Mountain Avenue	Permitted Underground Storage Tank	--
Upland Texaco Center Texaco Service Station 811 W. Foothill Boulevard	Permitted Underground Storage Tank Leaking Underground Storage Tank Cleanup Site	Completed – Case Closed
UNOCAL 1639 W. Foothill Boulevard	Permitted Underground Storage Tank	--
UNOCAL #5142 502 S. Euclid Avenue	Leaking Underground Storage Tank Cleanup Site	Completed – Case Closed
Upland Gas Up 177 E. Arrow Hwy	Permitted Underground Storage Tank Leaking Underground Storage Tank Cleanup Site	Completed – Case Closed
Upland Hills Country Club 1231 E. 16th Street	Leaking Underground Storage Tank Cleanup Site	Completed – Case Closed
Upland Shell 183 E. Foothill Boulevard	Permitted Underground Storage Tank	--
Upland Texaco Center 811 W. Foothill Boulevard	Permitted Underground Storage Tank	--
Verizon/Upland C O 234 W. Foothill Boulevard	Permitted Underground Storage Tank	--
Verizon/Upland Special 870 N. Mountain Avenue	Permitted Underground Storage Tank	--
Weston E. Montgomery Fuel 2085 W. 11th Street	Leaking Underground Storage Tank Cleanup Site	Completed – Case Closed

Notes:
None of the above identified regulatory sites compiled from the GeoTracker and EnviroStor Databases are reported on the current Cortese List, complied pursuant to Government Code Section 65962.5.
1. Department of Toxic Substances Control, EnviroStor Database, http://www.envirostor.dtsc.ca.gov/public/, accessed July 10, 2012.

Source: State Water Resources Control Board, GeoTracker Database, http://geotracker.waterboards.ca.gov/map/default.asp, accessed July 10, 2012.

As discussed in the *Cable Airport Comprehensive Land Use Plan* Section above, ALUP Figure 3, *Planning Area Boundaries*, delineates the ALUP's area of influence. The planning area is comprised of Clear Zones, Safety Areas, and Noise Impact Zones. The Clear Zones and Safety Areas constitute the most critical parts of an airport's environs with respect to safety. These areas have been kept largely clear of structures, with open space to the east and the San Antonio Channel and an industrial park to the west.

Emergency Evacuation

As a jurisdiction included in the San Bernardino County Operational Area Multi-Jurisdictional Hazard Mitigation Plan, the City of Upland adopted a local Hazard Mitigation Plan in 2005. This plan is intended to help reduce or eliminate losses of life and property in the event of an emergency or disaster. The Hazard Mitigation Plan meets the requirements of the Disaster Mitigation Act of 2000, which requires local governments to adopt a mitigation plan in order to receive federal disaster mitigation funds. The mitigation plan must identify hazards, risks and mitigation actions, and provide technical support for recommended mitigation efforts.

As required by State law, Upland has established emergency preparedness procedures in its Emergency Operations Plan in order to respond to extraordinary situations associated with natural disasters, technological incidents, and national security emergencies. This plan is designed to include the City of Upland as part of the California Standardized Emergency Management System (SEMS).

The Emergency Operations Plan assures the preparation and maintenance of appropriate and current standard operating procedures (SOPs)/emergency operating procedures (EOPs), resource lists, and checklists that detail how assigned responsibilities are performed to support Emergency Operations implementation and to ensure successful response during a major disaster.

In addition to the City's Emergency Operations Plan, the City of Upland also has an Emergency Operations Center, department-specific emergency operations plans, and long-range emergency preparedness planning. The City also provides emergency preparedness education to the public.

Wildland Fire Hazards

The City contains potential fire threats, both from wildfire to the north in the San Bernardino National Forest and urban fire from existing development. The risk of wildland fires is related to a combination of factors, including winds, temperatures, humidity levels and fuel moisture content. Of these four factors, wind is the most crucial. Steep slopes also contribute to fire hazard by intensifying the effects of wind and making fire suppression difficult. Upland's drainage and open space areas, the foothills to the north, and warm and dry summers create a situation that results in potential wildland fires. Where there is easy human access to dry vegetation, fire hazards increase because of the greater chance of human carelessness.

Regionally, elevations within Battalion 5, which includes the City of Upland, vary from 500 feet around the Prado Flood Control basin on into the Santa Ana Canyon up to 8859 feet above mean sea level (msl) at Cucamonga Peak in the eastern San Gabriel Mountain Range. Fuel types within the Battalion are primarily grasses and shrub. The urban interface areas spanning across the battalion presents a major concern and challenge to fire personnel when defending structures from wildland fire.

Battalion 5 consists of two CAL FIRE stations (FFS), a Conservation Camp with a Type II Helicopter, and the Chino Institute for Women (CIW) Fire Training Center. The Chino Hills FFS and Devore FFS are each one engine stations that are open during transitional and peak staffing. The Prado Conservation Camp is located on the same property as the Chino Hills FFS. There are four crews assigned to Prado Camp. Three of the crews are traditional CAL FIRE Fire Crews. The fourth crew is the helitack crew for Helicopter 305. The helicopter is provided via a contract with the San Bernardino County Sherriff Department (SBSO) helicopter staffed with at least 1 Fire Captain B, an SBSO Pilot, and a crew of up to 7 inmate firefighters. The CIW Training Center provides trained inmate fire fighters to CAL FIRE's Rainbow and Puerta La Cruz conservation camps. Inmate firefighters are also provided to the Los Angeles County Fire Department's Malibu conservation Camp.

Specifically within the City, open space and residential areas near the San Antonio drainage, San Antonio Heights, and the Colonies development are considered to be areas of very high threat for wildfire. The area north of the SR-210 Freeway, between 19th and 20th Streets, has been designated as a Special Fire zone due to its proximity to high fire hazard brush areas. Industrial parks and the Downtown area are the highest urban fire hazard areas; these areas are located in the southern sectors of the community; refer to Exhibit 5.14-1, *High Fire Hazard Zones*. Five fire stations located within the City serve the planning area; refer to Section 5.17, *Fire Protection*.

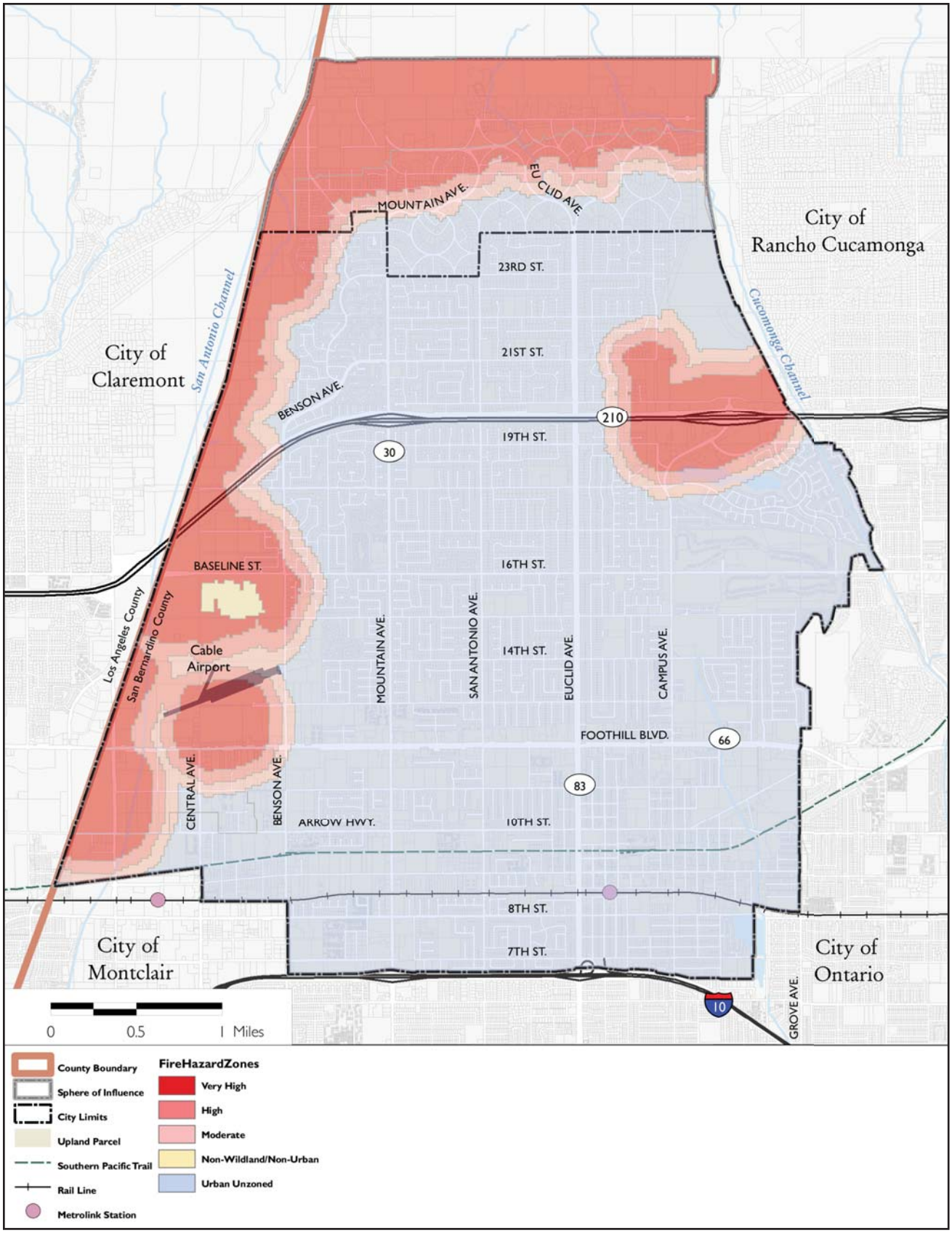
5.14.3 SIGNIFICANCE THRESHOLDS AND CRITERIA

The issues presented in the Initial Study Environmental Checklist (Appendix G of the CEQA Guidelines) have been utilized as thresholds of significance in this Section. Accordingly, hazardous materials impacts resulting from the Project implementation may be considered significant if they would result in the following:

- Create a significant hazard to the public or the environment through the routing transport, use, or disposal of hazardous materials.

- 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.

- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.



Source: The Planning Center | DC&E, *City of Upland General Plan Update*, Draft September 2012.

PLANNING DOCUMENTS PROJECT
PROGRAM ENVIRONMENTAL IMPACT REPORT

High Fire Hazard Zones

Exhibit 5.14-1

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- 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.

- For a 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, would the project result in a safety hazard for people residing or working in the project area.

- For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area; refer to Section 8.0, *Effects Found Not To Be Significant*.

- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

- Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

Based on these significance thresholds and criteria, the Project's effects have been categorized as either "no impact," a "less than significant impact," or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact.

5.14.4 PROJECT IMPACTS AND MITIGATION MEASURES

HAZARDOUS MATERIALS USE, GENERATION, TRANSPORT, OR DISPOSAL

- **WOULD FUTURE DEVELOPMENT IN ACCORDANCE WITH THE PROJECT INCREASE HAZARDS TO THE PUBLIC OR THE ENVIRONMENT ASSOCIATED WITH THE ROUTINE USE, GENERATION, TRANSPORT, OR DISPOSAL OF HAZARDOUS MATERIALS?**

Impact Analysis: Risk of upset can involve scenarios that could adversely affect the health of the public and scenarios that could discharge hazardous materials into the environment. Many types of businesses utilize various chemicals and hazardous materials, or their routine business operations involve chemicals that are generated, stored, used, or transported. Currently, a variety of existing business operations in the City use, store, or transport hazardous substances, as well as generate hazardous waste. The types and quantities of hazardous materials utilized by the various types of businesses that could locate in the City would vary tremendously and, as a result, the nature of potential hazards would also be varied. Such substances could range from common automobile oil and household pesticides to chlorine, dry-cleaning solutions, ammonia,

or substances used in commercial and industrial operations. Therefore, any non-residential development that occurs within the City may result in an increase in hazardous materials use, storage, transport, or generation of hazardous waste.

Since the Project does not involve any specific development projects, no specific type of hazard associated with the use of these materials can be identified and the likelihood of a hazard presenting a serious health or safety hazard/risk to the public cannot be determined at this time. However, there is a possibility that future nonresidential development in the City would require or engage in operations that involve the generation, use, storage, or transport of hazardous materials. The consequence of this increase of hazardous materials in the City is an increase in the potential for human exposure to these substances, with possible public health and safety risks.

Chemical storage of any kind over specific quantities (such as 55 gallons of petroleum product) must be publicly reported in accordance with California Proposition 65. Business Plans for businesses storing substances above minimum reporting requirements must be prepared and kept on file with the SBCFD Hazardous Materials Division. Additionally, the hazardous materials disclosure would allow for the inspection by and notification to the SBCFD of all businesses that generate, store, and use hazardous materials. Based on the disclosure information, the SBCFD would take an active role in the inspection of businesses with hazardous materials, and would monitor the CUPA data to ensure that the data is timely and accurate.

The SBCFD Hazardous Materials Division inspects these businesses every year for adequate storage, handling, and labeling practices and notes changes in quantities. Business contact names, diagrams for storage locations and emergency spill procedures are part of these Business Plans, which are submitted and approved by the SBCFD. In addition, Proposition 65 requires a material safety data sheet (MSDS) be kept at the business, for each chemical used and stored at each business, which outlines the chemical components and safety handling measures to be followed by employees.

Monitoring of sites which have contamination associated with underground tanks used to store petroleum products is the primary responsibility of the California Department of Health Services and the Regional Water Quality Control Board. Aboveground tanks storing hazardous chemicals would have secondary containment to collect fluids that are accidentally released. Underground storage tanks and connecting piping would be double-walled and would have monitoring devices with alarms installed to constantly monitor for unauthorized releases in accordance with Federal, State, and local standards.

Businesses transporting hazardous materials/wastes would be regulated by *California Code of Regulations* (*CCR*) *Title 26, Toxics*. The DOT requires the implementation of safe handling procedures (i.e., packaging, marking, labeling and routing). The CHP and Caltrans would enforce Federal and State regulations and respond to hazardous materials transportation emergencies. Emergency responses are coordinated as necessary between Federal, State and local governmental authorities and private persons through the Upland Emergency Operations Plan.

Elementary, middle, and high schools are located within the City (refer to Section 5.19, *School Facilities*). New businesses that locate near residential areas or within 0.25-mile of a school may expose these sensitive land uses to greater risk of exposure to hazardous materials, wastes, or emissions. Methods such as a buffer in the form of a major street, channel, or intervening land use can be used to separate residential areas from industrial areas.

The Project allows for commercial and office uses that may involve the generation, storage, use, and/or transport of hazardous materials. While the risk of exposure to hazardous materials cannot be eliminated, compliance with measures established by Federal, State, and local regulatory agencies would adequately offset the negative effects related to the generation, use, storage, and transport of hazardous materials in the City. Compliance with these measures would also ensure that future development does not create unacceptable risk to residents with regard to hazardous materials. Additionally, the General Plan 2035 has identified the following Goals, which would further minimize risk of exposure:

Goal CIR-5: A transportation system which accommodates the efficient movement of freight vehicles on appropriate routes.

Goal SAF-5: A community protected from harmful effects of hazardous materials and waste.

Goal SAF-7: Government, businesses and households protected from and prepared for natural or man-made disasters.

The General Plan 2035 has identified the Policies and Actions outlined below in furtherance of these Goals. Additionally, the proposed Zoning Code Update (ZCU) is intended (among other objectives) to: protect and promote the health, safety, and welfare of Upland residents; govern the use of land for residential and nonresidential purposes; and protect the public from hazards associated with natural and man-made disasters. All future development in the City would be subject to compliance with the established regulatory framework, including the ZCU regulations, and implementation of the General Plan 2035 Policies and Actions, ensuring the potential risk of exposure to hazardous materials is reduced to less than significant.

General Plan 2035 Policies and Actions:

Policy CIR-5.2 Hazardous Materials Transport. Coordinate with the State of California and other agencies to limit transportation of hazardous materials through the City.

Action CIR-5.1 Truck Routes. Update the Truck Route map and the Municipal Code referencing truck routes based on the adopted roadway network.

Policy HC-3.4 Hazardous Waste. Work with government agencies, private industry, and stakeholders to manage the generation, transport, and use of toxic and/or hazardous wastes, and reduce their accidental release.

Action HC-3.3	Hazardous Waste. Work with business owners and operators to ensure compliance with fire department requirements for appropriate hazardous waste generation, disposal, and transport.
Policy HC-7.5	Safe Environment. Continue to support policies and programs that ensure an environment that is safe from air, water, noise, hazardous waste, and other manmade environmental hazards.
Policy LU-6.4	Hazardous Uses. Carefully review the development of industrial and similar uses that use, store, produce or transport toxic substances, air emissions, other pollutants or hazardous materials to ensure they are appropriately located and operated to minimize impacts to adjacent development.
Policy OSC-4.16	Lead Abatement. Support lead-abatement programs.
Policy OSC-4.17	Mold Growth. Disseminate information about methods for reducing mold growth.
Policy OSC-7.6	Reuse of Mined Land. Require mined property to be left in a condition suitable for reuse in conformance with the California Surface Mining and Reclamation Act (SMARA).
Policy PFS-2.9	Development Review Process. Identify and mitigate fire hazards through the development review process.
Policy PFS-2.10	Fire Prevention. Require new development to incorporate adequate emergency water flow, fire resistant design and materials, early warning systems and evacuation routes.
Policy PFS-2.11	Emergency Vehicle Access. Require new development to be accessible to emergency vehicles and to not impede the ability of service providers to provide adequate emergency response.
Policy PFS-2.12	Public and Private Roadways. Ensure that new public and private roadways are adequate in terms of width, radius and grade to accommodate fire-fighting apparatus, while maintaining Upland's neighborhoods and small-town character.
Policy PFS-14.3	Household Hazardous Waste. Provide for the collection and recycling of household hazardous waste as well as e-waste, used oil and filter container recycling, and sharps disposal (needles/syringes) at the City Yard.
Policy SAF-4.1	Public Education. Promote educational programs for the public related to fire safety and prevention.

Policy SAF-4.2 Prevention Programs. Participate in fire and life safety prevention programs with neighboring jurisdictions and other governmental agencies as needed.

Policy SAF-4.3 Development. Continue to require all development, new and existing, to provide necessary service, fire hydrants and road improvements consistent with the California Fire Code.

Policy SAF-4.4 Development Review. Include the Fire Department in the review of development proposals to ensure projects adequately address safe design and on-site fire protection and comply with applicable fire and building codes.

Policy SAF-4.5 Fire Sprinkler Systems. Promote the installation of fire sprinkler systems for both commercial and residential use and in structures where sprinkler systems are not currently required by the Municipal Code or California Fire Code.

Policy SAF-4.10 Fire Services. Ensure an acceptable level of fire safety and emergency medical services throughout the City.

Policy SAF-4.11 Water Supplies for Fire Suppression. Ensure that adequate water supplies are available for fire-suppression throughout the City.

Policy SAF-5.1 Sensitive Uses. Require adequate separation between areas where hazardous materials are present and sensitive uses such as schools, senior centers, hospitals and medical centers, residences and public facilities.

Policy SAF-5.2 Investigate Sites for Contamination. Ensure buildings and sites are investigated for the presence of hazardous materials and/or waste contamination before development and periodically during operation for which City discretionary approval is required. The City shall ensure appropriate measures are taken to protect the health and safety of all possible users and adjacent properties.

Policy SAF-5.3 Transport of Hazardous Materials. Ensure the safe transport of hazardous materials through Upland through implementation of the following measures:

a. Restrict transport of hazardous materials within Upland to designated routes.
b. Prohibit the parking of vehicles transporting hazardous materials on City streets.

c. Require that new pipelines and other channels carrying hazardous materials avoid residential areas and other immobile populations to the greatest extent possible.

Policy SAF-5.4 Reduction of Hazardous Waste. Work with households, businesses and others who generate hazardous waste to reduce overall hazardous waste in Upland.

Policy SAF-5.5 Green Building. Encourage the use of green building practices to reduce the use of potentially hazardous materials in construction.

Policy SAF-5.6 Clean Industries. Strive to maintain and attract clean industries to the City and discourage the expansion of businesses, with the exception of health care and related medical facilities, that require on-site treatment of hazardous industrial waste.

Policy SAF-5.7 Dry Cleaners. Prohibit the use of Perchloroethylene (PERC) in new dry cleaning facilities and require that dry cleaners in mixed-use developments use clean technology.

Policy SAF-5.8 Household Hazardous Waste Collection Programs. Continue to work with the San Bernardino County Fire Department Hazardous Materials Division to provide household hazardous waste collection programs for convenient access and the proper disposal of products containing hazardous materials or hazardous wastes.

Policy SAF-5.9 Storage of Hazardous Waste. Work with the Upland Fire Department to monitor and regulate the storage of hazardous materials in conformance with the Uniform Fire Code.

Policy SAF-5.10 County Regulations. Continue to work with the San Bernardino County Fire Department Hazardous Materials Division to ensure that businesses in Upland follow the hazardous materials regulations and guidelines outlined in the County of San Bernardino Hazardous Waste Management Plan.

Policy SAF-5.11 State and Federal Laws. Continue to enforce State and federal laws and regulations pertaining to the reporting, clean-up, transport, and management of hazardous materials, including the guidelines and procedures mandated by the State legislature for evaluating hazardous waste facility applications.

Policy SAF-5.12 Emergency Response Plans. Require applicants proposing to generate hazardous waste to submit emergency response plans to the Upland Fire Department and San Bernardino County Fire Department Hazardous Materials Division.

Policy SAF-5.13	Education. Educate residents and businesses on how to reduce or eliminate the use of hazardous materials and products, and encourage the use of safer, nontoxic, environmentally friendly equivalents.
Policy SAF-7.1	Emergency Operations Plan. Maintain, update and implement, as needed, the Emergency Operations Plan to address disasters such as earthquakes, flooding, dam failure, hazardous materials spill, epidemics, fires, extreme weather, major transportation accidents, and terrorism.
Policy SAF-7.2	Department-Specific Emergency Operations Plans. Ensure the maintenance of department-specific Emergency Operations Plans.
Policy SAF-7.3	Staff Trainings. Conduct periodic trainings with staff on emergency operations, based on the Emergency Operations Plan.
Policy SAF-7.4	Mutual Aid Agreements. Continue to participate in mutual aid agreements with Rancho Cucamonga, Ontario, Montclair, Claremont and surrounding jurisdictions to ensure adequate resources, facilities, and other support for emergency response.
Policy SAF-7.5	Collaboration with Agencies and Businesses. Work with other agencies and businesses within the City to assist and support their disaster preparedness efforts.
Policy SAF-7.6	Post-Disaster Response. Plan for the continued function of critical facilities following a major seismic or geologic disaster to help prevent major problems during post-disaster response such as evacuations, rescues, large numbers of injuries, and major clean-up operations.
Policy SAF-7.7	Infrastructure. Regularly review the adequacy of local infrastructure to withstand a hazardous event.
Policy SAF-7.8	Public Education. Continue to provide information to residents and businesses on emergency preparedness, such as preparing emergency kits, developing a communications plan, implementing evacuation procedures and updating emergency plans.
Action SAF-7.1	Special Needs Population. Identify and establish communication systems, evaluation methods, shelter locations and other services for special needs populations.
Action SAF-7.2	EOP Review. Revisit the Emergency Operations Plan (EOP) every three (3) years as recommended by the State and update as needed.

Action SAF-7.3 NEMS/SEMS Training. Annually designate and fund an appropriate staff person to attend the NEMS/SEMS training sponsored by the State.

Action SAF-7.4 EOC Training. Conduct annual Emergency Operations Center (EOC) trainings to maintain City preparedness for potential disasters.

Mitigation Measures: No further mitigation is required beyond implementation of the GPU Policies and Actions.

Level of Significance After Mitigation: Not Applicable.

ACCIDENTAL RELEASE OF HAZARDOUS MATERIALS

- **WOULD ACCIDENTAL RELEASE OF HAZARDOUS MATERIALS AS A RESULT OF PROJECT IMPLEMENTATION RESULT IN A HEALTH RISK TO THE PUBLIC AND THE ENVIRONMENT?**

Impact Analysis: Project implementation increases the residential, commercial, office, and industrial uses throughout the City. As noted above, the uses could increase the generation, storage, use, and transport of hazardous materials in Upland. The increased generation, storage, use, and transport of hazardous materials in the City increases the potential for accidental releases of hazardous materials, which poses a threat to the health and safety of the public and the environment.

Typical incidents that could result in accidental release of hazardous materials include leaking underground storage tanks, accidents during transport causing a "spill" of a hazardous materials and/or natural disasters causing the unauthorized release of a substance. If not cleaned up immediately and completely, these and other types of incidents could cause contamination of soil, surface water and groundwater, in addition to any toxic vapors that might be generated. Depending on the nature and extent of the contamination, groundwater supplies could become unsuitable for use as a domestic water source. Human exposure to contaminated soil or water could have potential health effects depending on a variety of factors, including the nature of the contaminant and the degree of exposure.

Accidental releases would most likely occur in the commercial and industrial areas and along transportation routes leading to and from these areas. The major transportation corridors in the City include I-10 and I-210, SR-66 (Foothill Boulevard), and SR-83 (South Euclid Avenue). It is along these freeways and roads that most of the businesses that are likely to generate, use, store, or transport hazardous materials are located.

The Project anticipates future growth throughout the City, which includes residential, commercial, office, and industrial land uses. The level of risk associated with hazardous materials would be evaluated on a project-by-project basis during the development process. Compliance with the established regulatory framework, including the ZCU regulations, and

implementation of the General Plan 2035 Policies and Actions specified above, would ensure that potential impacts are reduced to less than significant. Any potential hazardous materials release pertaining to soil, surface water, and/or groundwater contamination would be confirmed and, if necessary, characterized and remediated to the standards set by the applicable Federal State, and local regulatory agencies.

The Hazardous Materials Release Response Plans and Inventory Law of 1985 (or the Business Plan Act) requires that a business that uses, handles, or stores hazardous materials above a certain quantity prepare a plan which must include an inventory of hazardous substances on the premises. A Risk Management and Prevention Plan (RMPP) may be required for businesses that use acutely hazardous substances and are located in proximity to sensitive land uses. As a part of the Risk Management and Prevention Plan, businesses that handle acutely hazardous materials must include a hazard and operability study (HAZOP), which analyzes potential hazards to sensitive populations in the vicinity. The SBCFD is the CUPA for the City and is responsible for regulating hazardous materials business plans and chemical inventory, hazardous waste and tiered permitting, underground storage tanks, and risk management plans. These plans are intended to mitigate potential release of hazardous substances and minimize potential harm or damage. Oversight by the appropriate agencies and compliance with applicable regulations are considered adequate to offset the negative effects related to the accidental release of hazardous materials in the City.

Contaminated groundwater may exist from the active and non-active landfills located within the City. Potential accidental releases as a result of impacting groundwater during site disturbance activities would be analyzed on a project-by-project basis. Implementation of the General Plan 2035 Policies and Actions would reduce impacts associated with contaminated groundwater to less than significant. Refer also to Section 5.13, *Hydrology and Water Quality*, for further discussion regarding water quality.

Overall, compliance with measures established by Federal, State and local regulatory agencies would sufficiently offset the negative effects related to the reasonably foreseeable upset and accident conditions involving the release of hazardous materials in the City. Implementation of the aforementioned General Plan Policies and Actions would further minimize potential impacts involving the accidental release of hazardous materials.

General Plan 2035 Policies and Actions: Refer to the GPU Policies and Actions referenced above.

Mitigation Measures: No further mitigation is required beyond implementation of the GPU Policies and Actions.

Level of Significance After Mitigation: Not Applicable.

HAZARDOUS MATERIALS SITES

- **WOULD FUTURE DEVELOPMENT ASSOCIATED WITH THE PROJECT BE LOCATED ON HAZARDOUS MATERIAL SITES LISTED ON GOVERNMENT CODE SECTION 65962.5 AND CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT?**

Impact Analysis: No listed properties on the Cortese List, compiled pursuant to Government Code Section 65962.5, are located within the City. It is noted that 36 regulatory properties were historically noted on the Cortese List per the SWRCB (refer to Table 5.14-1); however, have received case closure by the SWRCB and are no longer on the list. Future development is not anticipated to result in impacts pertaining to sites listed on the Cortese List, as these sites have achieved a case closure status with the SWRCB. A less than significant impact would result in this regard.

General Plan 2035 Policies and Actions: Refer to the GPU Policies and Actions referenced above.

Mitigation Measures: No further mitigation is required beyond implementation of the GPU Policies and Actions.

Level of Significance After Mitigation: Not Applicable.

AIRPORT HAZARDS

- **WOULD DEVELOPMENT IN ACCORDANCE WITH THE PROJECT RESULT IN A SAFETY HAZARD FOR PEOPLE RESIDING OR WORKING IN THE PROJECT AREA?**

Impact Analysis: The Ontario International Airport is located approximately 2.5 miles southwest of the City. Although aircraft accessing the airport may be noticeable in Upland, the Airport's influence area does not extend into the City's limits.[8] Therefore, potential hazards from Ontario International Airport operations would be less than significant.

Cable Airport, which is the largest privately owned airport in the country, is located in the southwest portion of the City, northeast of the Foothill Boulevard/Monte Vista Avenue intersection. As discussed in detail in Section 3.0, *Project Description*, the *Cable Airport Land Use Compatibility Plan* (CALUCP) (Mead & Hunt, June 2013 Draft) is a proposed Project component. It was prepared as an update to the Cable Airport Comprehensive Airport Land Use Plan (ALUP), which was adopted in December 1981. The CALUCP was prepared to provide

[8] The Planning Center, *The Ontario Plan Draft Environmental Impact Report*, Figure 5.12-3, April 2009.

guidance to the City of Upland, as well as other affected local land use jurisdictions, with regard to airport land use compatibility matters involving Cable Airport.

The CALUCP takes into account the proposed runway alignment change and projected activity growth indicated in the April 2011 *Cable Airport Master Plan* (Master Plan). The Master Plan indicates that the airport experienced 41,000 operations in 2009, the forecast base year. The Master Plan presents three long-range forecast scenarios ranging from no growth to very high growth. The Master Plan selected the middle or "baseline" forecast for master planning purposes, which anticipates as many as 103,300 annual aircraft operations in 2030. Thus, Cable Airport's annual airport operations are forecast to increase approximately 152 percent between 2009 and 2030.

Additional residential and non-residential development is anticipated throughout the City, in accordance with the Project. Future development is anticipated to occur on vacant and underutilized lands interspersed throughout the City, as well as urbanized areas. Therefore, given the forecasted growth in annual aircraft operations, and residential and non-residential development, the Project would result in increased safety hazards for people residing or working in the Project area. Additionally, persons and structures within Cable Airport's flight pattern could be subjected to potential off-airport accidents. However, the CALUCP's basic function is to promote compatibility between Cable Airport and the land uses that surround it. The CALUCP seeks to avoid future compatibility conflicts rather than to remedy existing incompatibilities. Also, the CALUCP is land use oriented in that the compatibility measures it defines are directed towards future land use development (as is anticipated by the GPU and ZCU), not airport activity.

The CALUCP's central components are its procedural policies (CALUCP Chapter 2) and its compatibility criteria (CALUCP Chapter 3). The geographic extent of the procedural policies and compatibility criteria together constitute the Cable Airport Influence Area; see Exhibit 3-6, *Cable Airport Influence Area*. The procedural policies establish the processes to be used by Upland and other affected jurisdictions in the review of future General Plan or Specific Plan amendments and individual development actions within the Airport Influence Area for consistency with the compatibility criteria. Policies addressing the review of certain types of potential airport development are also indicated. The compatibility criteria set limits on future land use development within the Airport Influence Area in response to noise, safety, airspace protection, and overflight impacts of current and future airport activity. The GPU and ZCU have occurred simultaneous with the proposed CALUCP to ensure consistency with these criteria in terms of future land use development.

Safety is one of four types of airport land use compatibility concerns addressed by the CALUCP policies (the others being noise, airspace protection, and overflight). Regarding safety, the CALUCP specifically addresses those areas where risk of an aircraft accident poses heightened safety concerns for people and property on the ground. The Cable Airport Influence Area (see Exhibit 3-6) encompasses all lands on which the uses could be negatively affected by present or future aircraft operations at the airport. The geographic extent of safety-related compatibility concerns (among others) were taken into account in delineating the Airport Influence Area.

Safety factors (as well as noise, airspace protection, and overflight factors), affect lands within Upland.

As specified in CALUCP Section 2.1.2, *Use by Particular Local Agencies*, the City of Upland is required to adopt the CALUCP and utilize it as the basis for determining the compatibility of new development in the Cable Airport Influence Area; see Exhibit 3-6. The City is also required to utilize the CALUCP, either directly or as reflected in the proposed GPU and ZCU, when making other planning decisions regarding proposed development of lands within the Cable Airport Influence Area.

According to CALUCP Section 2.5, *Review for Land Use Actions in City of Upland*, for each proposed "Major Land Use Action"[9] located within Upland's portion of the Cable Airport Influence Area, the Airport Land Use Committee is required to make a determination as to whether the action is consistent with the Cable Airport compatibility criteria outlined in CALUCP Chapter 3. Each proposed "Minor Land Use Action" [10] located within Upland's portion of the Cable Airport Influence Area is presumed to be compatible with Cable Airport operations or to have limited compatibility implications.

The basic and safety compatibility criteria for review of land use actions (i.e., new land use development) are presented in CALUCP Chapter 3. The CALUCP requires that the individual proposed land uses within the Cable Airport Influence Area be evaluated in accordance with the criteria and maps included in this chapter. The basic criteria listed in CALUCP Table 3A, *Basic Compatibility Criteria*, together with the compatibility zones depicted on Map 3A, *Compatibility Zones*, would be the primary basis for determining whether a proposed land use project is compatible with Cable Airport activity. The land use categories listed in Table 3A are indicated as being either "normally compatible," "conditional," or "incompatible" depending upon the compatibility zone in which it is located. CALUCP Table 3B, *Compatibility Zone Factors*, identifies the relative contributions of safety (as well as noise, airspace protection, and overflight factors) to the delineation of each compatibility zone in Map 3A. Additionally, safety compatibility criteria are presented in CALUCP Section 3.3, *Safety Compatibility Criteria*. This section includes residential development density and non-residential development intensity criteria, among others. Because the CALUCP compatibility criteria set limits on future land use development within the Airport Influence Area in response to safety (as well as noise, airspace protection, and overflight) impacts associated with airport activity, implementation of the CALUCP would minimize the public's exposure to excessive aircraft-related safety hazards, reducing potential impacts to less than significant.

The General Plan 2035 has taken a focused development strategy that would be implemented through five Focus Areas targeted for land use change, all in urbanized areas; refer to Exhibit 3-4, *Focus Areas*. Specifically, the College Heights and Foothill Boulevard Focus Areas located in proximity to Cable Airport at the Planning Area's southeast corner include lands within the following Compatibility Zones:

[9] Major Land Use Actions are defined in CALUCP Section 2.5.7, *Types of Major Land Use Actions*. Minor Land Use Actions are those not of a type listed in Policy 2.5.7.

[10] Ibid.

- Zone B2, Safety Risk Level Moderate;
- Zone B3, Safety Risk Level Low to Moderate;
- Zone C2, Safety Risk Level Low to Moderate;
- Zone C3, Safety Risk Level Low; and
- Zone D, Safety Risk Level Low.

Thus, although Project implementation would result in land use changes in these areas, which are at most exposed to moderate safety risks, each individual proposed land use would be evaluated in accordance with CALUCP Chapter 3 criteria and maps to ensure consistency and less than significant safety risks. Additionally, the General Plan 2035 has identified as a goal (Goal SAF-6) to minimize risks associated with aircraft operations at Cable Airport. To this end, the General Plan 2035 proposes Policy SAF-6.1, which requires that the compatibility of proposed land uses within the Cable Airport Influence Area be evaluated in accordance with the CALUCP policies. Additionally, General Plan Policy SAF-6.2 requires that all development in Upland be consistent with the required setbacks and height restrictions for Cable Airport.

As presented in the Existing Regulatory Section above, the current Zoning Code addresses airport in the following sections: UMC Chapter 17.76, *CA Airport Commercial Zone*; UMC Chapter 17.94, *MAV Industrial, Airport Zone*; and UMC Chapter 17.138, *Height and Use Limitations in the Vicinity of Cable Airport*. The proposed ZCU is intended to protect the public from hazards associated with man-made disasters, such as airport-related hazards, among other objectives. The ZCU proposes to replace/consolidate the Zoning Code provisions with ZCU Chapter 17.08 and Chapter 17.09. These Chapters would be used in conjunction with the CALUCP to regulate uses and structures within the Cable Airport Influence Area. The ZCU establishes Special Purpose Zones (Chapter 17.08), which would provide and protect areas and parcels within the City for special purposes, including Cable Airport. Land uses within Special Purpose Zones are subject to appropriate administrative and development standards that would complement the physical characteristics of surrounding residential, commercial, and industrial properties and avoid any negative impacts. The Cable Airport (CA) Zone is one such zone, which is intended to encourage and secure the future of Cable Airport and its continued physical improvement in the best interest of the health, safety, and general welfare of the City's people. ZCU Section 17.08.020 identifies the land use regulations and permitted uses for Special Purpose Zones. The ZCU (Chapter 17.09) identifies overlay zones to establish standards and regulations that apply to specified areas of the City in addition to the requirements established by the underlying base zone. Specifically, the Airport Compatibility (AC) Overlay Zone identifies areas in Upland where additional requirements apply pursuant to the CALUCP to ensure the compatibility of land uses and development in the vicinity of Cable Airport. According to ZCU Section 17.09.020, the AC overlay zone applies to land within Upland designated as the Cable Airport Influence Area in the CALUCP. The Cable Airport Influence Area encompasses all lands on which the uses could be negatively affected by present or future aircraft operations at the airport, as well as lands on which the uses could negatively affect airport usage. All development projects and land use actions proposed within the AC Overlay Zone that are subject to compatibility review pursuant to the CALUCP shall comply with: the compatibility criteria; noise, safety, airspace protection and overflight policies; and review process specified in the CALUCP. ZCU Section 17.42.090 specifically requires that Development Services Department

staff and affected disciplines, as necessary, review all applications to determine if they comply with all applicable requirements, including the CALUCP.

Overall, implementation of the CALUCP, General Plan 2035 Policies and Actions, and ZCU regulations would ensure that the Project would result in a less than significant safety hazard for people residing or working in the Project area.

General Plan 2035 Policies and Actions: Refer to the GPU Safety Element Policies and Actions referenced above, and the following:

Policy SAF-6.1 Land Use Compatibility. Evaluate the compatibility of proposed land uses within the influence area of Cable Airport and the Ontario International Airport in accordance with the policies set forth in the respective Airport Land Use Plans.

Policy SAF-6.2 Development Restrictions. Require all development in Upland to be consistent with the required setbacks and height restrictions for Cable Airport and the Ontario International Airport as determined by the Federal Aviation Administration and the respective Airport Land Use Plans.

Mitigation Measures: No further mitigation is required beyond implementation of the GPU Policies and Actions and CALUCP and ZCU standards and guidelines.

Level of Significance After Mitigation: Not Applicable.

EMERGENCY RESPONSE

- **WOULD FUTURE DEVELOPMENT IN ACCORDANCE WITH THE PROJECT INTERFERE WITH AN ADOPTED EMERGENCY RESPONSE OR EVACUATION PLAN?**

Impact Analysis: The Project does not propose any changes to the City of Upland's Emergency Operations Plan. Rather, the General Plan 2035 identifies goals to guide development and protect residents to the maximum extent possible. Thus, no impacts would occur in this regard. Specifically, the General Plan 2035 proposes the following Goals regarding emergency response and evacuation:

Goal PFS-2: A community protected by fire prevention and emergency response services.

Goal PFS-14: Solid waste generation is minimized and collected, stored, transported and recycled in safe, sanitary, and environmentally acceptable ways.

Goal SAF-4: A community protected from loss of life, injury, damage to property and loss of natural resources caused by wildland and urban fires.

Goal SAF-7: Government, businesses and households protected from and prepared for natural or man-made disasters.

In furtherance of these Goals, all future development in Upland would be subject to implementation of the Safety Element and Public Facilities and Services Element Policies and Actions specified above. Thus, impacts regarding potential interference with an adopted emergency response or evacuation plan would be less than significant.

General Plan 2035 Policies and Actions: Refer to the GPU Safety Element and Public Facilities and Services Element Policies and Actions referenced above.

Mitigation Measures: No further mitigation is required beyond implementation of the GPU Policies and Actions.

Level of Significance After Mitigation: Not Applicable.

WILDLAND FIRE HAZARDS

- **WOULD FUTURE DEVELOPMENT IN ACCORDANCE WITH THE PROJECT EXPOSE PEOPLE OR STRUCTURES TO A SIGNIFICANT RISK INVOLVING WILDLAND FIRES?**

Impact Analysis: Because the City is located along the southern foothills of the San Bernardino Mountains where natural fuel sources exist, the City is at risk from wildland fires. Upland's drainage and open space areas, the northern foothills, and warm and dry summers create a situation that results in potential wildland fires. As illustrated on Exhibit 5.14-1, moderate to very high fire hazards exist within the open space and residential areas near the San Antonio drainage, along the City's western boundary, the areas north/south of SR-210 (east of Euclid Avenue), and the City's Sphere of Influence (SOI) area.

Development in accordance with the Project could occur within or adjacent to wildland areas, thereby exposing people and structures to significant risk involving wildland fires. Project implementation would result in land use changes in the southwest portion of the City, where moderate to very high fire hazards exist. No land use change is proposed north/south of SR-210 or within the City's SOI area, where moderate to very high fire hazards also exist. To minimize exposure of people and structures to potential risk of wildland fires, the City would continue to enforce compliance with the Uniform Fire Code and UMC standards pertaining to minimum road widths, clearance areas, and provision of adequate fire protection services. The General Plan 2035 identifies Goals to guide development and protect residents to the maximum extent possible from wildland fires. Specifically, the General Plan 2035 proposes the following Goals regarding wildland fires:

Goal PFS-2: A community protected by fire prevention and emergency response services.

Goal SAF-4: A community protected from loss of life, injury, damage to property and loss of natural resources caused by wildland and urban fires.

Goal SAF-7: Government, businesses and households protected from and prepared for natural or man-made disasters.

In furtherance of these Goals, all future development in Upland would be subject to implementation of the Safety Element and Public Facilities and Services Element Policies and Actions specified above. The City would also continue to update/provide maps delineating areas where risk exists, and provide education regarding wildland fire risks and fire safety strategies. Continued coordination with adjacent jurisdictions and participation in regional, state, and federal programs would further minimize wildland fire-related risks. Overall, compliance with the Uniform Fire Code, established regulatory framework, and ZCU, and implementation of the General Plan 2035 Policies and Actions, would ensure Project implementation would not expose people or structures to a significant risk involving wildland fires. A less than significant impact would occur in this regard.

General Plan 2035 Policies and Actions:

Policy PFS-2.9 Development Review Process. Identify and mitigate fire hazards through the development review process.

Policy PFS-2.10 Fire Prevention. Require new development to incorporate adequate emergency water flow, fire resistant design and materials, early warning systems and evacuation routes.

Policy PFS-2.11 Emergency Vehicle Access. Require new development to be accessible to emergency vehicles and to not impede the ability of service providers to provide adequate emergency response.

Policy PFS-2.12 Public and Private Roadways. Ensure that new public and private roadways are adequate in terms of width, radius and grade to accommodate fire-fighting apparatus, while maintaining Upland's neighborhoods and small-town character.

Policy SAF-4.1 Public Education. Promote educational programs for the public related to fire safety and prevention.

Policy SAF-4.2 Prevention Programs. Participate in fire and life safety prevention programs with neighboring jurisdictions and other governmental agencies as needed.

Policy SAF-4.3 Development. Continue to require all development, new and existing, to provide necessary service, fire hydrants and road improvements consistent with the California Fire Code.

Policy SAF-4.4 Development Review. Include the Fire Department in the review of development proposals to ensure projects adequately address safe design and on-site fire protection and comply with applicable fire and building codes.

Policy SAF-4.5 Fire Sprinkler Systems. Promote the installation of fire sprinkler systems for both commercial and residential use and in structures where sprinkler systems are not currently required by the Municipal Code or California Fire Code.

Policy SAF-4.6 High Fire Hazard Safety Zones. Require all development in areas of potential wildland fire hazards, as shown in the High Fire Hazard Map, to include clearance around structures, fire-resistant ground cover and fire-resistant roofing materials.

Policy SAF-4.7 City-Owned Property Maintenance. Continue to remove excessive/ overgrown vegetation and rubbish from City-owned property to prevent and minimize fire risks to surrounding properties.

Policy SAF-4.8 Private Property Maintenance. Require property owners to maintain property in a manner that minimizes fire hazards through the removal of vegetation and hazardous structures, materials and debris.

Policy SAF-4.9 Landscaping. Encourage the use of drought-resistant and fire-resistant plants in areas subject to wildland fires.

Policy SAF-4.10 Fire Services. Ensure an acceptable level of fire safety and emergency medical services throughout the City.

Policy SAF-4.11 Water Supplies for Fire Suppression. Ensure that adequate water supplies are available for fire-suppression throughout the City.

Mitigation Measures: No further mitigation is required beyond implementation of the GPU Policies.

Level of Significance After Mitigation: Not Applicable.

5.14.5 CUMULATIVE IMPACTS AND MITIGATION MEASURES

- **WOULD DEVELOPMENT IN ACCORDANCE WITH THE PROJECT AND CUMULATIVE DEVELOPMENT RESULT IN CUMULATIVELY CONSIDERABLE IMPACTS RELATED TO HAZARDS AND HAZARDOUS MATERIALS?**

Impact Analysis: For this topic, the cumulative impacts are analyzed in terms of impacts within the City of Upland. An increase in population within the City would occur from Project implementation. This may increase demand on public health and safety services in the City. Additionally, new non-residential development may consist of additional facilities that generate, use, store, or transport hazardous materials/wastes, and therefore would utilize City and County health and safety services and increased exposure to residents who may also be employees of those businesses. As noted above, impacts related to hazards and hazardous materials would be reduced to less than significant following compliance with established regulatory framework, including the ZCU regulations, and implementation of the General Plan 2035 Policies and Actions. Potential impacts involving exposure to wildland fire hazards would be similarly reduced to less than significant following compliance with the Uniform Fire Code, established regulatory framework, and General Plan 2035 Policies and Actions.

As with projects resulting from Project implementation, cumulative projects would be required to evaluate their respective hazards and hazardous materials impacts on a project-by-project basis. Development occurring within the region would be required to comply with Federal, State and local regulations regarding the generation, use, storage, and transport of hazardous materials, as well as exposure to wildland fires. The additional contribution by the Project would be less than significant regarding public health and safety impacts at a cumulative level. Thus, Project implementation would not result in cumulatively considerable public health or safety impacts.

General Plan 2035 Policies And Actions: Refer to the GPU Policies and Actions referenced above.

Mitigation Measures: No further mitigation is required beyond implementation of the GPU Policies and Actions.

Level of Significance After Mitigation: Not Applicable.

5.14.6 SIGNIFICANT UNAVOIDABLE IMPACTS

Impacts related to hazardous materials, and public health and safety associated with Project implementation would be less than significant by adherence to the established regulatory framework, including the ZCU regulations, and implementation of the General Plan 2035 Goals

and Policies. No significant unavoidable hazards or hazardous materials impacts would occur as a result of Project implementation.

5.14.7 SOURCES CITED

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SECTION 5.15
Water Supply

5.15 WATER SUPPLY

This section analyzes the potential impacts to water supplies and distribution systems that could result from Project implementation. The purpose of this analysis is to document and describe the existing water supply, water consumption, and distribution infrastructure in the City of Upland and Sphere of Influence (SOI), and evaluate impacts associated with Project implementation, which assumes a horizon year of 2035. It is noted, the Zoning Code Update's development capacity would be less than the General Plan 2035's development capacity; refer to Section 5.1, *Land Use and Planning*. Therefore, the General Plan 2035 development capacity, which would result in greater potential impacts to water supply and infrastructure, is assumed in this analysis. This section is based in part upon information from the following sources:

- *City of Upland 2010 Urban Water Management Plan* (June 2011);
- *City of Upland 2010 Water System Master Plan Update* (March 2010);
- *Cucamonga Valley Water District 2010 Urban Water Management Plan* (June 2011); and
- *San Antonio Water Company 2010 Urban Water Management Plan* (June 2011).

The public services and utility correspondence concerning the Project is included in Appendix H, *Public Service/Utility Correspondence*.

5.15.1 EXISTING REGULATORY SETTING

FEDERAL

Clean Water Act

The Clean Water Act (CWA) is a Federal law intended to protect surface waters of the United States (U.S.), which include lakes, rivers, coastal wetlands, and "waters of the U.S." The CWA regulates all discharges to waters, which are considered illegal unless authorized by an appropriate permit. Discharge of dredged and fill materials, construction-related storm water discharges, and other activities that may result in discharges of pollutants to waters of the U.S. are regulated by the permit. If waters of the U.S. are located on a project site, the project is likely to discharge to them, due to site topography and/or drainage characteristics. Potential discharges to such waters would be considered an impact, and the applicant would be required to obtain a CWA Section 401 Water Quality Certification from the appropriate Regional Water Quality Control Board (RWQCB).

Safe Drinking Water Act

The Safe Drinking Water Act (SDWA) was originally passed by Congress in 1974 to protect public health by regulating the nation's public drinking water supply. The law was amended in 1986 and 1996, and requires many actions to protect drinking water and its sources: rivers, lakes, reservoirs, springs, and ground water wells. The SDWA applies to every public water system in the United States.

The SDWA authorizes the U.S. EPA to set national health-based standards for drinking water to protect against both naturally-occurring and man-made contaminants that may be found in drinking water. The U.S. EPA, states, and water systems work together to make sure that these standards are met.

Originally, the SDWA focused primarily on treatment as the means of providing safe drinking water at the tap. The 1996 amendments greatly enhanced the existing law by recognizing source water protection, operator training, funding for water system improvements, and public information as important components of safe drinking water. This approach ensures the quality of drinking water by protecting it from source to tap.

STATE

California Water Plan

The California Water Plan is prepared by the California Department of Water Resources. The Plan provides a framework for water managers, legislators, and the public to consider options and make decisions regarding California's water future. The Plan, which is updated every five years, presents basic data and information on California's water resources including water supply evaluations and assessments of agricultural, urban, and environmental water uses to quantify the gap between water supplies and uses.

The Plan also identifies and evaluates existing and proposed statewide demand management and water supply augmentation programs and projects to address the State's water needs. The Plan provides resource management strategies and recommendations to strengthen integrated regional water management. The resource management strategies help regions meet future demands and sustain the environment, resources, and economy, involve communities in decision-making, and meet various goals. A resource management strategy is a project, program, or policy that helps local agencies and governments manage their water and related resources. These strategies can reduce water demand, improve operational efficiency, increase water supply, improve water quality, practice resource stewardship, and improve flood management.

The Plan was last updated in 2005. The Department of Water Resources is expected to approve a subsequent update in 2010.

California Water Code

The *California Water Code* contains provisions that control almost every consideration of water and its use. Division 2 of the *California Water Code* provides that the State Water Resources Control Board (SWRCB) shall consider and act upon all applications for permits to appropriate waters. Division 6 of the *California Water Cod*e controls conservation, development, and utilization of the State water resources, while Division 7 addresses water quality protection and management.

Senate Bill 610

On January 1, 2002, Senate Bill (SB) 610 took effect. SB 610, which has been codified in the California Water Code beginning with Section 10910, requires the preparation of a water supply assessment (WSA) for projects within cities and counties that propose to construct 500 or more residential units or the equivalent. SB 610 stipulates that when environmental review of certain large development projects is required, the water agency that is to serve the development must complete a WSA to evaluate water supplies that are or will be available during normal, single-dry and multiple-dry years during a 20-year projection to meet existing and planned future demands, including the demand associated with the project.

SB 610 requirements do not apply to the general plans of cities or counties, but rather to specific development projects.

Senate Bill 221

Enacted in 2001, SB 221, which has been codified in the California Water Code beginning with Section 10910, requires that the legislative body of a city or county that is empowered to approve, disapprove, or conditionally approve a subdivision map must condition such approval upon proof of sufficient water supply. The term "sufficient water supply" is defined in SB 221 as the total water supplies available during normal, single-dry, and multiple-dry years within a 20-year projection that would meet the projected demand associated with the proposed subdivision. The definition of sufficient water supply also includes the requirement that sufficient water encompass not only the proposed subdivision, but also existing and planned future uses, including, but not limited to, agricultural and industrial uses.

SB 221 requirements do not apply to the general plans of cities and counties, but rather to specific development projects.

Urban Water Management Act

In 1983, the California Legislature enacted the Urban Water Management Planning (UWMP) Act (Division 6 Part 2.6 of the *California Water Code* Sections 10610 - 10656). The Act states that every urban water supplier that provides water to 3,000 or more customers, or that provides over 3,000 acre-feet of water annually, should make every effort to ensure the appropriate level of reliability in its water service sufficient to meet the needs of its various categories of customers during normal, dry, and multiple dry years. Section 10620 (a) requires "Every urban water supplier shall prepare and adopt an urban water management plan." The California Water Code describes the contents of the UWMP, as well as how urban water suppliers should adopt and implement the plans. These plans are to be updated every five years and submitted to the Department of Water Resources (DWR).

Requirements for the urban water management plans include:

- Assessment of current and projected water supplies;
- Evaluation of Demand and Customer Types;
- Evaluation of the reliability of water supplies;
- Description of conservation measures implemented by the urban water supplier;
- Response plan for in the event of water shortage; and
- Comparison of demand and supply projection.

Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act acts in cooperation with the CWA to establish the State Water Resources Control Board (SWRCB). The SWRCB is divided into nine regions, each overseen by a RWQCB. The SWRCB, and thus each RWQCB, is responsible for protecting California's surface waters and groundwater supplies.

The Porter-Cologne Water Quality Control Act develops Basin Plans that designate the beneficial uses of California's rivers and groundwater basins. The Basin Plans also establish narrative and numerical water quality objectives for those waters. Basin Plans are updated every three years and provide the basis of determining waste discharge requirements, taking enforcement actions, and evaluating clean water grant proposals. The Porter-Cologne Water Quality Control Act is also responsible for implementing CWA Sections 401-402 and 303(d) to SWRCB and RWQCBs.

California Title 22 Drinking Water Standards

California Title 22 Drinking Water Standards (*Title 22*) incorporates the Federal requirements of the Safe Drinking Water Act, and compliance with *Title 22* is required by all water service providers. Therefore, the monitoring of all regulated chemicals as well as a number of unregulated chemicals, as required by *Title 22*, is conducted by water agencies in the upper watershed.

In order to be in compliance with *Title 22*, each water agency must ensure that the regulated chemicals meet established primary drinking water standards to ensure the safety of the water supply. In addition to the primary drinking water standards, secondary drinking water standards have been set for some minerals based on non-health-related aesthetics, such as taste and odor. Both primary and secondary standards are expressed as the maximum contaminated levels (MCL) that are allowable for a given constituent. Unregulated chemicals do not have established drinking water standards, but are chemicals of concern for which standards may be eventually adopted. These unregulated chemicals often have a "notification level," which is a health based advisory level established by California Department of Health Services (DHS) for chemicals in drinking water that lack MCLs.

LOCAL

City of Upland Urban Water Management Plan

In compliance with the Urban Water Management Planning Act, the City has prepared the *2010 Urban Water Management Plan* (Upland 2010 UWMP), which describes and evaluates demand projections, sources of water supply, supply reliability, water use efficiency, and demand management measures. The Upland 2010 UWMP demonstrates that the City's water supplies are sufficient to meet projected usage for normal year, dry year, and multiple dry year scenarios extending to the year 2035. The Upland 2010 UWMP also demonstrates that potable water savings requirements can be satisfied with conservation measures and implementation of recycled water as a supply source.

Cucamonga Valley Water District Urban Water Management Plan

The *Cucamonga Valley Water District 2010 Urban Water Management Plan* (CVWD 2010 UWMP), in accordance with the Urban Water Management Act, describes and evaluates demand projections, sources of water supply, supply reliability, water use efficiency, and demand management measures to adequately serve CVWD customers. CVWD serves a 47 square mile area which includes portions of the cities of Rancho Cucamonga, Upland, Ontario, and Fontana, and some unincorporated areas of San Bernardino County. The CVWD 2010 UWMP demonstrates that adequate water supplies are projected to meet future needs extending to the year 2035.

San Antonio Water Company Urban Water Management Plan

The *2010 Urban Water Management Plan for the San Antonio Water Company* (SAWCo 2010 UWMP) has been prepared in accordance with the Urban Water Management Act. SAWCo serves as both a retailer and wholesaler of water. For purposes of complying with the Water Code, SAWCo is classified as an "urban wholesale water supplier." As an "urban wholesale water provider," the specific requirements for SAWCo are more narrowly defined than for retail water suppliers and include certain exemptions as reflected in the SAWCo 2010 UWMP. The SAWCo 2010 UWMP addresses water deliveries and uses; water supply sources; efficient water uses; implementation strategy and schedule for demand management measures; baseline, interim and compliance daily per capita water use; water supply availability to meet existing and future demands; and water shortage and drought contingency planning.

City of Upland 2010 Water System Master Plan

The *2010 Water System Master Plan* (WMP) is an update to the previous WMP prepared in 2007 and incorporates recent changes in land use development associated with specific plans, as well as the Recycled Water Master Plan (RWMP) completed in 2008. The WMP analyzes the City's potable water system, including water supply, water storage, and booster station pumping capacities to meet future demands. Improvements needed to address any deficiencies in the system and associated costs are also identified.

City of Upland Municipal Code

City of Upland Municipal Code (UMC) Chapter 17.26, *Landscaping*, establishes minimum standards for landscape and irrigation within public and private developments that serve to promote efficient use of water in landscaping and water conservation. Design criteria includes: protection and preservation of existing native species and natural areas; planting of lower water using trees, shrubs, and groundcover; minimization of the use of turf; appropriate use of mulch to retain moisture; and the use of stormwater management practices to minimize runoff and water waste to recharge groundwater, and to improve water quality.

For projects that are subject to the water efficiency requirements the City may administer programs such as irrigation water use analysis, irrigation audits, and irrigation surveys to determine whether the new or rehabilitated landscape complies with the estimated applied annual water use and meets or exceeds the maximum annual applied water allowance.

The City of Upland has established permanent conservation measures and a shortage contingency plan to provide for increasingly serious stages of water shortages and to define voluntary and mandatory conservation measures that would be implemented during these stages. UMC Chapter 13.16, *Water Conservation,* provides the City Council with the authority to implement the provisions of Chapter 13.16 when the demand for water consumption exceeds the available supply, or threatens to do so, provided there are no immediate resources available to remedy the situation. Chapter 13.16 establishes conservation measures that are to be implemented during various stages of shortage (year round, moderate, high, and severe). Specific restrictions would be implemented at each stage.

5.15.2 EXISTING ENVIRONMENTAL SETTING

The City of Upland provides water service to a majority of the City with the exception of approximately 27 acres located east of the Cucamonga Canyon Channel, which is served by the Cucamonga Valley Water District (CVWD). The City's SOI receives water from SAWCo.

CITY OF UPLAND AND SAN ANTONIO WATER COMPANY

A majority of the City obtains its potable water from Cucamonga, Six and Chino groundwater basins through its own wells, SAWCo wells, and West End Consolidated Water Company (WECWCo) wells; refer to Exhibit 5.13-1, *Groundwater Basins Within Upland*. Surface water from San Antonio Creek is obtained from SAWCo and treated at the City-owned San Antonio Canyon (SAC) Surface Water Treatment Plant (WTP). Imported surface water supplies are purchased from Metropolitan Water District (MWD) through the Inland Empire Utilities Agency (IEUA) and treated by the Water Facilities Authority (WFA) at the Aqua de Lejos Water Treatment Plant (WTP). The WFA is a private water company that purchases and treats imported MWD water for several cities, including Upland.

SAWCo delivers water on a per share basis and not on a per capita basis. According to the SAWCo 2010 UWMP, there are 6,389 outstanding shares and no more shares will be issued. The "entire water of the company" is equivalent to 16,573.85 AFY which represents a 10-year average established in 2005.

Groundwater[1,2]

The City of Upland receives local groundwater from City owned wells and purchased local groundwater from the Chino, Cucamonga and Six groundwater basins. The City has groundwater rights in Chino Basin and Six Basins with nine wells. The City purchases groundwater from these basins as well as from Cucamonga Basin from SAWCo and WECWCo.

The SOI receives local groundwater from the Chino, Cucamonga and Six groundwater basins, in addition to the San Antonio Tunnel through SAWCo.

CHINO BASIN

The City of Upland overlies a portion of the northwestern area of the Chino Basin, which has a capacity of six million acre-feet, of which one million acre-feet of storage capacity is unused. The City has five wells in the Chino Basin and can pump West End Consolidated Water Company's (WECWCo) entitlement. In 1978 the Chino Basin was adjudicated, establishing an operating safe yield (OSY) of 140,000 acre-feet per year (AFY). The judgment set an allocation of the safe yield under three categories: overlying Agricultural, Overlying Non-Agricultural, and the Appropriative Pool. The City of Upland has rights to the Appropriative Pool for 5.202 percent of the safe yield (2,852.4 AFY). In addition, SAWCo has water rights to Chino Basin for 1,506.9 AFY (2.748 percent of safe yield) and WECWCo has water rights to the Chino Basin for 947.7 AFY (1.728 percent of safe yield). Groundwater quality in the Chino Basin in the southern portion of the City and poor production capabilities in the northern part of the City prevent the City from producing its full entitlement.

Rehabilitation of the Upland Basin in southwestern Upland was completed by the City in order to increase groundwater recharge within Chino Basin. The Upland Basin is currently used as a percolation basin for San Antonio Creek stormwater and drainage that flows from the City's streets. San Antonio Creek water conveyed through the Army Corps of Engineers' San Antonio Channel is diverted into the Basin by use of an inflatable dam.

CUCAMONGA BASIN

Cucamonga Basin is located in the northeastern part of the City, adjacent to the San Gabriel foothills. Cucamonga Basin water rights are allocated according to a 1958 stipulated judgment. As initially allocated, the basin had 24 stipulated parties. Now there are only three stipulated parties per the judgment: WECWCo, SAWCo, and Cucamonga Valley Water District. Both WECWCo and SAWCo have the right to export 100 percent of their rights.

[1] *City of Upland 2010 Urban Water Management Plan*, June 2011.
[2] *San Antonio Water Company 2010 Urban Water Management Plan*, June 2011.

SAWCo and WECWCo have an agreement with the City of Upland to deliver groundwater to the City from its water rights in the Cucamonga Basin. Per the stipulated judgment, SAWCo has rights to 6,500 AFY and WECWCo has rights to 750 AFY. The City owns Well No. 15, located near the northeastern City boundary. Groundwater produced from this well is attributed to the City's entitlements from WECWCo and SAWCo. This well has high water quality and is not required to be blended.

Cucamonga Spreading Grounds and Colonies Basin are located along Cucamonga Creek near the Upland/Rancho Cucamonga border. They are operated by the Districts for flood protection and recharge.

SIX BASINS

Six Basins is an adjudicated groundwater basin in the northwestern portion of the City and consists of the following basins:

- Canyon (San Antonio Canyon)
- Upper Claremont Heights
- Lower Claremont Heights
- Pomona
- Live Oak
- Ganesha

In 1999, a court judgment was rendered stipulating the operating safe yield (OSY) of Six Basins as 19,300 AF, and apportioning the water rights, pertinent to the City of Upland:

- City of Upland share of OSY = 9.544 percent
- SAWCo share of OSY = 7.166 percent
- WECWCo share of OSY = 15.399 percent

Following the 1999 judgment the Six Basins Watermaster was formed, composed of members from the cities of La Verne, Pomona, Claremont, and Upland as well as SAWCo, Golden State Water Company, Pomona College, Pomona Valley Protective Association, and Three Valleys Municipal Water District. The OSY is now defined by the Watermaster as the allowed groundwater production from the Four Basins (excludes Live Oak and Ganesha Basins). The OSY averaged approximately 19,300 AFY between 2001 and 2009. The OSY for 2010 and 2011 increased to 17,500 AFY.

The City has one producing well and one inactive well (due to water quality issues) in Canyon Basin, located behind San Antonio Dam. The Canyon Basin groundwater is conveyed through the dam to the treated water reservoir. The City has two wells that pump from the Upper Claremont Heights Basin.

The average amount of total groundwater pumped between 2006 and 2010 is 15,946 AFY. During this time, there were no limitations or challenges in obtaining groundwater during this period.

San Antonio Tunnel

SAWCo has rights to all water flowing in the San Antonio Tunnel, a deep rock four-foot by four-foot rectangular tunnel situated approximately 100 feet below the ground surface supported by redwood beams and solid rock. The deep rock tunnel is fed by groundwater that naturally percolates through the subsurface. Tunnel flow is augmented by groundwater wells. Surface water from the San Antonio Canyon is also diverted to spreading grounds north of the tunnel.

Surface Water[3]

The City and SOI receive San Antonio Creek surface water from SAWCo. SAWCo has surface water rights to 60 percent of the flow from San Antonio Creek. However, the availability of supplies is dependent on local precipitation and snow pack. The annual amount of water available from San Antonio Creek varies from up to 11,000 AFY, averaged 6,250 AFY. Historically, the City's share of raw water has been diverted to the City-owned San Antonio Creek WTP. The direct filtration treatment plant has a capacity of six million gallons per day (mgd) with a five million gallon treated reservoir located at the site. The City's share of water averages 2,324 AFY.

Imported Water[4]

The City of Upland purchases imported surface water supplies from MWD through the IEUA. MWD's primary water supplies are from the State Water Project and the Colorado River. The Rialto Feeder conveys untreated MWD water to the WFA, located in the City of Upland. The treated supply is then conveyed to the City's distribution system.

IEUA currently as a Tier 1 allocation of 59,752 acre-feet on an average annual basis, which is decreased during dry years or under other constraints. If the Tier 1 allocation for IEUA is not exceeded in total by its member agencies, the City can purchase as much water as is available. The City has a Tier 1 allocation for WFA supply based on a ten year rolling average of its previously purchased supplies. Through 2009, the City purchased a ten year average of 5,678 acre-feet. The City owns 23 percent of the total 81 mgd capacity in WFA, which entitles the City to 18.6 mgd of plant capacity.

Recycled Water

The City does not currently utilize or directly serve recycled water to any of its customers. However, the City has been working with IEUA to implement a regional recycled water program for direct distribution as well as a potential groundwater replenishment program.

SAWCo does not have the means or impetus to develop recycled water as a new source. However, SAWCo encourages and supports the development of recycled water as a regional resource through its affiliation with the Inland Empire Utilities Agency and member agencies.

[3] *City of Upland 2010 Urban Water Management Plan*, June 2011.
[4] Ibid.

CUCAMONGA VALLEY WATER DISTRICT[5]

CVWD's water supply consists of groundwater, canyon/surface supplies, imported water from MWD via IEUA, and recycled water.

Groundwater

The CVWD obtains groundwater from two underlying groundwater basins, Chino Basin and Cucamonga Basin.

CHINO BASIN

CVWD currently has 14,380 AF of annual appropriative pumping rights in the Chino Basin, of which currently 10,012 AF are allowed to be pumped per the safe yield limitations. CVWD's rights equate to approximately 18 percent of the total Chino Basin rights. Currently, the basin is in a controlled overdraft mode. This operational mode results in an additional 5,000 AFY withdrawn from the basin above and beyond the safe yield until 2017, with 913 AFY from CVWD pumping. The basin has been operated in a controlled overdraft mode since approval of the Chino Basin Judgment in 1978 and will remain in this mode through 2017 resulting in a total reduction of 200,000 AFY in the basin. After 2017 safe yield will decline to 49,834, and CVWD safe yield rights will decrease from 10,012 to 9,099 AFY.

CUCAMONGA BASIN

CVWD has the right to produce 15,471 AFY (68.1 percent of total rights) from the basin and the right to divert 3,620 acre feet per year from the Cucamonga Creek for a total right of 19,071 AFY.

For planning purposes, it was assumed that CVWD will manage its groundwater production to a safe yield of 13,000 AFY, exclusive of the diversion of surface water from the canyons that discharge the basin. This means that CVWD's groundwater production rights will be limited to 8,852 AFY, which is 68.1 percent of the 13,000 AFY.

Surface Water

CVWD's canyon/surface water supplies come from streams, springs, and tunnels located within the northern area of CVWD. There are currently three main supply sources: Cucamonga Canyon, Deer Canyon, and Day/East Canyon. Canyon/surface supplies are CVWD's most cost-effective supply source, but only provides between three and 12 percent of CVWD's annual water supply.

[5] *Cucamonga Valley Water District 2010 Urban Water Management Plan*, June 2011.

CUCAMONGA CANYON

CVWD has rights to 250 miner's inches of runoff in Cucamonga Creek or approximately 3.24 mgd. The Cucamonga Canyon pond facilities are located in an unincorporated area of western San Bernardino County, north of the City of Rancho Cucamonga boundary. The facilities border government and private land and are located within CVWD fee-owned parcels and in one privately owned parcel.

The Cucamonga Canyon Facilities captures canyon water from two diversion ponds: a 90-foot by 90-foot by 7-foot deep debris basin and an 110-foot by 80-foot by 4-foot deep inlet basin. The intake basins funnel the water into 3,300 lineal feet of 24-inch diameter transmission pipeline that conveys the water to the Arthur H. Bridge Water Treatment Plant. Once treated, the water is stored in Reservoir 5A for distribution.

For planning purposes, it is assumed that for average and above average hydrologic conditions, the available Cucamonga Canyon supply will be 764 AFY and for below average hydrologic conditions, it is assumed that the supply will be 500 AFY.

DAY/EAST CANYON

Day and East Etiwanda Canyons are located on the west and east sides of Etiwanda Avenue, in the Etiwanda Area of the District. The Day/East Canyon Facilities capture flows from four sources: Day Basin, East Basin, Smith Tunnel and "Bee" Tunnel. The Day Canyon Basin and East Canyon Basin capture canyon water by diverting water from the natural stream flow into sand boxes to separate solids. The water is then funneled into 14,600 lineal feet of 10, 16, and 18-inch diameter transmission pipeline that conveys the water to the Royer Nesbit Water Treatment Plant for treatment. Once treated, the water is stored for distribution.

For planning purposes, it is assumed that for average and above average hydrologic conditions, the available Day/East Canyons supply will be 3,366 AFY, and for below average hydrologic conditions, it is assumed that the supply will be 1,700 AFY.

DEER CANYON

The area known as Deer Canyon is located in the foothills generally north of Haven Avenue. In July 2002, the District signed an agreement to sell the natural spring water production from Deer Canyon including production from Thayer Tunnel, "A" Tunnel, East Calamity Canyon Diversion and Fan Canyon Diversion to the Nestle Company, and in 2005, Nestle completed the construction of a pipeline that takes water from Deer Canyon to their plant in the City of Ontario. As a result, CVWD currently captures flows from only the Hermosa Tunnel in Deer Canyon. Hermosa Tunnel funnels water into 1,310 lineal feet of 6-inch diameter HDPE transmission pipeline that conveys the water to a reservoir for distribution. No treatment is required since the water produced from Hermosa Tunnel is considered groundwater and meets State requirements; however, CVWD does chlorinate the water. It is assumed for all hydrologic conditions, the Hermosa Tunnel supply will be 70 AFY.

Imported Water

The CVWD purchases imported water from the IEUA, which is a member agency of MWD. Imported water is CVWD's most significant water supply, currently accounting for approximately 60 percent of its water. CVWD has two connections to untreated SWP water, an 18-inch connection and a 60-inch connection. CVWD also has one 24-inch connection to untreated CRA water, but due to the lack of treatment facilities at the Colorado River Water connection, CVWD currently only takes water from the SWP.

Untreated SWP water is treated at two of CVWD's three water treatment plants. The Lloyd Michael Water Treatment Plant (LMWTP) treats imported water via the Rialto Pipeline from the 60-inch connection. LMWTP by itself is capable of supplying over 67,000 acre-feet of water per year, which could account for up to 100 percent of CVWD's demand at build-out. Royer Nesbit Water Treatment Plant (RNWTP) treats raw imported water from the 18-inch connection and treats canyon water from Day/East Canyons. The CVWD's third plant only treats water from Cucamonga Canyon. CVWD has a total treatment capacity of 84,016 AFY. Although the CVWD's connection and treatment capacity are adequate to meet future demands, reliability of MWD's imported water supplies have been reduced due to chronic droughts and environmental restrictions.

Recycled Water

In 2005, recycled water became available to CVWD for distribution with the construction of IEUA's 3-inch Regional Recycled Water transmission main. As a result, CVWD has been working closely with IEUA on the development of recycled water infrastructure in its service area, identifying recycled water users, and developing pipeline alignments and proposed regional recycled water tie-in points for the system. CVWD is currently evaluating potential recycled water projects.

WATER DEMAND AND SUPPLY

The Upland 2010 UWMP identifies actual (2010) water demand for land uses within the City; refer to Table 5.15-1, *City of Upland Water Demand (2010)*.

Table 5.15-1
City of Upland Water Demand (2010)

Land Use	Volume (acre-feet)
Single-Family Residential	11,296
Multi-Family Residential	3,418
Commercial, Industrial, Institutional	2,807
Landscape	2,085
Agriculture	0
Other	0
Total	**20,118**

Source: *City of Upland 2010 Urban Water Management Plan*, June 2011.

The SAWCo 2010 UWMP identifies actual (2010) water demand for land uses within the "Basic Area" served by SAWCo, which includes the City's SOI; refer to Table 5.15-2, *San Antonio Water Company Basic Area Water Demand (2010)*.

Table 5.15-2
San Antonio Water Company Basic Area Water Demand (2010)

Land Use	Volume (acre-feet)
Single-Family Residential	1,287.20
Multi-Family Residential	23.60
Commercial	19.20
Institutional and Governmental	11.25
Landscape	0.01
Total	**1,341.26**

Source: *San Antonio Water Company 2010 Urban Water Management Plan*, June 2011.

The CVWD 2010 UWMP identifies actual (2010) water demand for land uses within its service area, which includes approximately 27 acres within the City; refer to Table 5.15-3, *Cucamonga Valley Water District Water Demand (2010)*.

Table 5.15-3
Cucamonga Valley Water District Water Demand (2010)

Land Use	Volume (acre-feet)
Single-Family Residential	26,669
Multi-Family Residential	3,779
Commercial/Institutional/Industrial	16,241
Transfers	13
Total Consumption	46,705
Non-Revenue Water	1,889
Total	**48,591**

Source: *Cucamonga Valley Water District 2010 Urban Water Management Plan*, June 2011.

WATER INFRASTRUCTURE[6]

The City's 2010 WMP provides an analysis of existing system pressures under peak hour demand (PHD) and maximum day demand (MDD) with fire flow conditions, water supply capacity evaluation, storage capacity evaluation, and booster system capacity evaluation.

[6] *City of Upland 2010 Water System Master Plan Update*, March 2010.

Hydraulic modeling results for PHD conditions for the existing system showed 13 demand nodes that had pressures less than the minimum pressure criteria of 40 pounds per square inch (psi). However, since the system has been successfully operating in this manner in the past, no improvements were recommended as part of the WMP.

Hydraulic modeling results for ADD conditions for the existing system showed 568 demand nodes that had pressures greater than the maximum pressure criteria of 125 psi. Under existing conditions, it is assumed that the water connections in the areas include pressure-reducing valves to reduce the pressure to 80 psi or less to meet the criteria of the uniform plumbing code. Therefore, no further recommendations were made as part of the WMP.

Model runs to evaluate the system velocities showed that 16 pipeline segments exceeded the maximum velocity criteria of seven feet per second (fps) under existing PHD. Twelve of these pipelines were located within pumping facilities and did not exceed the 10 fps criterion specified for on-site pump station pipelines. The four pipeline segments within the distribution system that the velocity criteria were exceeded were located along Euclid Avenue and 13th Street (two segments); Campus Avenue and 16th Street; and Mountain Avenue and 9th Street.

Each of the three pipelines showed velocities of over eight fps under PHD conditions. However, due to the short duration of these demand conditions, the very short reaches of pipe with deficient velocities, and the absence of related pressure deficiencies at these locations, no recommendations for improvement were made as part of the WMP. Instead, the WMP recommended that the condition of the pipelines be monitored to see if the high velocities cause any pipeline condition or pressure related problems.

Hydraulic modeling results for MDD plus fire flow conditions for the existing system showed 130 demand nodes that had residual pressures less than the minimum pressure criteria of 20 psi. The recommended improvements to mitigate the existing fire flow deficiencies are outlined in Table 5.1 (Pipeline Improvement Projects for Existing System 2010 Water System Master Plan Update City of Upland) of the WMP.

5.15.3 SIGNIFICANCE THRESHOLDS AND CRITERIA

The issues presented in the Initial Study Environmental Checklist (Appendix G of the *CEQA Guidelines*) have been utilized as thresholds of significance in this Section. Accordingly, water supply and distribution systems impacts resulting from the implementation of the proposed Project may be considered significant if they would result in the following:

- Have adverse effects of water supplies sufficient water supplies available to serve the project from existing entitlements and resources, or require new or expanded entitlements need.

- Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

Based on these significance thresholds and criteria, the proposed Project's effects have been categorized as either "no impact," a "less than significant impact," or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact.

5.15.4 PROJECT IMPACTS AND MITIGATION MEASURES

WATER SUPPLY AND DISTRIBUTION

- **WOULD PROJECT IMPLEMENTATION RESULT IN INCREASED DEMAND FOR WATER SUPPLIES AND INFRASTRUCTURE?**

Impact Analysis:

WATER SUPPLY

City of Upland

Project implementation would result in additional development, resulting in an increase in the City's population and businesses, and thus, an overall increase in total water demand.

As stated, a majority of the City obtains its potable water from Cucamonga, Six and Chino groundwater basins through its own wells, SAWCo wells, and WECWCo wells. Surface water from San Antonio Creek is obtained from SAWCo and treated at the City-owned San Antonio Canyon (SAC) Surface Water Treatment Plant (WTP). Imported surface water supplies are purchased from MWD through the Inland Empire Utilities Agency (IEUA) and treated by the Water Facilities Authority (WFA) at the Aqua de Lejos Water Treatment Plant (WTP). Approximately 27 acres of the City receives water from CVWD through groundwater, canyon/surface supplies, and imported water from MWD via IEUA. The City's SOI receives water from SAWCo.

The City of Upland has prepared the Upland 2010 UWMP, which serves as a source document for the General Plan. The Upland 2010 UWMP takes into consideration groundwater, imported, recycled and surface water supplies, as well as wastewater. In addition to water supply, the Upland 2010 UWMP addresses efficient use of water, demand management measures, implementation strategies and schedules, and other relevant information and programs. The 2010 UWMP identifies anticipated water demand using SCAG's 2035 projected population, as well as comparing the demand projections to the City's WMP. Specifically, the UWMP assumes a service area population of 82,050 persons and associated water demand of 20,062 acre-feet in 2035; refer to Table 5.15-4, *City of Upland Projected Water Demand (2035)*.

Table 5.15-4
City of Upland Projected Water Demand (2035)

Land Use	Volume (acre-feet)
Single-Family Residential	11,559
Multi-Family Residential	3,497
Commercial, Industrial, Institutional	2,872
Landscape	2,133
Agriculture	0
Other	0
Total	**20,062**

Source: *City of Upland 2010 Urban Water Management Plan*, June 2011.

The Upland 2010 UWMP indicates that there are sufficient water supplies and water shortage contingency plans to protect existing and future water needs. The City has identified future water supply projects to increase its water supply quantities while reducing dependence on imported water. These projects include recycled water, indirect potable recharge, and SAWCo surface water capture improvements. IEUA and MWD have also identified projects to increase regional water supply opportunities including transfers and exchanges, desalination, further use of recycled water and diversifying its supply resources to increase long term regional water supply reliability, respectively. SAWCo has also identified future projects related to water supply including groundwater production, groundwater recharge, and infrastructure enabling transfer and exchange. Although these projects are not generally intended to increase supply; they are intended to enhance groundwater production and distribution flexibility and improve long-term groundwater storage.

The Project does not propose any land use changes within the 27-acre area served by CVWD and does not anticipate additional growth within this area. Similarly, the CVWD 2010 UWMP assumes the portion of the City located within its service area is completely built out and would not involve significant increases in water demand. Water supplies would continue to be available to serve this area and no impacts would occur in this regard. The City's Municipal Code (Chapter 17.26, Landscaping), establishes minimum standards for landscape and irrigation within public and private developments that serve to promote efficient use of water in landscaping and water conservation. For projects that are subject to the water efficiency requirements the City may administer programs such as irrigation water use analysis, irrigation audits, and irrigation surveys to determine whether the new or rehabilitated landscape complies with the estimated applied annual water use and meets or exceeds the maximum annual applied water allowance.

The City of Upland has also established permanent conservation measures and a shortage contingency plan to provide for increasingly serious stages of water shortages and to define voluntary and mandatory conservation measures that would be implemented during these stages. UMC Chapter 13.16, *Water Conservation,* provides the City Council with the authority to

implement the provisions of Chapter 13.16 when the demand for water consumption exceeds the available supply, or threatens to do so, provided there are no immediate resources available to remedy the situation. Chapter 13.16 establishes conservation measures that are to be implemented during various stages of shortage (year round, moderate, high, and severe). Specific restrictions would be implemented at each stage.

The Project anticipates a City population of 81,462 persons in 2035, which is slightly less (approximately 0.7 percent) than the 2035 population anticipated by the Upland 2010 UWMP (82,050 persons). Therefore, it is anticipated that adequate water supplies would be available to serve the growth anticipated by the Project. Future development would be reviewed by the City on a project-by-project basis to ensure adequate water supplies are available to accommodate future projects. The General Plan 2035 proposes Goals PFS-8 and PFS-9 in order to provide a reliable and adequate supply of water and support the use of water conservation measures and the provision of recycled water. Future development would also be subject to compliance with Senate Bills 610 and 221. Senate Bill 610 requires preparation of a WSA for certain projects to evaluate water supplies that are or will be available during normal, single-dry and multiple-dry years during a 20-year projection to meet existing and planned future demands, including the demand associated with the project. Senate Bill 221 requires that the City condition approval of a subdivision map upon proof of sufficient water supply. Future development within the City would be subject to implementation of the General Plan 2035 Policies and Actions specified below, which would ensure that water supplies are available to serve new development.

With adherence to Senate Bills 610 and 221, the UMC and WMP, and the General Plan 2035 Policies and Actions, potential impacts associated with increased water demand resulting from Project implementation would be reduced to a less than significant level.

Sphere of Influence

The Project anticipates additional growth and development within the SOI. As stated, the City's SOI currently receives water from the SAWCo. According to SAWCo 2010 UWMP, there are 6,389 outstanding shares and no more shares will be issued. The "entire water of the company" is equivalent to 16,573.85 AFY which represents a 10-year average established in 2005. Typical water suppliers must account for growth and the associate increase in water demand within their SOI; however, SAWCo does not directly experience or react to growth based on such external influences. As such, water use projections related to population growth and density, land use, zoning, development and other typical indicators have no bearing on SAWCo supply, as water is supplied based on entitlement only. Entitlement is based on the number of shares held. Although finite in number, shares are a commodity which may be divided or sold, and are not tied to the land. For this reason, even though the "entire water of the company" is known, the distribution of entitlement among the shareholders has an unpredictable nature due to the liquidity of the shares. As such, current deliveries are not clear indicators of future entitlement distribution since transactions related to the acquisition of shares may occur at any time in accordance with California corporate law.

The SAWCo 2010 UWMP indicates that there are sufficient water supplies to meet demand. As stated, SAWCo has also identified future projects related to water supply including groundwater production, groundwater recharge, and infrastructure enabling transfer and exchange. Although these projects are not generally intended to increase supply; they are intended to enhance groundwater production and distribution flexibility and improve long-term groundwater storage. SAWCo acknowledges that a significant drop in its ability to produce water may result in a review and respective reduction in entitlement, implementation of mandatory water conservation measures, and purchase of imported water at a higher tiered rate.

SAWCo does not intend on becoming a recycled water purveyor; however, it is encouraging the use and development of recycled water sources through coordination with the IEUA and its member agencies. This includes the potential conversion to recycled water use of two golf courses, two rock companies and various agricultural water users, which would have the indirect impact of freeing up SAWCo supplies currently used by these shareholders for use elsewhere.

Future development within the SOI would be reviewed by the County on a project-by-project basis to ensure the ability of the development to purchase shares from SAWCo or to obtain water service from another source. With the planned conversion of recycled water by two golf courses, two rock companies, and various agricultural water users, additional water supplies would be available to serve future development within the SOI. As stated, shares can be divided and sold and therefore the distribution of entitlement among the shareholders is unpredictable. Therefore, it cannot be accurately determined at this time whether SAWCo would have adequate shares to serve an additional 596 dwelling units within the City's SOI, as anticipated by the Project. However, since approval of future development projects would be contingent upon adequate water supplies being available to serve the proposed development, impacts would be considered less than significant in this regard.

WATER INFRASTRUCTURE

City of Upland

The City's 2010 WMP anticipates the City's population to reach 82,444 persons by 2035, which is based on SCAG's population data.

Hydraulic modeling results for MDD plus fire flow conditions for the 2030 system showed six demand nodes that had residual pressures less than the minimum pressure criteria of 20 psi that were not already identified in the existing system analysis. Most of the deficiencies were corrected by previously recommended improvements. One new improvement project was recommended to correct a future deficiency.

The Project anticipates a City population of 81,462 persons in 2035, which is slightly less (approximately 0.7 percent) than the 2035 population anticipated by the 2010 WMP (82,444 persons). Coordination between the City and water suppliers will be essential as further development is planned. Water suppliers would need to ensure their water reclamation facilities and pipeline infrastructure are planned and installed according to their UWMP projections.

Future development would be reviewed by the City on a project-by-project basis to ensure adequate water infrastructure is available to accommodate the proposed development. Individual development projects would be required to construct the required infrastructure or pay their share of the costs of infrastructure improvements necessary to accommodate the project. The General Plan 2035 proposes Goal PFS-1, a functional and well-maintained City with adequate public facilities, infrastructure and services. Implementation of General Plan 2035 Policies and Actions specified below, including Policy ES-4.5, which would ensure Development Impact Fees are evaluated on a regular basis to ensure that increased demands on infrastructure and services as a result of new development are adequately funded, would reduce potential impacts to water infrastructure associated with new development to a less than significant level.

With adherence to the UMC and WMP, and implementation of the General Plan 2035 Policies and Actions, potential impacts to water infrastructure associated with Project implementation would be reduced to less than significant.

Sphere of Influence

The Project anticipates additional growth and development within the SOI. Future development within the SOI would be reviewed by the County on a project-by-project basis to ensure adequate water infrastructure is available to serve the proposed development. Individual development projects would be required to construct the required infrastructure or pay their share of the costs of infrastructure improvements necessary to accommodate the project. Since approval of future development projects would be contingent upon adequate water infrastructure being available to serve the proposed development, impacts would be considered less than significant.

General Plan 2035 Policies and Actions:

Policy ES-4.5	Development Impact Fees. Evaluate Development Impact Fees on a regular basis to ensure that increased demands on infrastructure and services as a result of new development are adequately funded.
Policy LU-4.5	Infrastructure Improvements. Preserve and maintain the City's infrastructure and give preference to infrastructure improvements that support or enhance desired land uses and projects.
Policy OSC-2.3	California-Friendly Species. Encourage new and existing public and private development to incorporate California-friendly and drought-tolerant vegetation into landscape plans to reduce water demand.
Policy OSC-5.2	Greenhouse Gas Reduction in New Development. Reduce greenhouse gas emissions from new development by promoting water conservation and recycling; promoting development that is compact, mixed use, pedestrian friendly, and transit oriented; promoting energy-efficient building design

and site planning; improving the jobs/housing ratio; and other methods of reducing emissions.

Policy PFS-1.1 Provision of Adequate Facilities and Services. Manage and maintain existing public facilities, services and infrastructure, at current or improved service levels.

Policy PFS-1.2 Growth and Level of Service. Require new development to provide adequate facilities or pay its fair share of the cost for facilities needed to provide services to accommodate growth without adversely impacting current service levels.

Policy PFS-1.3 Capital Improvement Program. Continue to update and implement the Capital Improvement Program on an annual basis in a way that supports the vision for the City.

Policy PFS-1.6 Project Coordination. Coordinate and communicate with utilities and service providers early in project planning in order to take advantage of special programs and avoid issues in the development process.

Policy PFS-1.7 Infill Areas. Identify and prioritize infill areas for infrastructure improvements and assist developers in identifying funding mechanisms to cover the cost of providing facilities and services in infill areas.

Policy PFS-8.1 Water System Master Plan. Continue to periodically update and implement the 2010 Water System Master Plan.

Policy PFS-8.2 Urban Water Management Plan. Continue to update the Urban Water Management Plan every five years and implement the most current plan as required by State law.

Policy PFS-8.3 Water Supply. Continue to acquire additional local supplies of water, including local groundwater, and reduce reliance on imported water from the State Water Project to meet future demands while maintaining a baseline so in times of drought, supplemental supplies will be available.

Policy PFS-8.4 Water Demand. Establish water demand reduction standards for new development and redevelopment to reduce per capita and total demand for water.

Policy PFS-8.5 New Development. Require new developments to dedicate land for water infrastructure such as tanks, pump stations, and wells as needed to support project development.

Policy PFS-8.6	Water Availability. Consider the availability of sufficient, reliable water when reviewing new development.
Policy PFS-8.7	Water Infrastructure. Maintain water storage, conveyance, and treatment infrastructure in good working condition in order to supply domestic water to all users with adequate quantities, flows, and pressures.
Policy PFS-8.8	Facility Capacity. Require all new water facilities to be designed to accommodate expected capacity for buildout of areas served by these facilities.
Policy PFS-8.9	Emergency Supply. Manage the water supply portfolio and system facilities to provide for adequate redundancy to address emergency conditions.
Policy PFS-8.10	Design of Water Systems. Require future water systems and facilities to be designed to minimize the likelihood of damage from vandalism or terrorist activity.
Policy PFS-9.1	Best Management Practices. Require new development projects to adopt best management practices for water use efficiency and demonstrate specific water conservation measures.
Policy PFS-9.2	Conservation Programs and Standards. Implement cost-effective water conservation programs, such as the existing rebates and grants for water efficiency and conservation, and enforce the Upland Municipal Code water conservation standards, to improve water-use efficiency, reduce water demand, and preserve the City's supplies.
Policy PFS-9.3	Regional Conservation. Coordinate with neighboring water purveyors to address local and regional water issues and implement regional water conservation programs as part of its water resource management strategy.
Policy PFS-9.4	Purple Pipe System. Review new development projects to determine which are appropriate for recycled water piping systems ("purple pipe") and require these projects to incorporate dual potable and recycled water facilities into their design.
Policy PFS-9.5	Irrigation. As appropriate, require all businesses and industries to use recycled water for irrigation.
Policy PFS-9.6	Recycled Water Facilities. Encourage new industrial/commercial and residential developers to construct recycled water backbone facilities for their development. Additionally, continue to work with the IEUA to provide facilities for recycled water distribution.

Policy PFS-9.7 Captured Rainwater. Encourage the use of captured rainwater for use in landscapes and irrigation.

Mitigation Measures: No further mitigation is required beyond implementation of the GPU Policies.

Level of Significance After Mitigation: Not Applicable.

5.15.5 CUMULATIVE IMPACTS AND MITIGATION MEASURES

- **WOULD DEVELOPMENT ANTICIPATED BY THE PROJECT AND CUMULATIVE DEVELOPMENT COULD RESULT IN CUMULATIVELY CONSIDERABLE IMPACTS TO WATER RESOURCES INCLUDING INCREASED DEMAND FOR WATER SUPPLIES AND INFRASTRUCTURE?**

Impact Analysis: For purposes of impacts to water supplies and infrastructure, cumulative impacts are considered for cumulative development served by the same water purveyors and infrastructure.

The Upland 2010 UWMP, SAWCo 2010 UWMP, and CVWD 2010 UWMP provide a long-range assessment of water supply for the City of Upland and SOI. These studies indicate that there are sufficient water supplies and water shortage contingency plans to protect existing and future water needs. Water supplies would be available to serve the proposed Project from existing and planned resources. Compliance with the UMC and implementation of the General Plan 2035 Policies and Actions would also ensure that water infrastructure would be available to serve future development. Thus, the Project would have a less than significant impact to water supplies and infrastructure and would not result in a cumulatively considerable impact in this regard.

Cumulative development receiving water from CVWD or SAWCo could result in increased demand for water from the purveyors. CVWD would continue to assess its ability to serve demand within its service area. As stated, SAWCo issues delivers water on a per share basis and no additional shares will be issued. The water purveyors would not provide service to new developments if there were not adequate supplies and infrastructure to maintain existing service levels and meet the anticipated demands of the specific development requesting service. Therefore, the Project combined with cumulative development, would not result in a cumulatively considerable impact to water supplies.

The continued assessment of individual projects for impacts to the water supply system would assure projects would only be approved if adequate water supplies exist at the time of their implementation. New development would be required to construct necessary improvements or pay its share of the costs of infrastructure improvements necessary to accommodate the project.

Water suppliers will need to ensure their water reclamation facilities and pipeline infrastructure are planned and installed according to their UWMP projections. Additionally, coordination between the City/County and water suppliers will be essential as further development is planned.

Impacts to water supplies and infrastructure associated with Project implementation would be less than significant following compliance with the UMC, UWMPs, and Upland WMP, and implementation of the General Plan 2035 Policies and Actions. Cumulative impacts to water supplies and infrastructure would be assessed on a project-by-project basis and mitigated through the established regulatory review process. Therefore, the combined cumulative impacts to water supply and infrastructure associated with the Project's incremental effects and those of the cumulative projects would be less than significant.

General Plan 2035 Policies and Actions: Refer to the Policies and Actions referenced above.

Mitigation Measures: No further mitigation is required beyond implementation of the GPU Policies.

Level of Significance After Mitigation: Not Applicable.

5.15.6 SIGNIFICANT UNAVOIDABLE IMPACTS

Water supply and infrastructure impacts resulting from Project implementation would be less than significant by adherence to UMC and WMP, and implementation of the General Plan 2035 Policies and Actions. No significant unavoidable water supply and infrastructure impacts would occur as a result of the Project.

5.15.7 SOURCES CITED

City of Upland, *2010 Urban Water Management Plan*, June 2011.

City of Upland, *2010 Water System Master Plan Update*, prepared by Carollo Engineers, March 2010.

City of Upland Municipal Code.

Cucamonga Valley Water District, *2010 Urban Water Management Plan*, prepared by CDM, June 2011.

San Antonio Water Company, *2010 Urban Water Management Plan*, prepared by Civiltec Engineering Inc., June 2011.

Placeworks, *City of Upland Zoning Code Update*, Draft September 2014.

Placeworks, *City of Upland General Plan Update*, Draft September 2014.

Placeworks, *City of Upland General Plan Update Land Use Map (Preferred Land Use Alternative)* September 2014. The Planning Center | DC&E in association with Michael Brandman Associates, *Community Services and Facilities White Paper Upland General Plan Update*, January 2010.

SECTION 5.16
Wastewater

5.16 WASTEWATER

This section analyzes projected impacts to wastewater conveyance and treatment facilities that could result from Project implementation. The purpose of this analysis is to document and describe the existing wastewater conveyance and treatment infrastructure in the City of Upland and Sphere of Influence (SOI), and evaluate impacts associated with Project implementation, which assumes a horizon year of 2035. It is noted, the Zoning Code Update's development potential would be less than the General Plan 2035's development capacity; refer to Section 5.1, *Land Use and Planning*. Therefore, the General Plan 2035 development capacity, which would result in greater potential impacts to wastewater conveyance and treatment facilities, is assumed in this analysis. This section is based in part upon information from the City of Upland Public Works Department and the Inland Empire Utilities Agency (IEUA).

5.16.1 EXISTING REGULATORY SETTING

FEDERAL

Clean Water Act/ National Pollutant Discharge Elimination System Permits

The Clean Water Act (CWA) (*33 United States Code* Section 1251 et seq.*)* is the cornerstone of water quality protection in the United States. The statute employs a variety of regulatory and non-regulatory tools to sharply reduce direct pollutants discharges into waterways, finance municipal wastewater treatment facilities, and manage polluted runoff. These tools are employed to achieve the broader goal of restoring and maintaining the chemical, physical, and biological integrity of the nation's waters so that they can support "the protection and propagation of fish, shellfish, and wildlife and recreation in and on the water."[1]

The CWA regulates discharges from "non-point source" and traditional "point source" facilities, such as municipal sewage plants and industrial facilities. The CWA makes it illegal to discharge pollutants from a point source to the waters of the United States. CWA Section 402 creates the National Pollutant Discharge Elimination System (NPDES) regulatory program. Point sources must obtain a discharge permit from the proper authority (usually a state, sometimes EPA, a tribe, or a territory). NPDES permits cover industrial and municipal discharges, discharges from storm sewer systems in larger cities, storm water associated with numerous kinds of industrial activity, runoff from construction sites disturbing more than one acre, mining operations, and animal feedlots and aquaculture facilities above certain thresholds.

All so-called "indirect" dischargers are not required to obtain NPDES permits. An indirect discharger is one that sends its wastewater into a city sewer system, so it eventually goes to a sewage treatment plant. Though not regulated under NPDES, "indirect" discharges are covered

[1] Source: United States Environmental Protection Agency website, Introduction to the Clean Water Act, http://www.epa.gov/owow/watershed/wacademy/acad2000/cwa/index.htm, accessed September 2012.

by another CWA program, called pretreatment. "Indirect" dischargers send their wastewater into a city sewer system, which carries it to the municipal sewage treatment plant, through which it passes before entering surface waters.

National Pretreatment Program

The National Pretreatment Program is an extension of NPDES regulatory program. The National Pretreatment Program is a cooperative effort of federal, state, and local regulatory environmental agencies established to protect water quality. The program is designed to reduce the level of pollutants discharged by industry and other non-domestic wastewater sources into municipal sewer systems, and thereby, reduce the amount of pollutants released into the environment through wastewater. The objectives of the program are to protect Publicly Owned Treatment Works (POTW) from pollutants that may interfere with plant operation, to prevent pollutants that may pass through untreated from being introduced into the POTW, and to improve opportunities for the POTW to reuse wastewater and sludges that are generated.

The term "pretreatment" refers to the requirement that non-domestic sources discharging wastewater to POTWs control their discharges, and meet limits established by EPA, the state or local authority on the amount of pollutants allowed to be discharged. The control of the pollutants may necessitate treatment prior to discharge to the POTW (therefore the term "pretreatment"). Limits may be met by the non-domestic source through pollution prevention techniques (product substitution recycle and reuse of materials) or treatment of the wastewater.

STATE

In California, the State Water Resources Control Board (SWRCB) is responsible for ensuring the highest reasonable quality of waters of the State, while allocating those waters to achieve the optimum balance of beneficial uses. The SWRCB's current challenge is exacerbated by California's rapid population growth, and the continuing struggle over valuable water flows. The agency faces tough new demands which include fixing ailing sewer systems; building new wastewater treatment plants; and tackling the cleanup of underground water sources impacted by the very technology and industry that has provided California with a robust economy and made it a desirable place to live.

On May 2, 2006, the SWRCB adopted Order No. 2006-0003, *Statewide General Waste Discharge Requirements for Sanitary Sewer Systems* (WDR). All federal and state agencies, municipalities, counties, districts, and other public entities that own or operate sanitary sewer systems greater than one mile in length that collect and/or convey untreated or partially treated wastewater to a publically owned treatment facility in the State of California are required to comply with the terms of this Order. The principal requirement of the WDR is for each system owner to develop and implement a system-specific Sewer System Management Plan (SSMP).

LOCAL

City of Upland Municipal Code (UMC) Chapter 3.44, *Capital Impact Fees*, requires every person constructing any new residential, commercial, or industrial structure to pay to the City a capital impact fee, including a sewer development impact fee.

UMC Chapter 13.24, *Sewers*, specifically identifies the fees associated with sewer service. The purpose of the Regional Sewerage Supplemental Capital Outlay Fee is to finance construction of wastewater interceptor, treatment, and disposal facilities necessary to mitigate the impact of new development in the City upon such facilities. The purpose of the Sanitary Sewer Facilities Expansion Fee is to finance expansion of the City sewerage collection system necessary to mitigate the impact of new development in the City upon the system. Additionally, in order to connect to the public sewer, a project applicant is required to pay to the City a connection charge.

5.16.2 EXISTING ENVIRONMENTAL SETTING

CITY OF UPLAND AND SPHERE OF INFLUENCE

The City of Upland owns and maintains local sewer lines within the City. Uses within the SOI rely on septic tanks for wastewater disposal. Wastewater flows from the City are discharged to local sewer lines for conveyance to regional sewer trunk lines for wastewater treatment at reclamation facilities primarily owned and maintained by the Inland Empire Utilities Agency (IEUA). IEUA provides municipal and industrial wastewater collection and sewerage treatment to cities within the western portion of San Bernardino County, including Upland. Wastewater flows from the Claremont Service area (described below) are treated by the Sanitation Districts of Los Angeles County (Districts).

The City's existing sanitary sewer system has been built incrementally over the years starting in 1920 with the majority of the existing system completed between 1960 and 1999. Except for areas within the southwestern-most portion of the City, the Upland community sewer system is a gravity-flow system, and therefore there are no public wastewater lift stations in the City. There are approximately 270 miles of wastewater conduits within the City of Upland. The major trunk lines, varying in size from 12-inches to 21-inches, are predominately situated along the southern parts of the City. Laterals, generally 8-inch to 10-inch diameter, compose the remainder of the system.

The City of Upland is split into two major sewersheds and two minor sewersheds. The two major sewersheds are located and transport flows as follows:

- *Eastside:* Located generally east of Mountain Avenue from 26th Street to Foothill Boulevard, and east of Benson Avenue from Foothill Boulevard to 7th Street, this sewershed drains to IEUA regional sewers for treatment at IEUA Regional Water Reclamation Facility 1 (RP-1).

- *Westside:* Located generally west of Mountain Avenue from 26th Street to Foothill Boulevard, and west of Benson Avenue from Foothill Boulevard to the Southern Pacific railroad, this sewershed drains to the Westside Interceptor for treatment at IEUA RP-1 or Carbon Canyon Water Reclamation Facility (CCWRF).

The two minor sewersheds are located and transport flows as follows:

- *Montclair Service Area:* The southwest portion of the City is not serviced by gravity flow through the City's sewers, so sewage is conveyed to the IEUA plants via this service system.

- *Claremont Service Area:* Located along the county line north of Huntington Drive, west of Benson Avenue and north of Foothill Boulevard west of the San Antonio Channel, this sewershed flows west to the Claremont system for treatment at the Sanitation Districts of Los Angeles County facility.

According to the Upland Public Works Department, there are existing local sewer lines that have been identified for improvements including a sewer line on Benson Avenue, identified for upgrading as part of development of an adjacent property north of 16th Street and west of Benson Avenue and improvements identified and planned for the downtown area through the Historic Downtown Upland Specific Plan.

WASTEWATER TREATMENT

Inland Empire Utilities Agency[2,3]

The Inland Empire Utilities Agency (IEUA) operates and maintains four water recycling facilities and two biosolids treatment facilities. One of the four reclamation facilities (Regional Water Reclamation Facility No. 1 [RP-1]) also includes biosolids treatment facilities, as described below. The four water reclamation facilities are designed to reclaim wastewater received from the five member agencies, including the City of Upland, and have a total combined design treatment capacity of 84.0 million gallons per day (mgd). Currently, all four reclamation facilities treat a total combined average daily flow of approximately 60 mgd.

RP-1, located in the City of Ontario, was originally commissioned in 1948 and has undergone several expansions to increase the design wastewater treatment capacity to the current 44.0 mgd and biosolids treatment capacity equivalent to a wastewater flow rate of 60.0 mgd. This facility serves the cities of Ontario, Rancho Cucamonga, Upland, Montclair, Fontana and an unincorporated area of San Bernardino County.

[2] Inland Empire Utilities Agency official website, http://www.ieua.org/index.html, accessed September 13, 2012.

[3] Inland Empire Utilities Agency, *2010 Urban Water Management Plan*.

RP-2, located in the City of Chino, has been in operation since 1960 and treats the biosolids flow streams from the Carbon Canyon Water Recycling and Regional Water Recycling Plant No. 5 (RP-5) facilities.

Located in the City of Rancho Cucamonga, RP-4 has been in operation and producing recycled water since 1997. RP-4 treats an average flow of 5.0 mgd and is operated in conjunction with RP-1 to provide recycled water to users. The RP-4 facility is being expanded from its current capacity of 7.0 mgd to 14.0 mgd.

RP-5, located in the City of Chino, began operation in March 2004. The first phase of RP-5 is designed to treat 15.0 mgd of wastewater. Ultimately, RP-5 will treat 60 mgd of wastewater per day and process 68 mgd of solids combined from RP-5 and IEUA's Carbon Canyon Waste Recycling Facility.

RP- 5 Solids Handling Facility (SHF), located on the southeast corner of the RP-5 facility site, has been in operation since 2001. Unlike a typical wastewater treatment facility, RP-5 SHF does not receive wastewater from a collection system. This facility is designed to receive animal manure, primarily from dairy farms and food wastes from processing facilities within the Inland Empire valley.

Carbon Canyon Water Recycling Facility (CCWRF), located in the City of Chino, has been in operation since May 1992. The facility works in tandem with RP-2 and serves the areas of Chino, Chino Hills, Montclair, and Upland. Liquids are treated at CCWRF, while the solids removed from the waste flow are treated at RP-2. CCWRF treats an annual average flow of 9.5 mgd.

IEUA has a network of regional interceptor sewers that can be used to bypass flow from one treatment plant to another to balance and optimize the use of treatment capacity. Currently, the regional interceptors can bypass flow from RP-4 to RP-1 and from CCWRF to RP-5. In addition, primary effluent can be bypassed from the RP-1 equalization basins to RP-5.

IEUA has four wastewater lift stations: The Montclair Lift Station pumps wastewater from portions of Montclair, Upland, and Chino to RP-1. The Prado Park Lift Station pumps wastewater from the Prado Regional Park in the City of Chino to RP-5. The RP-2 Lift Station, pumps flow from the southeastern portions of the cities of Chino and Chino Hills to RP-5. The San Bernardino Avenue Pump Station pumps a portion of the flow from the City of Fontana to RP-4.

During July to December 2010, the average wastewater flow treated was 53.3 mgd, including 5.0 mgd from the City of Upland. This represents approximately 64 percent of IEUA's available treatment capacity. Over the past several years, the Agency's wastewater flows have declined by approximately 10 percent (similar to other local regions). This has been partially attributed to the effects of the economic recession and the high foreclosure rates within the service area. Currently, IEUA's Ten Year Capital Improvement Plan does not identify new facilities within Upland.

Sanitation Districts of Los Angeles County

The Sanitation Districts of Los Angeles County (Districts) operate ten water reclamation plants (WRPs) and one ocean discharge facility (Joint Water Pollution Control Plant), which treat approximately 510 mgd, 200 mgd of which are available for reuse. The capacities at these facilities range from 0.2 mgd (La Cañada WRP) to 400 mgd (Joint Water Pollution Control Plant); the San Jose Creek WRP is the largest of the water reclamation plants with a capacity of 100 mgd.

As stated, a small amount of wastewater generated within the City is transported to the Districts for treatment. The Districts treats wastewater for approximately 82 equivalent dwelling units (EDU), averaging from 250 to 270 gallons per day (gpd) for an estimated total sewage flow from 20,000 to 22,000 gpd.

5.16.3 SIGNIFICANCE THRESHOLDS AND CRITERIA

The issues presented in the Initial Study Environmental Checklist (Appendix G of the *CEQA Guidelines*) have been utilized as thresholds of significance in this Section. Accordingly, wastewater facilities impacts resulting from the implementation of the proposed Project may be considered significant if they would result in the following:

- Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.
- Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.
- Result in a determination by the wastewater treatment provider that serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments.

Based on these significance thresholds and criteria, the proposed Project's effects have been categorized as either "no impact," a "less than significant impact," or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact.

5.16.4 PROJECT IMPACTS AND MITIGATION MEASURES

WASTEWATER INFRASTRUCTURE AND TREATMENT

- **WOULD THE PROJECT RESULT IN INCREASED DEMAND FOR WASTEWATER SERVICES AND INFRASTRUCTURE?**

Impact Analysis: Project implementation would result in additional development, resulting in an increase in the City's population and businesses, and thus, an overall increase in wastewater generation.

As stated, the City of Upland owns and maintains local sewer lines within the City. Wastewater is primarily treated by IEUA with a small area served by the Districts. Based on an increase of 3,026 dwelling units and 6,402,019 square feet of non-residential square footage anticipated with Project implementation, the City estimates the additional sewerage flow would be 1.32 mgd over existing conditions, or an annual increase of approximately 0.066 mgd per year over 20 years.[4] The City does not anticipate a significant impact to sewer facilities associated with Project implementation, as demands on the local sewer system can be mitigated. Individual development projects would be reviewed on a project-by-project basis to ensure that adequate infrastructure is available to serve the proposed development. If necessary, improvements would be identified and implemented as part of the proposed development. Additionally, the City maintains sewer connection fees that are periodically adjusted and approved by the City Council. UMC Chapter 13.24, Article II, establishes the Sanitary Sewer Facilities Expansion Fee. The purpose of the fee is to finance expansion of the City sewerage collection system necessary to mitigate the impact of new development in the City upon the system. The fee is used to finance public improvements and to pay for the development's fair share of the construction costs of the improvements. Additionally, the General Plan 2035 proposes Goals PFS-1 and PFS-10 in order to ensure adequate infrastructure is available to convey and treat wastewater generated. Future development would be subject to implementation of the General Plan 2035 Policies and Actions specified below, which would ensure potential impacts to wastewater facilities and services are reduced to a less than significant level.

According to IEUA, per the Regional Contract, pipelines have been constructed to handle wastewater flows for the City at complete buildout. Therefore, impacts to regional conveyance facilities would be less than significant. The two IEUA regional sewer facilities that serve Upland include the Upland Interceptor Relief Sewer and RP-1. The Relief Sewer handles approximately 29 mgd of wastewater and has a remaining capacity of approximately 10 to 12 mgd. RP-1 has a capacity of 44 mgd and has an available capacity of 10 to 12 mgd. It is anticipated that both IEUA facilities, with remaining available capacities of 10 to 12 mgd, would have adequate capacity to serve the increased demand associated with the proposed Project. Additionally, the Upland Public Works Department has confirmed that IEUA has wastewater treatment plant expansions planned that would treat the growth from IEUA member agencies, including the City of Upland.

A small portion of the City is currently served by the Districts for wastewater treatment. This area is identified as a Focus Area within the General Plan 2035 and is anticipated to experience growth and change over existing conditions. The Districts charges a fee for the privilege of connecting to the Districts' Sewerage System or increasing the strength or quantity of wastewater attributable to a particular parcel or operation already connected. The connection fee is a capital facilities fee that is imposed in an amount sufficient to construct an incremental

[4] City of Upland Public Works Department, written correspondence, September 26, 2012.

expansion of the Sewerage System to accommodate a proposed project. Furthermore, the design capacities of the Districts' wastewater treatment facilities are based on the regional growth forecast adopted by SCAG. The available capacity of the Districts' treatment facilities will, therefore, be limited to levels associated with the approved growth identified by SCAG. Growth anticipated by the proposed Project would be less than anticipated by SCAG. Thus, the growth would be within the identified growth projections.

Individual development projects would be reviewed on a project-by-project basis to determine if adequate conveyance and treatment capacity is available to serve the proposed development. Development projects would be required to pay applicable fees for sewage treatment and disposal to IEUA or the Districts. As stated, the General Plan 2035 proposes Goals PFS-1 and PFS-10 in order to ensure adequate infrastructure is available to convey and treat wastewater generated. Future development would be subject to implementation of the General Plan 2035 Policies and Actions specified below, which would ensure adequate infrastructure and treatment facilities are available prior to new development occurring. Thus, potential impacts to wastewater treatment facilities and services would be less than significant.

General Plan 2035 Policies and Actions:

Policy ES-4.5	Development Impact Fees. Evaluate Development Impact Fees on a regular basis to ensure that increased demands on infrastructure and services as a result of new development are adequately funded.
Policy LU-4.5	Infrastructure Improvements. Preserve and maintain the City's infrastructure and give preference to infrastructure improvements that support or enhance desired land uses and projects.
Policy PFS-1.1	Provision of Adequate Facilities and Services. Manage and maintain existing public facilities, services and infrastructure, at current or improved service levels.
Policy PFS-1.2	Growth and Level of Service. Require new development to provide adequate facilities or pay its fair share of the cost for facilities needed to provide services to accommodate growth without adversely impacting current service levels.
Policy PFS-1.3	Capital Improvement Program. Continue to update and implement the Capital Improvement Program on an annual basis in a way that supports the vision for the City.
Policy PFS-1.6	Project Coordination. Coordinate and communicate with utilities and service providers early in project planning in order to take advantage of special programs and avoid issues in the development process.

Policy PFS-1.7 Infill Areas. Identify and prioritize infill areas for infrastructure improvements and assist developers in identifying funding mechanisms to cover the cost of providing facilities and services in infill areas.

Policy PFS-10.1 Maintenance of Wastewater System. Maintain wastewater collection and conveyance infrastructure in good working condition in order to supply municipal sewer service to the City's residents and businesses.

Policy PFS-10.2 Connection to Wastewater System. Require all new development located within the City limits to connect to the public wastewater collection system.

Policy PFS-10.3 Wastewater System Coordination. Promote coordination between land use planning and wastewater collection, conveyance, treatment, and disposal.

Policy PFS-10.4 Wastewater System Capacity. Ensure that all wastewater collection and conveyance facilities are constructed to serve the ultimate buildout of all developments. This shall be done in coordination with the applicable regional agencies, which are responsible for providing treatment services.

Policy PFS-10.5 New Facilities. Construct new wastewater conveyance facilities as needed.

Policy PFS-10.6 New Development. Grant conditional approval of new development on the availability of sufficient capacity in the wastewater collection and treatment system to serve the project. Hold individual development projects responsible for their fair share of upgrades.

Policy PFS-10.7 Biosolid Disposal. Work with the applicable regional agency to ensure biosolid disposal is managed so as to minimize impacts to the environment and public health.

Mitigation Measures: No further mitigation is required beyond implementation of the GPU Policies and Actions.

Level of Significance After Mitigation: Not Applicable.

5.16.5 CUMULATIVE IMPACTS AND MITIGATION MEASURES

- **WOULD DEVELOPMENT ASSOCIATED WITH PROJECT IMPLEMENTATION AND OTHER CUMULATIVE DEVELOPMENT RESULT IN CUMULATIVELY CONSIDERABLE IMPACTS TO WASTEWATER CONVEYANCE AND TREATMENT FACILITIES?**

Impact Analysis: For purposes of impacts to wastewater conveyance systems and treatment facilities, cumulative impacts are considered for cumulative development served by the City of Upland, IEUA, or the Districts.

As stated, the City does not anticipate a significant impact to sewer facilities associated with implementation of the proposed Project, as demands on the local sewer system can be mitigated. Per the Regional Contract, IEUA pipelines have been constructed to handle wastewater flows for the City at complete buildout and capacity would be available to serve the increased demand associated with Project implementation. The Districts would review projects to ensure that wastewater treatment capacity is available to serve the proposed development, consistent with regional growth forecasts adopted by SCAG. As stated, the growth anticipated by the proposed Project would be less than anticipated by SCAG. Compliance with the UMC and implementation of the General Plan 2035 Policies and Actions would also ensure that wastewater infrastructure and treatment capacity would be available to serve future development. Thus, the proposed Project would have a less than significant impact to wastewater infrastructure and treatment capacity and would not result in a cumulatively considerable impact in this regard.

Cumulative development served by IEUA or the Districts could result in increased wastewater generation requiring treatment. As stated, the Districts' wastewater treatment facilities are based on the regional growth forecasts adopted by SCAG. Available capacity would be limited to levels associated with this growth. IEUA would review projects to ensure that treatment capacity is available to serve anticipated growth and development. Service would not be provided if capacity was not available to serve the proposed development. Therefore, the Project combined with cumulative development, would not result in a cumulatively considerable impact to wastewater conveyance and treatment facilities.

Individual development projects would continue to be reviewed for potential impacts associated with increased wastewater generation and treatment. New projects would be required to construct necessary improvements or pay its share of the costs of infrastructure improvements necessary to accommodate the project. Wastewater treatment facilities would be planned in accordance with anticipated growth.

Impacts to wastewater conveyance and treatment facilities associated with Project implementation would be less than significant following compliance with the UMC and implementation of the General Plan 2035 Policies and Actions, as well as coordination between the City and wastewater treatment providers. Cumulative impacts associated with wastewater

generation would be assessed on a project-by-project basis and mitigated through the established regulatory review process. Therefore, the combined cumulative impacts to wastewater conveyance and treatment capacity associated with the Project's incremental effects and those of the cumulative projects would be less than significant.

General Plan 2035 Policies and Actions: Refer to the GPU Policies and Actions referenced above.

Mitigation Measures: No further mitigation is required beyond implementation of the GPU Policies and Actions.

Level of Significance After Mitigation: Not Applicable.

5.16.6 SIGNIFICANT UNAVOIDABLE IMPACTS

Wastewater impacts resulting from Project implementation would be less than significant by implementation of the General Plan 2035 Policies and Actions. No significant unavoidable wastewater impacts would occur as a result of the Project.

5.16.7 SOURCES CITED

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SECTION 5.17
Fire Protection

5.17 FIRE PROTECTION

This section analyzes projected impacts to fire protection services and facilities that may result from implementation of the proposed Project. The purpose of this analysis is to document and describe existing fire protection services and facilities within the City of Upland and Sphere of Influence (SOI), and to evaluate impacts associated with Project implementation, which assumes a horizon year of 2035. It is noted, the Zoning Code Update's development capacity would be less than the General Plan 2035's development capacity; refer to Section 5.1, *Land Use and Planning*. Therefore, the General Plan 2035's development capacity, which would result in greater potential impacts to fire protection services, is assumed in this analysis. This section is based in part upon information from the City of Upland Fire Department and County of San Bernardino Fire Department.

5.17.1 EXISTING REGULATORY SETTING

FIRE HAZARD SEVERITY ZONES

The California Department of Forestry and Fire Protection (CAL FIRE) created Fire Hazard Severity Zones using a computer model that factor in the fire history, existing and potential fuel (natural vegetation), flame length, blowing embers, terrain, and typical weather for an area. The severity of the hazard is based on the likelihood that an area will burn over a 30- to 50-year period without fuel-reduction efforts. Given the results of the modeling, the State identifies an area as a "moderate," "high," or "very high" fire hazard severity zone.

WILDLAND-URBAN INTERFACE FIRE AREA BUILDING STANDARDS

Title 24, Part 2 of California Code of Regulations (CCR), also known as the 2010 California Building Standards Code (CBSC), addresses building standards for new structures constructed in or near a designated fire hazard severity zone. New buildings located in any fire hazard severity zone must comply with all sections of the current CBSC. Specifically, minimum standards are established for materials and to provide a reasonable level of protection from wildfire exposure for buildings in Wildland-Urban Interface (WUI) Fire Areas. Ignition-resistant materials and design are required to reduce the risk from flame or burning embers projected by a vegetation fire.

CALIFORNIA FIRE PLAN

CAL FIRE and the State Board of Forestry (Board) regulate wildland fire protection in California through the *2010 Strategic Fire Plan* (Fire Plan), June 2010. The mission of the Board is to lead California in developing policies and programs that serve the public interest in environmentally, economically, socially sustainable forest and rangeland management, and a fire protection system that protects and serves the people of the state. In concert with the mission of the Board, the mission of CAL FIRE is to serve and safeguard the people and protect the

property and resources of California. The central goals of the Fire Plan that are critical to reducing and preventing the impacts of fire revolve around both suppression efforts and fire prevention efforts.

SAN BERNARDINO UNIT STRATEGIC FIRE PLAN

The San Bernardino Unit Strategic Fire Plan, dated August 2, 2011, identifies and prioritizes pre fire and post fire management strategies and tactics meant to reduce the loss of values at risk within the San Bernardino Unit of CAL FIRE. The Plan is intended for use as a planning and assessment tool only. Pre-Fire Management Strategies are included that pertain to fire prevention, engineering and structure ignitability, information and education, and vegetation management. The City of Upland is located within San Bernardino Division 1.

SAN BERNARDINO COUNTY CODE

San Bernardino County Code Section 23.0101 (Findings and Adoption of the Uniform Fire Code) adopts the 2000 Edition of the Uniform Fire Code (incorporating the 2001 California Fire Code, Code of Regulations, Part 9 of Title 24), and the 2000 Uniform Fire Code Standards, including the 2000 Uniform Fire Code Part IX and Appendices I-A, I-B, I-C, II-A, II-B, II-C, II-D, II-E, II-F, II-H, II-I, III-A, III-C, III-D, IV-A, IV-B, V-A, VI-A, VI-D, VI-G as compiled and published by the Western Fire Chiefs Association.

UPLAND EMERGENCY OPERATIONS PLAN

The City's *Emergency Operations Plan* (EOP) (December 2002), identifies the City's emergency planning, organization and response policies and procedures to extraordinary emergency situations associated with natural disasters, technological incidents, and national security emergencies. The plan also addresses the integration and coordination with other governmental agencies and is intended to include the City as part of the California Standardized Emergency Management System (SEMS).

The City's Fire Chief is the Emergency Services Coordinator and responsible for the coordination and scheduling of training and exercising the EOP. The City's Emergency Operations Center (EOC) is located at Police Department Headquarters. The alternative EOC is located at Fire Department Headquarters.

UPLAND MUNICIPAL CODE

The City of Upland has adopted by reference the California Fire Code, 2010 Edition, including Appendix Chapter 4, as published by the California Building Standards Code, Appendices B as amended, BB as amended, C as amended, CC as amended, D as amended, E, F, H, and J, as published by the International Code Council as the Upland Fire Ordinance, as identified in Upland Municipal Code (UMC) Chapter 8.28, *Fire Prevention and Suppression*.

UMC Chapter 3.44, *Capital Impact Fees*, requires every person constructing any new residential, commercial, or industrial structure to pay to the City a capital impact fee, including a general government, fire, and police development impact fee. Section 3.44.050 addresses other general development impact fees, including fire and police. The City Council determined that a development impact fee is needed in order to finance public improvements and for a development to pay its fair share of the construction costs of these improvements. Development impact fees for general government, fire, and police are established upon issuance of all building permits for development within the boundaries of the City to pay for public improvements.

5.17.2 EXISTING ENVIRONMENTAL SETTING

CITY OF UPLAND

The Upland Fire Department provides fire protection and emergency medical services to the City of Upland. The Upland Fire Department also participates in mutual aid agreements with other fire agencies including Rancho Cucamonga, Ontario, Montclair, and Claremont to assist in situations requiring additional resources and personnel. Additionally, the Upland Fire Department participates in an automatic response agreement with neighboring fire departments to send the closest fire engine to a reported structure fire. The City is also part of a joint powers authority known as the West End Fire Emergency Response Company, which responds to major or multiple incidents such as those involving hazardous materials.

Facilities and Staffing

Five fire stations currently serve the City. Fire Station No. 161 (2nd Avenue Fire Station), located at 475 N. 2nd Avenue, houses one 1,500 gallon per minute (gpm) first-line pumper, one 1,500 gpm reserve pumper, and one rescue unit. Three Battalion Chiefs, three Fire Captains, three Fire Engineers, and three Firefighter/Paramedics are assigned here equally among three 24-hour fire/rescue shifts. The Department's Administrative Office, also located at this facility, includes the Fire Chief, Division Chief, Executive Secretary, Secretary, EMS Coordinator, and Fire Prevention Inspector.

In addition to elimination of administrative positions in fiscal year 2009/10 and 2010/11, the Fire Department budget has been reduced for the 2012/13 fiscal year. This reduction is anticipated to be carried forward to fiscal year 2013/14. Since late 2009 Fire Administration positions have been eliminated including: Deputy Fire Marshal, Division Chief of Operations, and Division Chief of Fire Prevention Bureau. The full-time position for EMS Coordinator was reduced to half-time position. Roles, duties, and responsibilities historically handled by the Deputy Fire Marshal and Division Chiefs have been redirected to the Fire Chief, three shift Battalion Chiefs, and two Fire Inspector/Investigators.

Similar to Fire Station 161, Fire Station 162 (2046 San Antonio Avenue), Fire Station 163 (1350 Benson Avenue), and Fire Station 164 (1825 N. Campus Avenue) consist of a three person engine company, paramedic level. Additionally an EMS Station 165 (1257 N. Airport) contains

an Emergency Service Air Ambulance, which is staffed with a pilot, Registered Critical Care Flight Nurse and Critical Care Flight Paramedic.

The Historic Fire Station, located at 151 East "D" Street houses the Fire Museum and Fire Prevention Bureau.

HAZARDOUS MATERIALS

The Upland Fire Department has a Hazardous Materials Response Team consisting of six specially trained firefighters who mitigate the effects of a hazardous materials spill or incident. These Specialists work through a Joint Powers Authority with six surrounding agencies consolidating efforts for major or multiple incidents. The cooperative agencies are Upland Fire Department, Rancho Cucamonga Fire Department, Montclair Fire Department, Chino Valley Fire Protection District, Ontario Fire Department, and the Ontario Airport Fire Department.

Members of the Upland Fire Department Hazardous Materials Response Team are required to successfully complete six weeks of concentrated hazardous materials training and certify through the State of California as a "Hazardous Materials Specialist" before they can respond on the team. This specialized training includes subject areas relating to chemistry, hazard and risk assessment, incident safety considerations, management and mitigation techniques, personal protective equipment, atmospheric monitoring, and technical/advanced field operations.

SWIFT WATER RESCUE

The Department's Swiftwater Rescue personnel have the ability to create land-based water rescue systems, as well as to perform water-based contact rescues, in order to save victims trapped in the natural and man-made waterways in the City of Upland and neighboring communities.

BIKE PARAMEDICS

The Upland Fire Department Bicycle Paramedic Team provides pre-hospital medical services to the citizens of Upland. The goal of this Team is to provide a rapid response through congested areas where conventional emergency response may be delayed due to accessibility difficulties.

The Bicycle Paramedic team is a two-person advanced life support (ALS) emergency medical service team. The two bicycles are outfitted with ALS equipment that can aid the team in providing ALS service to the community. This unit is assigned to areas with large populations such as the Colonies shopping area during Christmas weekends, Old Town Upland during events such as the Lemon Festival, 4th of July at the Upland High School, and fundraisers such as the cancer walk in order to provide rapid emergency medical services to the citizens of Upland.

TECHNICAL RESCUE

The Upland Fire Department is in the process of training its members and purchasing specialized equipment that will allow fire personnel to enter confined spaces to rescue injured or trapped workers. The long term goal for the Technical Rescue Unit is to acquire training and equipment necessary to rescue injured or trapped victims from collapsed buildings that could occur during an earthquake or explosion; to rescue workers who have become trapped in a trench that has collapsed; and to rescue workers who are trapped or injured on elevated structures such as towers, poles, tanks, and machinery.

Response Time and ISO Rating

Upland Fire Department currently maintains an average response time of seven minutes. The goal is for the Fire Department to arrive within five minutes or less 80 percent of the time.[1]

ISO collects and analyzes information on a community's public fire protection and assigns a Public Protection Classification from 1 to 10. Class 1 represents the best public protection, and Class 10 indicates no recognized protection. The City's current ISO rating is 2.

Fire Prevention

Development within Upland is subject to compliance with all relevant Fire Department requirements, which include ingress and egress access for emergency response, access, and fire and life safety requirements during construction, water mains, fire flows and fire hydrants, access roadways to fire department apparatus and maintenance of access roads and fire sprinkler systems. The Upland Fire Department establishes specific requirements based on the type of land use, including fire flow, fire hydrant location and spacing, access, street and driveway width and length specifications and identification of fire lanes.

SPHERE OF INFLUENCE

The San Bernardino County Fire Department (SBCFD) provides fire protection and emergency medical services to the SOI. SBCFD's service area includes over 2.2 million residents within a 17,500 square mile region through 81 facilities with over 1,200 employees.[2]

The SOI is located within the Valley Division (Division 1). The Valley Division encompasses the western half of the San Bernardino Valley. The Valley Division consists of two battalions, North Valley and South Valley, with 250 fire suppression personnel out of 15 fire stations. Firefighters provide a wide variety of emergency services ranging from structural and wildland firefighting, to technical rescues, such as confined space and high angle rope rescues, to hazardous materials response and advanced life support (paramedic) medical care. The Valley

[1] City of Upland Fire Department, Chief Rick Mayhew, email correspondence, May 6, 2013.

[2] San Bernardino County Fire Department official website, http://www.sbcfire.org/admin/message_chief.aspx, accessed January 24, 2013.

Division is equipped to handle any emergency with well-trained personnel responding on the appropriate fire apparatus. During fiscal year 2011/2012, Division 1 responded to 22,670 calls for service.[3]

Station 12 (2413 N Euclid Avenue), located in the foothills of the San Gabriel Mountains north of the City, serves the SOI. Station 12 is staffed with one Type 1 Fire Engine and one Brush Engine. Daily staffing consists of one full-time Captain and one Limited Term Firefighter. Seasonally, there may be an additional paid call firefighter to augment Station 12's staffing. Station 12 also has a Paid Call Firefighter program. In addition to responding to calls in the local community, Station 12 assists Mt. Baldy Station #200, the neighboring cities of Upland and Rancho Cucamonga, and provides automatic mutual aid assistance to the foothill front country with the U.S. Forest Service and the California Department of Forestry.[4]

HIGH FIRE HAZARD ZONES

The City and SOI contain potential fire threats, both from wildfires to the north in the San Bernardino National Forest and urban fires from existing development. The risk of wildland fires is related to a combination of factors, including winds, temperatures, humidity levels, and fuel moisture content. Of these four factors, wind is the most crucial. Steep slopes also contribute to fire hazard by intensifying the effects of wind and making fire suppression difficult. Upland's drainage and open space areas, the foothills to the north, and warm and dry summers create a situation that results in potential wildland fires.

Within the City and SOI, open space and residential areas near the San Antonio drainage, San Antonio Heights, and the Colonies development are considered to be areas of very high threat for wildfire. The area north of the SR-210 Freeway, between 19th and 20th Streets, has been designated as a Special Fire zone due to its proximity to high fire hazard brush areas. Industrial parks and the Downtown area are the highest urban fire hazard areas; these areas are located in the southern portion of the community; refer to Section 5.14, *Hazards and Hazardous Materials*, for further discussion of high fire hazard zones.

5.17.3 SIGNIFICANCE THRESHOLDS AND CRITERIA

The issues presented in the Initial Study Environmental Checklist (Appendix G of the *CEQA Guidelines*) have been utilized as thresholds of significance in this Section. Accordingly, fire protection service impacts resulting from the implementation of the proposed project may be considered significant if they would result in the following:

- Substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or result in the need for new or physically altered governmental facilities, the construction of which may cause significant environmental

[3] San Bernardino County Fire Department, Annual Report July 2011-June 2012.

[4] San Bernardino County Fire Department official website, http://www.sbcfire.org/fire_rescue/Division1/Division1_stations.aspx, accessed January 24, 2013.

impacts in order to maintain acceptable service ratios, response times or other performance objectives.

Based on these significance thresholds and criteria, the proposed project's effects have been categorized as either "no impact," a "less than significant impact," or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact.

5.17.4 PROJECT IMPACTS AND MITIGATION MEASURES

FIRE PROTECTION SERVICES AND FACILITIES

- **WOULD PROJECT IMPLEMENTATION RESULT IN INCREASED DEMAND FOR FIRE PROTECTION SERVICES AND THE NEED FOR ADDITIONAL FACILITIES OR PERSONNEL?**

Impact Analysis: Implementation of the proposed Project would allow additional development, resulting in an increase in the City's and SOI's population and businesses, and thus, an overall increase in demand for fire protection services.

CITY OF UPLAND

The Upland Fire Department has recently experienced budget reductions and has indicated that future development resulting in increased demand for fire protection services would further strain the abilities of the Fire Administration and the Fire Prevention Bureau, in addition to adding emergency (911) response volume to existing fire station crews. It is unclear whether payment of Capital Impact Fees by new development would adequately mitigate the anticipated increase in fire and emergency medical service demand. Further, it is unknown at this time whether improvements to existing fire stations would be needed as a result of increased development associated with the Project. The Upland Fire Department recommends development of a vehicle/apparatus replacement plan and to identify a component of development impact fees to be used directly for equipment and/or emergency response apparatus replacement, as well as to review and evaluate each new development proposal for potential impacts.

The proposed Project anticipates development would occur over approximately 20 years to the horizon year of 2035. Thus, any increase in demand for fire protection services would occur gradually as additional development is added within the City. Future development would be reviewed on a project-by-project basis to ensure adequate fire department staffing, facilities, and equipment are available to serve the proposed development. New developments would be required to comply with all applicable fire code and ordinance requirements for construction, access, water mains, fire flows, and hydrants. Individual projects would be reviewed by the Upland Fire Department to determine the specific fire requirements applicable to the specific

development and to ensure compliance with these requirements. This would ensure that new developments would not reduce the staffing, response times, or existing service levels within the City. Further, future development would be required to pay the Capital Impact Fee in place at the time in order to finance public improvements. The General Plan 2035 proposes Goals PFS-1 and PFS-2 in order to ensure adequate public facilities, infrastructure and services are available and that the community is protected by fire prevention and emergency response services. General Plan 2035 Policy ES-4.5 would evaluate Development Impact Fees on a regular basis to ensure that increased demands on infrastructure and services as a result of new development are adequately funded. General Plan 2035 Policy PFS-2.1 would ensure sufficient levels of staff in order to maintain quality fire protection and emergency medical services to the community are provided as measures by the Fire Department's performance indicators. General Plan 2035 Policy PFS-2.4 would provide additional response units, staffing and related capital improvements, as needed, to ensure quality service to the community as development and growth occur in the City. Thus, future development within the City would be subject to implementation of the General Plan 2035 Policies specified below, which would ensure that fire protection personnel, facilities, and equipment are available to serve new development. With adherence to UMC and implementation of the proposed General Plan 2035 Policies, potential impacts associated with increased demand on fire protection services with implementation of the proposed Project would be reduced to a less than significant level.

SPHERE OF INFLUENCE

The Valley Division of the SBCFD provides fire protection services to the SOI. The Project anticipates new development (approximately 596 residential units) would occur within the SOI, resulting in an increased demand for fire protection services. It is noted that the County of San Bernardino General Plan anticipates overall greater development within the SOI with greater commercial and industrial development and less residential development when compared to the proposed Project. The County General Plan EIR concluded that implementation of County General Plan would result in a less than significant impact to fire protection and emergency medical services. New development within the SOI would be reviewed by the County on a project-by-project basis in order to determine if adequate staffing and facilities are available to serve the proposed development. Additionally, projects would be required to pay development impact fees in place at the time to the County. Adherence to any conditions of approval identified by the SBCFD and payment of applicable fees would ensure impacts to fire protection services are reduced to a less than significant level.

Refer to Section 5.14, *Hazards and Hazardous Materials*, for a discussion of potential impacts associated with wildland fires.

General Plan 2035 Policies and Actions:

Policy ES-4.5 Development Impact Fees. Evaluate Development Impact Fees on a regular basis to ensure that increased demands on infrastructure and services as a result of new development are adequately funded.

Policy PFS-2.1 Staffing Standards. Ensure sufficient levels of staff in order to maintain quality fire protection and emergency medical services to the community as measured by the Fire Department's performance indicators.

Policy PFS-2.2 Response Times. Strive to improve response times according to the Fire Department's operational Strategic Plan and standards established by the National Fire Protection Association to provide optimum fire protection and emergency medical services to the community.

Policy PFS-2.3 Fire Stations. Plan fire station locations to maintain or enhance current response levels.

Policy PFS-2.4 Response Units and Facilities. Provide additional response units, staffing and related capital improvements, as needed, to ensure quality service to the community as development and growth occur in the City.

Policy PFS-2.5 Mutual Aid. Continue to participate in mutual aid agreements with Rancho Cucamonga, Ontario, Montclair, Claremont, and surrounding jurisdictions to provide automatic aid during fires or other disasters.

Policy PFS-2.6 Strategic Plan. Support and implement the Fire Department Strategic Plan.

Policy PFS-2.7 Firefighter Training. Train and prepare firefighters to be qualified to fill higher level positions as the need arises.

Policy PFS-2.8 Technology. Invest in and incorporate future technological advances that enhance the City's ability to deliver fire services more efficiently and cost-effectively.

Policy PFS-2.9 Development Review Process. Identify and mitigate fire hazards through the development review process.

Policy PFS-2.10 Fire Prevention. Require new development to incorporate adequate emergency water flow, fire resistant design and materials, early warning systems and evacuation routes.

Policy PFS-2.11 Emergency Vehicle Access. Require new development to be accessible to emergency vehicles and to not impede the ability of service providers to provide adequate emergency response.

Policy PFS-2.12 Public and Private Roadways. Ensure that new public and private roadways are adequate in terms of width, radius and grade to accommodate fire-fighting apparatus, while maintaining Upland's neighborhoods and small-town character.

Policy PFS-8.9 Emergency Supply. Manage the water supply portfolio and system facilities to provide for adequate redundancy to address emergency conditions.

Policy SAF-4.1 Public Education. Promote educational programs for the public related to fire safety and prevention.

Policy SAF-4.2 Prevention Programs. Participate in fire and life safety prevention programs with neighboring jurisdictions and other governmental agencies as needed.

Policy SAF-4.3 Development. Continue to require all development, new and existing, to provide necessary service, fire hydrants and road improvements consistent with the California Fire Code.

Policy SAF-4.4 Development Review. Include the Fire Department in the review of development proposals to ensure projects adequately address safe design and on-site fire protection and comply with applicable fire and building codes.

Policy SAF-4.5 Fire Sprinkler Systems. Promote the installation of fire sprinkler systems for both commercial and residential use and in structures where sprinkler systems are not currently required by the Municipal Code or California Fire Code.

Policy SAF-4.10 Fire Services. Ensure an acceptable level of fire safety and emergency medical services throughout the City.

Policy SAF-4.11 Water Supplies for Fire Suppression. Ensure that adequate water supplies are available for fire-suppression throughout the City.

Mitigation Measures: No further mitigation is required beyond implementation of the GPU Policies.

Level of Significance After Mitigation: Not Applicable.

5.17.5 CUMULATIVE IMPACTS AND MITIGATION MEASURES

- **WOULD DEVELOPMENT ANTICIPATED BY THE PROJECT AND CUMULATIVE DEVELOPMENT RESULT IN CUMULATIVELY CONSIDERABLE IMPACTS TO FIRE PROTECTION PERSONNEL, SERVICES, AND FACILITIES?**

Impact Analysis: The City of Upland Fire Department provides fire protection services within the City and the SBCFD provides fire protection services within the SOI. Cumulative impacts are analyzed in terms of impacts within these respective service areas.

As concluded above, the Project would not result in significant impacts to fire protection services. The Project's incremental effects involving fire protection services would not be cumulatively considerable.

Individual development projects would be reviewed on a project-by-project basis by either the City or County to determine potential impacts to fire protection services associated with the proposed development. Further, development projects would be required to pay fees in place at the time toward the provision of additional staffing, equipment, or facilities, as needed. This would ensure that new developments would not reduce the staffing, response times, or existing service levels.

Impacts to fire protection services associated with Project implementation would be less than significant following compliance with the UMC and implementation of the General Plan 2035 Policies. Cumulative impacts would be assessed on a project-by-project basis and mitigated through the established regulatory review process. Therefore, the combined cumulative impacts to fire protection services associated with the Project's incremental effects and those of the cumulative projects would be less than significant.

General Plan 2035 Policies and Actions: Refer to the GPU Policies referenced above.

Mitigation Measures: No further mitigation is required beyond implementation of the GPU Policies.

Level of Significance After Mitigation: Not Applicable.

5.17.6 SIGNIFICANT UNAVOIDABLE IMPACTS

Impacts to fire protection services resulting from Project implementation would be less than significant through implementation of the General Plan 2035 Policies. No significant unavoidable fire service impacts would occur as a result of the Project.

5.17.7 SOURCES CITED

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Placeworks, *City of Upland Zoning Code Update*, Draft September 2014.

SECTION 5.18
Police Protection

5.18 POLICE PROTECTION

This section analyzes projected impacts to police protection services that may result from implementation of the proposed Project. The purpose of this analysis is to document and describe existing police protection services and facilities within the City of Upland and Sphere of Influence (SOI), and to evaluate impacts associated with Project implementation, which assumes a horizon year of 2035. It is noted, the Zoning Code Update's development capacity would be less than the General Plan 2035's development capacity; refer to Section 5.1, *Land Use and Planning*. Therefore, the General Plan 2035 development capacity, which would result in greater potential impacts to police protection services, is assumed in this analysis. This section is based in part upon information from the Upland Police Department and San Bernardino County Sheriff's Department.

5.18.1 EXISTING REGULATORY SETTING

CALIFORNIA PENAL CODE

The *California Penal Code* establishes the basis for the application for criminal law in California.

UPLAND MUNICIPAL CODE

Chapter 3.44, Capital Impact Fees, of the Upland Municipal Code, requires every person constructing any new residential, commercial, or industrial structure to pay to the City a capital impact fee, including a general government, fire, and police development impact fee. Section 3.44.050 addresses other general development impact fees, including fire and police. The City Council determined that a development impact fee is needed in order to finance public improvements and for a development to pay its fair share of the construction costs of these improvements. Development impact fees for general government, fire, and police are established upon issuance of all building permits for development within the boundaries of the City to pay for public improvements.

5.18.2 EXISTING ENVIRONMENTAL SETTING

CITY OF UPLAND

The City of Upland Police Department provides police protection to the City. The station serves 15.3 miles and Upland's population of approximately 70,000 residents.

Facilities and Staffing

The Upland Police Department is located at 1499 West 13th Street and is divided into divisions. The Operations Division is the largest division and includes Patrol, Traffic, Reserves, SWAT,

and K-9. Uniform Patrol is the largest unit within the Patrol Division, comprised of 57 sworn officers assigned as initial responders for all calls for service within the City of Upland.[1]

The Administrative Division consists of Investigations, Records, School Resource Officer, Crime Prevention, Plans and Training, Evidence and Property, and Dispatch. This Division also maintains the police department facility and its fleet of vehicles.

The Special Services and Events Division oversee services, programs, and ongoing events. In addition, all complaints of misconduct against any member of the agency are investigated through this unit. Code Enforcement is assigned to Special Services to work with the community in the identification and elimination of problem areas within the community.

The Traffic Division consists of six motorcycle police officers and one Traffic Sergeant. The traffic officers investigate collisions involving injuries, hit and run drivers, and City involved properties. The traffic division is responsible for all traffic-related problems throughout the City and is utilized throughout the school year to provide directed enforcement action at all Upland schools.

The Police Department does not anticipate any new assessment fees at current staffing levels; however, if increased staffing and fleet are determined necessary in order to maintain current service levels and response times, an assessment fee or other revenue source may be required to fund these purchases. The current budget does not provide flexibility needed to absorb additional costs.

Response Times

The Upland Police Department categorizes calls for service by priority level:

- *Priority 1:* Priority 1 calls are in-progress emergencies where there is an immediate threat to life or an immediate need for assistance, in-progress or just-occurred suspected felony crimes, or immediate physical threats to persons. This includes calls of a suspicious nature that indicate a likely felony crime in progress or violent act.

- *Priority 2:* Priority 2 calls are in-progress or just-occurred serious misdemeanor crimes, or felony crimes which have occurred with a delay of 10 to 20 minutes prior to the time the call was received. They also include suspicious circumstances, persons, and vehicles.

- *Priority 3 to 6:* Additional priorities from 3 to 6 are assigned to calls for service in relation to the severity of the nature of the call and the importance of a rapid response.

[1] City of Upland official website, *The Upland Police Department*, http://www.uplandpl.lib.ca.us/asp/Site/Police/Ops/Patrol/index.asp, accessed February 22, 2013.

The target response time for Priority 1 calls is 5 minutes. The Police Department is currently meeting this goal. There are no target response times for calls with priority ratings of 2 through 6.[2]

SPHERE OF INFLUENCE

The sphere of influence receives police protection services from the San Bernardino County Sheriff's Department (SBSD). SBSD serves an area of approximately 21,186 square miles.

The Chino Hills Sheriff's Station located at 14077 Peyton Drive serves the population within a patrol area of approximately 300 square miles, including the SOI. It includes the unincorporated areas of Upland, Montclair, Ontario, and Chino, the community of San Antonio Heights and Mt. Baldy wilderness. Patrol Deputies serve these communities with the complement of several volunteer groups of the Sheriff's Department including Citizens on Patrol, Search and Rescue, Explorers and Line Reserves.

In October 2003 a satellite station at 4138 Mission Boulevard in the City of Montclair was opened to better serve the community. This was a joint venture with the Sheriff's Department, California Highway Patrol, and Montclair Police Department. The satellite station provides a location for officers to complete reports in the community they serve and enables them to have a quicker response to calls for service.

5.18.3 SIGNIFICANCE THRESHOLDS AND CRITERIA

The issues presented in the Initial Study Environmental Checklist (Appendix G of the *CEQA Guidelines*) have been utilized as thresholds of significance in this Section. Accordingly, police protection service impacts resulting from the implementation of the proposed Project may be considered significant if they would result in the following:

- Substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or result in the need for new or physically altered governmental facilities, the construction of which may cause significant environmental impacts in order to maintain acceptable service ratios, response times or other performance objectives.

Based on these significance thresholds and criteria, the proposed Project's effects have been categorized as either "no impact," a "less than significant impact," or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact.

[2] City of Upland Police Department, Lieutenant Alan Ansara, January and February 2013.

5.18.4 PROJECT IMPACTS AND MITIGATION MEASURES

POLICE PROTECTION SERVICES AND FACILITIES

- **WOULD PROJECT IMPLEMENTATION RESULT IN INCREASED DEMAND FOR POLICE PROTECTION SERVICES AND THE NEED FOR ADDITIONAL FACILITIES OR PERSONNEL?**

Impact Analysis: Project implementation would allow for additional development, resulting in an increase in the City's and SOI's population and businesses, and thus, an overall increase in demand for police protection services.

CITY OF UPLAND

The Upland Police Department has indicated that current staffing levels are adequate to meet City law enforcement needs, including meeting response targets for Priority 1 calls. However, Project implementation could significantly impact police services based on anticipated growth within the City. Calls for service would likely increase with additional development, resulting in an increase in response times unless offset by additional police personnel. The proposed Project anticipates additional growth, including approximately 6.4 million square feet of non-residential uses and 3,026 additional dwelling units. According to the Upland Police Department, commercial uses typically require greater use of law enforcement resources when compared to office and industrial uses.[3] Commercial uses represent approximately 44 percent of the non-residential growth anticipated to occur within the City. Additional funding would be needed for personnel, and potentially facilities and equipment, in order to adequately serve the growth that could occur with the proposed Project.

As individual projects are proposed within the City, the Upland Police Department service levels and staffing requirements would be evaluated to determine if additional staffing and/or facilities would be required. As growth associated with the proposed Project would occur over an approximately 20-year period, the Upland Police Department would effectively plan for increases in population and police protection service demand. The City charges development impact fees for new development within the City, including for law enforcement. Per Upland Municipal Code Section 3.44.050.B, Development Impact fees for general government, fire and police are established upon issuance of all building permits for development within the boundaries of the City of pay for public improvements. The General Plan 2035 proposes Goals PFS-1 and PFS-3 in order to ensure adequate public facilities, infrastructure, and services are available and that the community is kept safe through law enforcement and crime prevention. General Plan 2035 Policy ES-4.5 would evaluate Development Impact Fees on a regular basis to ensure that increased demands on infrastructure and services as a result of new development are adequately funded. General Plan 2035 Policy PFS-3.1 would continue to maintain sufficient police staffing, performance levels, and facilities to serve Upland's existing and future

[3] Ibid.

population and Policy PFS-3.3 would provide additional response units, staffing and related capital improvements, as needed, to ensure quality service to the community as development and growth occur in the City. Thus, future development within the City would be subject to implementation of the General Plan 2035 Policies and Actions specified below, which would ensure that police protection personnel, facilities, and equipment are available to serve new development. With adherence to the UMC and compliance with the proposed General Plan 2035 Policies and Actions, potential impacts associated with increased demand on police protection services with Project implementation would be reduced to a less than significant level.

SPHERE OF INFLUENCE

San Bernardino County Sheriff's Department provides police protection services to the SOI. The proposed Project anticipates new development (approximately 596 residential units) would occur within the SOI, resulting in an increased demand for police protection services. It is noted that the County of San Bernardino General Plan anticipates overall greater development within the SOI with greater commercial and industrial development and less residential development when compared to the proposed General Plan 2035. The County General Plan EIR concluded that implementation of County General Plan would result in a less than significant impact to police protection. New development within the SOI would be reviewed by the County on a project-by-project basis in order to determine if adequate staffing and facilities are available to serve the proposed development. Additionally, projects would be required to pay development impact fees in place at the time to the County. Adherence to any conditions of approval identified by the SBCFD and payment of applicable fees would ensure impacts to police protection services are reduced to a less than significant level.

General Plan 2035 Policies and Actions:

Policy ES-4.5	Development Impact Fees. Evaluate Development Impact Fees on a regular basis to ensure that increased demands on infrastructure and services as a result of new development are adequately funded.
Policy HC-7.1	Safe Streets. Incorporate improvements to street designs, pedestrian routes, and enforcement that make it safer to walk and bicycle to activity centers, including shopping, schools, parks, and other destinations.
Policy HC-7.2	Safe Schools. Support efforts at the Upland Unified School District to maximize the safety of students during school hours and after school through education and enforcement of regulations.
Policy HC-7.3	Safe Neighborhoods. Support safe and healthy neighborhoods through neighborhood watch efforts, community policing techniques, and targeted efforts in certain neighborhoods or apartments.

Policy HC-7.4	Safe Community Planning. Apply Crime Prevention Through Environmental Design principles when reviewing new development and addressing crime prevention opportunities within the community.
Action HC-7.1	Safe Routes to School. Create and fund safe routes to school program for all Upland schools; coordinate efforts with the update of the Bicycle, Pedestrian, and Parks and Recreation Master Plans.
Action HC-7.2	Safe Schools. Work with nonprofits and school districts to address youth violence; support organizations developing a curriculum and training program to prevent bullying and violence at local schools.
Action HC-7.3	Neighborhood Watch. Support efforts to strengthen the neighborhood watch program in all neighborhoods throughout Upland; consider holding an annual neighborhood conference to strengthen efforts.
Policy PFS-1.1	Provision of Adequate Facilities and Services. Manage and maintain existing public facilities, services and infrastructure, at current or improved service levels.
Policy PFS-1.2	Growth and Level of Service. Require new development to provide adequate facilities or pay its fair share of the cost for facilities needed to provide services to accommodate growth without adversely impacting current service levels.
Policy PFS-1.3	Capital Improvement Program. Continue to update and implement the Capital Improvement Program on an annual basis in a way that supports the vision for the City.
Policy PFS-1.6	Project Coordination. Coordinate and communicate with utilities and service providers early in project planning in order to take advantage of special programs and avoid issues in the development process.
Policy PFS-3.1	Facilities and Personnel. Continue to maintain sufficient police staffing, performance levels, and facilities to serve Upland's existing and future population.
Policy PFS-3.2	Response Time Standards. Strive to achieve and maintain appropriate response times for all call priority levels to provide adequate police services for the safety of all City residents and visitors.
Policy PFS-3.3	Response Units and Facilities. Provide additional response units, staffing and related capital improvements, as needed, to ensure quality service to the community as development and growth occur in the City.

Policy PFS-3.4 Reserve Police Officer Program. Continue to provide and utilize an effective and professional Reserve Police Officer program that supports the goals of the Department and community and assists during hazardous events.

Policy PFS-3.5 Mutual Aid. Continue to participate in mutual aid agreements with Rancho Cucamonga, Ontario, Montclair, Claremont and surrounding jurisdictions in an effort to improve local and regional service standards.

Policy PFS-3.6 Use of Resources. Ensure the most effective use of deployed resources on an on-going basis.

Policy PFS-3.7 Technology and Training. Invest in, and incorporate, future technological advances that enhance the City's ability to deliver police services more efficiently and cost-effectively, and ensure all necessary personnel are sufficiently trained on an ongoing basis to keep current and be able to administer new technology.

Policy PFS-3.8 Crime Prevention. Apply Crime Prevention Through Environmental Design (CPTED) principles as an effective means of preventing crime, reducing the fear of crime, and improving quality of life. Design new and modify existing residential and non-residential developments, open spaces, landscaping, parking lots, parks, play areas, and other public spaces to ensure visibility, access control, and sense of ownership.

Policy PFS-3.9 Neighborhood Watch. Promote the Neighborhood Watch Program to enhance neighborhood and citywide safety.

Policy PFS-3.10 Community Policing. Support community policing through such options as walking and biking police patrols that engage community residents.

Policy PFS-3.11 Gang Activity and Graffiti Prevention. Protect the community from gang activity and graffiti through the efforts of City and County operations and programs and through proactive local and regional enforcement of violations.

Mitigation Measures: No further mitigation is required beyond implementation of the GPU Policies and Actions.

Level of Significance After Mitigation: Not Applicable.

5.18.5 CUMULATIVE IMPACTS AND MITIGATION MEASURES

- **WOULD DEVELOPMENT ANTICIPATED BY THE PROJECT AND CUMULATIVE DEVELOPMENT COULD RESULT IN CUMULATIVELY CONSIDERABLE IMPACTS TO POLICE PROTECTION PERSONNEL, SERVICES, AND FACILITIES?**

Impact Analysis: The City of Upland Police Department provides police protection services within the City. The SBSD provides fire protection services within the SOI. Cumulative impacts are analyzed in terms of impacts within these respective service areas.

As concluded above, the Project would not result in significant impacts to police protection services. The Project's incremental effects involving police protection services would not be cumulatively considerable.

Individual development projects would be reviewed on a project-by-project basis by either the City or County to determine potential impacts to police protection services associated with the proposed development. Further, development projects would be required to pay fees in place at the time toward the provision of additional staffing, equipment, or facilities, as needed. This would ensure that new developments would not reduce the staffing, response times, or existing service levels.

Impacts to police protection services associated with Project implementation would be less than significant following compliance with the UMC and implementation of the General Plan 2035 Policies and Actions. Cumulative impacts would be assessed on a project-by-project basis and mitigated through the established regulatory review process. Therefore, the combined cumulative impacts to police protection services associated with the Project's incremental effects and those of the cumulative projects would be less than significant.

General Plan 2035 Policies and Actions: Refer to the GPU Policies and Actions referenced above.

Mitigation Measures: No further mitigation is required beyond implementation of the GPU Policies and Actions.

Level of Significance After Mitigation: Not Applicable.

5.18.6 SIGNIFICANT UNAVOIDABLE IMPACTS

Impacts related to police protection services resulting from Project implementation would be less than significant following compliance with the existing regulatory framework and implementation of the General Plan 2035 Policies and Actions. No significant unavoidable police protection impacts would occur as a result of the Project.

5.18.7 SOURCES CITED

City of Upland official website.

City of Upland Police Department, written correspondence from Lt. Alan Ansara, September 2012 and January 2013.

County of San Bernardino official website.

Placeworks, *City of Upland General Plan Update*, Draft September 2014.

Placeworks, *City of Upland Zoning Code Update*, Draft September 2014.

The Planning Center. *Upland General Plan Update, Urban Form and Community White Paper*, January 2010.

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SECTION 5.19
School Facilities

5.19 SCHOOL FACILITIES

This section analyzes projected impacts to school facilities that may result from implementation of the proposed Project. The purpose of this analysis is to document and describe the existing schools serving the City of Upland and Sphere of Influence (SOI), and to evaluate impacts associated with Project implementation, which assumes a horizon year of 2035. It is noted, the Zoning Code Update's development capacity would be less than the General Plan 2035's development capacity; refer to Section 5.1, *Land Use and Planning*. Therefore, the General Plan 2035's development capacity, which would result in greater potential impacts to schools, is assumed in this analysis. This section is based in part upon information from the Upland Unified School District and Ontario-Montclair School District.

5.19.1 EXISTING REGULATORY SETTING

AB 2926

The State of California has traditionally been responsible for the funding of local public schools. To assist in providing facilities to serve students generated by new development projects, the State passed Assembly Bill 2926 (AB 2926) in 1986. This bill allowed school districts to collect impact fees from developers of new residential and commercial/industrial building space. Development impact fees were also referenced in the 1987 Leroy Greene Lease-Purchase Act, which required school districts to contribute a matching share of project costs for construction, modernization, or reconstruction.

SENATE BILL (SB) 50

Title 5 Education Code of the *California Code of Regulation*s governs all aspects of education within the State.

Senate Bill 50 (SB 50) and Proposition 1A, both of which passed in 1998, provided a comprehensive school facilities financing and reform program, in part by authorizing a $9.2 billion school facilities bond issue, school construction cost containment provisions and an eight-year suspension of the Mira, Hart and Murrieta court cases. Specifically, the bond funds are to provide $2.9 billion for new construction and $2.1 billion for reconstruction/modernization needs. The provisions of SB 50 prohibit local agencies from denying either legislative or adjudicative land use approvals on the basis that school facilities are inadequate, and reinstates the school facility fee cap for legislative actions (e.g., General Plan amendments, specific plan adoption, zoning plan amendments) as was allowed under the Mira, Hart and Murrieta court cases. According to *Government Code* Section 65996, the development fees authorized by SB 50 are deemed to be "full and complete school facilities mitigation." These provisions are in effect until 2012 and will remain in place as long as subsequent State bonds are approved and available.

SB 50 establishes three levels of Developer Fees that may be imposed upon new development by the governing board of a school district depending upon certain conditions within a district. Level One Fees are the statutory fees, which can be adjusted for inflation every two years. Level Two Fees allow school districts to impose fees beyond the base statutory cap, under specific circumstances. Level Three Fees come into effect if the State runs out of bond funds after 2006, which would allow school districts to impose 100 percent of the cost of the school facility or mitigation minus any local dedicated school monies.

In order to accommodate students from new development projects, school districts may alternatively finance new schools through special school construction funding resolutions and/or agreements between developers, the affected school districts, and occasionally, other local governmental agencies. These special resolutions and agreements often allow school districts to realize school mitigation funds in excess of the developer fees allowed under SB 50.

5.19.2 EXISTING ENVIRONMENTAL SETTING

The City of Upland and SOI are primarily served by the Upland Unified School District with students in the southern portion of the City attending schools within the Ontario-Montclair School District and Chaffey Joint Union High School District.

FACILITIES AND ENROLLMENT

Upland Unified School District

The Upland Unified School District (UUSD) consists of 10 elementary schools; two Junior High Schools; one Comprehensive High School and one Alternative High School. Table 5.19-1, *UUSD School Facilities*, identifies the school facilities and their locations. According to UUSD, the district does not have plans to building new schools for either the Elementary or Secondary levels. UUSD can accommodate an additional 140 students at the Elementary level (Kindergarten through 6th grade) and an additional 120 students at the Secondary Level (7th through 12th grades) without having to add extra staff and/or repurpose any facilities.[1] A sudden influx of new students in excess of these numbers would require the district to repurpose areas for classroom space and hire additional staff. UUSD does not use student generation rates; rather, the district calculates enrollment projections per grade level based on the previous year's class enrollment levels for the prior grade levels.

[1] Upland Unified School District, written correspondence from Christopher Williams, Director of Facilities and Construction, September 2012.

Table 5.19-1
UUSD School District Facilities

School Name	Address
Elementary Schools	
Baldy View Elementary	979 W. 11th Street, Upland, CA 91786
Cabrillo Elementary	1562 W. 11th Street, Upland, CA 91786
Citrus Elementary	925 W. 7th Street, Upland, CA 91786
Foothill Knolls Elementary	1245 Veterans Court, Upland, CA 91786
Magnolia Elementary	465 W. 15th Street, Upland, CA 91786
Pepper Tree Elementary	1045 W. 18th Street, Upland, CA 91784
Sierra Vista Elementary	253 E. 14th Street, Upland, CA 91786
Sycamore Elementary	1075 W. 13th Street, Upland, CA 91786
Upland Elementary	601 N. 5th Avenue, Upland, CA 91786
Valencia Elementary	541 W. 22nd Street, Upland, CA 91784
Junior High Schools	
Pioneer Junior High	254 W. 18th Street, Upland, CA 91784
Upland Junior High	444 E. 11th Street, Upland California 91786
High Schools & Adult Education	
Upland High	565 W. 11th Street, Upland, California 91786
Hillside High	1558 W. 9th Street, Upland, CA 91786
Upland Adult School	565 W. 11th Street, Upland, CA 91786
Source: Upland Unified School District website, http://www.upland.k12.ca.us/school_website, accessed October 26, 2012	

Ontario-Montclair School District

Ontario-Montclair School District (OMSD) elementary and middle schools serve students residing in the area generally south of West Arrow Route/East Arrow Highway and between Vineyard Avenue to the east and Mills Avenue to the west. Table 5.19-2, *Ontario-Montclair School District Facilities*, provides location information and enrollment/capacity information for these schools. OMSD's open enrollment policy could result in students attending any school in the district.

Chaffey Joint Union High School District

Chaffey Joint Union High School District (CJUHSD) serves students residing in the area east of Euclid Avenue and south of the train tracks. Specifically, students in this area attend Chaffey High School, located at 1245 N. Euclid Avenue. In 2010-2011, Chaffey High School had an enrollment of 3,597 students.[2]

[2] *Historic Downtown Upland Specific Plan Final Program EIR*, June 2011.

Table 5.19-2
Ontario-Montclair School District Facilities

School/Address[1]	Total Enrollment (Fall 2012)[2]	Current Capacity[2]	Enrollment as Percent of Capacity
Elementary Schools within Ontario			
Arroyo Elementary School – 1700 E. 7th Street	543	690	77%
Berlyn Elementary School – 1320 N. Berlyn Avenue	714	825	87%
Bon View Elementary School – 2121 S. Bon View Avenue	N/A	N/A	N/A
Central Learning Academy – 415 E. G Street	625	625	100%
Corona Elementary School – 1140 Corona Avenue	666	670	99%
Del Norte Elementary School – 850 N. Del Norte	748	780	96%
Edison Elementary School – 515 E. 6th Street	864	865	99%
El Camino Elementary School – 1525 W. 5th Avenue	571	830	69%
Elderberry Elementary School – 950 N. Elderberry Avenue	836	860	97%
Euclid Elementary School – 1120 S. Euclid Avenue	N/A	N/A	N/A
Hawthorne Elementary School – 705 W. Hawthorne Street	737	860	86%
Richard E. Haynes Elementary School – 715 W. Francis Street	N/A	N/A	N/A
Lincoln Elementary School – 440 N. Allyn Avenue	630	630	100%
Mariposa Elementary School – 1605 E. D Street	700	700	100%
Mission Elementary School – 555 Howard Street	N/A	N/A	N/A
Sultana Elementary School – 1845 S. Sultana Avenue	N/A	N/A	N/A
Vineyard Elementary School – 1500 E. 6th Street	759	760	99%
Vista Grande Elementary School – 1390 W. Francis Avenue	N/A	N/A	N/A
Middle Schools within Ontario			
De Anza Middle School – 1450 S. Sultana Avenue	N/A	N/A	N/A
Ray Wiltsey Middle School – 1450 E. G Street	764	765	99%
Oaks Middle School – 1221 S. Oaks Avenue	N/A	N/A	N/A
Vina Danks Middle School – 1020 N. Vine Avenue	921	1050	88%
Elementary Schools within Montclair			
Buena Vista Arts Integrated School – 5685 San Bernardino Street	400	400	100%
Howard Elementary School – 4650 Howard Street	N/A	N/A	N/A
Kingsley Elementary School – 5625 Kingsley Street	N/A	N/A	N/A
Lehigh Elementary School – 10200 Lehigh Avenue	708	710	99%
Monte Vista Elementary School – 4900 Orchard Street	730	730	100%
Montera Elementary School – 4825 Bandera Street	N/A	N/A	N/A
Moreno Elementary School – 4825 Moreno Street	N/A	N/A	N/A
Ramona Elementary School – 4225 Howard Street	N/A	N/A	N/A
Middle Schools within Montclair			
Serrano Middle School – 4725 San Jose Street	734	765	96%
Vernon Middle School – 9775 Vernon Avenue	N/A	N/A	N/A

Notes:
1. List includes all schools located within the Ontario-Montclair School District.
2. Capacity and enrollment information provided for schools located within two miles of the Upland/Ontario or Upland/Montclair boundaries. Capacity has been estimated due to numerous factors, including grade configuration and program requirements.

Sources: Ontario-Montclair School District official website, *School Location Map*, http://omsd.omsd.k12.ca.us/schools/pages/msboundaries.aspx, accessed October 26, 2012.
Ontario-Montclair School District, written correspondence from Craig Misso, October 12, 2012.

FUNDING

Residential and non-residential developments within the UUSD, OMSD, and Chaffey Joint Union High School District are required to pay statutory fees in order to compensate for the impacts of development on school capacities.

In February 2008, voters in the UUSD approved Measure K, a general obligation bond authorizing the district to borrow $103 million in order to repair and upgrade school facilities throughout the district. Voter approval of Measure K allowed the district to be eligible to receive $13 million in state-matching funds. The bond funds can be used to acquire, construct, or improve school facilities and technology.

In 2002, OMSD approved Measure T, a general obligation bond authorizing the district to borrow $59,655,000 in order to improve facilities at various schools located throughout the district.

In 2012, voters in the Chaffey Joint Union High School District approved Measure P, a general obligation bond authorizing the district to borrow $848 million in order to repair, improve, and upgrade the facilities and classrooms at each of the high schools.

5.19.3 SIGNIFICANCE THRESHOLDS AND CRITERIA

The issues presented in the Initial Study Environmental Checklist (Appendix G of the *CEQA Guidelines*) have been utilized as thresholds of significance in this Section. Accordingly, school facility and educational service impacts resulting from the implementation of the proposed Project may be considered significant if they would result in the following:

- A significant impact would occur if the project would result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or result in the need for new or physically altered governmental facilities, the construction of which may cause significant environmental impacts in order to maintain acceptable service ratios, or other performance objectives for schools serving the City of Upland.

Based on these significance thresholds and criteria, the proposed Project's effects have been categorized as either "no impact," a "less than significant impact," or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact.

5.19.4 PROJECT IMPACTS AND MITIGATION MEASURES

SCHOOL FACILITIES

- **WOULD PROJECT IMPLEMENTATION RESULT IN ADVERSE PHYSICAL IMPACTS TO FACILITIES WITHIN THE UPLAND UNIFIED SCHOOL DISTRICT AND THE ONTARIO-MONTCLAIR SCHOOL DISTRICT?**

Impact Analysis: UUSD provides education services (kindergarten through high school) to students residing within the City and SOI. OMSD and CJUHSD provide education services (kindergarten through high school) to students residing within a small area located in the southern portion of the City. The proposed Project would allow for approximately 3,026 additional dwelling units, including 596 dwelling units within the SOI. The addition of new dwelling units would likely result in new students residing within the area and potentially attending UUSD, OMSD and CJUHSD.

According to UUSD, they do not use student generation rates, but rather calculate enrollment projections per grade level based on the previous year's class enrollment levels for the prior grade levels. Therefore, the number of additional students that could be generated as a result of new residential development associated with the proposed Project cannot be determined. According to UUSD, additional students can be accommodated at the Elementary and Secondary Level without having to add extra staff or repurpose facilities. However, a sudden influx of new students in excess of these numbers would require additional staff and classroom space. UUSD does not currently have plans to build any new schools.

Several OMSD schools serving students within the City of Upland are operating at or near capacity. OMSD does not currently have plans to build any new schools. Table 5.19-3, *Estimated Student Generation*, identifies the number of students that would be generated with implementation of the proposed Project based on the generation rates supplied by OMSD for kindergarten through eighth grade.

Table 5.19-3
OMSD Estimated Student Generation

Dwelling Unit Type	Student Generation Factor		Number of Residential Units	Number of Students Generated	
	K-6	7-8		K-6	7-8
Single-Family	0.391	0.146	1,136	444	166
Multiple-Family	0.135	0.028	1,890	255	53
Total				**699**	**219**

Source: Ontario-Montclair School District, October 2012.

As indicated in Table 5.19-4, *CJUHSD Estimated Student Generation*, implementation of the proposed Project could result in approximately 918 students being added within the City of Upland for kindergarten through eighth grade.

Table 5.19-4
CJUHSD Estimated Student Generation

Dwelling Unit Type	Student Generation Factor	Number of Residential Units	Number of Students Generated
Single-Family	0.1963	1,136	223
Multiple-Family	0.0874	1,890	165
Total			**388**

Source: Ontario-Montclair School District, October 2012.

Based on CJUHSD student generation rates, implementation of the proposed Project could result in approximately 388 high school students being added within the City of Upland; refer to Table 5.19-4.

It should be noted that growth associated with the proposed Project is anticipated to occur over several years, based on a variety of factors, including market demand; thus, any increase in demand for school services would occur gradually as additional development is added to the area. Further, although the Project anticipates growth within certain areas of the City and SOI, the exact location, timing, and amount of development that would occur is not currently known. It is anticipated that future students generated by the addition of new residential uses would attend multiple schools serving the City and SOI.

In order to maintain adequate classroom seating and facilities standards, individual development projects would be required to pay statutory fees to the school districts serving the Project area in order to compensate for the impacts of development on school capacities. Pursuant to SB 50, payment of fees to the School Districts is considered full mitigation for project impacts, including impacts related to the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, or other performance objectives for schools. Therefore, project applicants would be required to pay the statutory fees, so that space can be constructed, if necessary, at the nearest sites to accommodate the impact of project-generated students, reducing impacts to a less than significant level. The General Plan 2035 proposes Goal PFS-4 in order to ensure educational services and facilities meet the demands of existing and new development. Policy PFS-4.2 would coordinate with the applicable school district during review of significant development proposals to determine and plan for capacity issues and Policy PFS-4.3 would coordinate with the school districts regarding new development to help implement their School Facilities Master Plan. With implementation of the proposed General Plan 2035 Policies and Actions and payment of statutory fees to the

school districts, potential impacts associated with increased student generation with implementation of the proposed Project would be reduced to a less than significant level.

General Plan 2035 Policies and Actions:

Policy PFS-4.1 Capacity. Support efforts of the school districts to ensure sufficient educational facilities for Upland's existing and anticipated kindergarten through twelfth grade population.

Policy PFS-4.2 Development Review. Coordinate with the applicable school district during review of significant development proposals to determine and plan for capacity issues over time.

Policy PFS-4.3 School Facilities Master Plan. Coordinate with each school district in conjunction with new development to help implement their School Facilities Master Plan.

Policy PFS-4.4 After-School Programs. Provide after-school programs to support the extracurricular interests of students.

Policy PFS-4.5 Community Education and Service. Work with the school districts and youth organizations in promoting educational opportunities through service projects for children in the community.

Policy PFS-4.6 Life-long Learning. Work with the school districts and other educational institutions in the City to provide educational courses and programs for adults and seniors.

Policy PFS-4.8 Co-Location of Facilities. Work with school districts and private schools to co-locate school facilities, where possible, with community parks and recreation facilities to encourage the joint use of facilities.

Policy PFS-4.9 Safe Routes to School. Work with school districts and private schools to site new schools away from major streets to minimize vehicular noise and traffic hazards and to encourage walking and biking to school through safe, well-marked routes and bicycle lanes, and bicycle facilities on school grounds.

Policy PFS-4.10 Site Design for Traffic Mitigation. Require private school sites to provide adequate on-site pick-up and drop-off areas and more than one access point to prevent school-related traffic congestion on the fronting and surrounding roadways, and encourage the school districts to meet similar design standards for traffic mitigation.

Mitigation Measures: No further mitigation is required beyond implementation of the GPU Policies.

Level of Significance After Mitigation: Not Applicable.

5.19.5 CUMULATIVE IMPACTS AND MITIGATION MEASURES

- **WOULD DEVELOPMENT ANTICIPATED BY THE PROJECT AND CUMULATIVE DEVELOPMENT RESULT IN CUMULATIVELY CONSIDERABLE IMPACTS TO SCHOOL FACILITIES?**

Impact Analysis: UUSD provides education services (kindergarten through high school) to students residing within the City and SOI. OMSD and CJUHSD provide education services (kindergarten through high school) to students residing within a small area located in the southern portion of the City. Cumulative impacts are analyzed in terms of impacts within these respective school districts.

As concluded above, the Project would not result in significant impacts to schools serving the City and SOI. The Project's incremental effects involving school services would not be cumulatively considerable.

Individual development projects would be required to pay the appropriate school district Developer Fees based on the type and size of development proposed. Pursuant to SB 50, payment of fees to the appropriate school district is considered full mitigation for project impacts, including impacts related to the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, or other performance objectives for schools.

Therefore, individual project applicants would be required to pay the statutory fees, so that space can be constructed, if necessary, at the nearest sites to accommodate the impact of project-generated students. Further, implementation of the General Plan Policies and Actions would ensure coordination between the City and school districts so that school capacities issues are addressed as development projects are considered. Therefore, the combined cumulative impacts to schools associated with the Project's incremental effects and those of the cumulative projects would be less than significant.

General Plan 2035 Policies and Actions: Refer to the GPU Policies and Actions referenced above.

Mitigation Measures: No further mitigation is required beyond implementation of the GPU Policies.

Level of Significance After Mitigation: Not Applicable.

5.19.6 SIGNIFICANT UNAVOIDABLE IMPACTS

Impacts to schools resulting from Project implementation would be less than significant following compliance with the existing regulatory framework and implementation of the General Plan 2035 Policies and Actions. No significant unavoidable impacts to schools would occur as a result of the Project.

5.19.7 SOURCES CITED

Placeworks, *City of Upland General Plan Update*, Draft September 2014.

Placeworks, *City of Upland Zoning Code Update*, Draft September 2014.

RBF Consulting, *Historic Downtown Upland Specific Plan Final Environmental Impact Report*, June 2011.

Ontario-Montclair School District, written correspondence from Craig Misso, Director, Facilities Planning and Operations, October 12, 2012.

Upland Unified School District, written correspondence from Christopher Williams, Director of Facilities and Construction, September 26, 2012.

SECTION 5.20
Parks and Recreational Facilities

5.20 PARKS AND RECREATIONAL FACILITIES

This section analyzes the potential impacts to parks and recreational facilities that may result from Project implementation. The purpose of this analysis is to document and describe existing parks and recreational facilities within the City of Upland and Sphere of Influence (SOI), and to evaluate impacts associated with Project implementation, which assumes a horizon year of 2035. It is noted, the Zoning Code Update's development capacity would be less than the General Plan 2035's development capacity; refer to Section 5.1, *Land Use and Planning*. Therefore, the General Plan 2035's development capacity, which would result in greater potential impacts to parks and recreational facilities, is assumed in this analysis. This section is based in part upon information from the Upland Recreation and Community Services Department.

5.20.1 EXISTING REGULATORY SETTING

QUIMBY ACT

Originally passed in 1975, the Quimby Act (*California Government Code* Section 66477) allows cities and counties to pass ordinances requiring that developers set aside land, donate conservation easements, or pay fees for park improvements. This act allows local agencies to establish ordinances requiring developers of residential subdivisions to provide impact fees for land and/or recreational facilities. Revenues generated through the Quimby Act cannot be used for the operation and maintenance of park facilities. In 1982, the act was substantially amended, further defining acceptable uses of or restrictions on Quimby funds, provided acreage/population standards and formulas for determining the exaction, and indicated that the exactions must be closely tied to a project's impacts. Local ordinances must now include definite standards for determining the proportion of the subdivision to be dedicated and the amount of the fee to be paid.

CITY OF UPLAND PARKS MASTER PLAN

The *Draft Comprehensive Parks Master Plan for the City of Upland* (May 29, 1991) provides long term guidance for the City in the orderly development of its parks and recreation facilities. The Parks Master Plan addresses recreational needs of the City's residents through an estimated population of 77,440 persons. The Parks Master Plan includes strategies and actions directed at meeting the park and recreation needs of Upland's residents that can best be addressed through the provision of public park facilities.

CITY OF UPLAND MUNICIPAL CODE

Upland Municipal Code (UMC) Chapter 3.44, *Capital Impact Fees*, requires every person constructing any new residential, commercial, or industrial structure to pay to the City a capital impact fee, including a park acquisition and development impact fee. Section 3.44.020 addresses park acquisition and development impact fees. A park acquisition and development fee is

established on issuance of all building permits for development within the boundaries of the City to pay for acquiring of and improvement to land designated for park use. Pursuant to the Quimby Act, the subdivider shall be required to dedicate land, pay fees in lieu thereof, or pay and dedicate a combination of both, for park and/or recreational purposes, including open space purposes.

5.20.2 EXISTING ENVIRONMENTAL SETTING

CITY OF UPLAND

Parkland

The City's Recreation and Community Services Division currently operates and maintains 13 parks, including six neighborhood parks, five community parks and two mini parks; refer to Exhibit 5.20-1, *Park Facilities*. These parks provide an assortment of amenities including amphitheaters, ballfields, basketball courts, BBQ areas, dog parks, fitness trails, horseshoe pits, open grass fields, picnic tables, picnic shelters, playgrounds, restrooms, snack bars, soccer fields, skate parks and volleyball courts; refer to Table 5.20-1, *Park Facilities Inventory*.

Table 5.20-1
Park Facilities Inventory

Park Name	Size (acres)
13th Street Reservoir	2.0
8th Street Reservoir	5.0
Baldy View Park/Dog Park	5.0
Cabrillo Park	20.0
Citrus Park	6.0
Fern Reservoir	1.0
Greenbelt Park	10.0
Magnolia Park	7.0
McCarthy Park	5.0
Memorial Park/Skate Park	40.0
Olivedale	6.5
San Antonio	4.0[1]
Sierra Vista	7.0
TOTAL:	**118.5**
1. The park is comprised of 14.0 acres of which 4.0 are currently developed.	
Source: City of Upland official website, *Our Parks*, http://www.uplandpl.lib.ca.us/asp/Site/Recreation/Parks/index.asp, accessed January 28, 2013.	



Source: Design, Community & Environment, *Community Services and Facilities White Paper*, January 2010.

As indicated in Table 5.20-1, the City contains a total of approximately 118.5 acres of developed parkland with an additional 29 acres contained in the Euclid Corridor. Additionally, the City owns approximately 54.8 acres of undeveloped parkland, including four undeveloped park sites and 10.4 undeveloped acres at San Antonio Park. The San Antonio Lakes project contains 13.8 acres of public parks that will be dedicated to the City. Overall, the City has ownership or control of approximately 216 acres including the Euclid Corridor. In addition to City-owned parkland the City has a 3.65 mile bike trail that is used for recreation purposes.

The City has an established parkland-to-population requirement of 3.0 acres of parkland per 1,000 persons. The City's 2008 population is 70,030 persons. In order to meet the City's parkland-to-population ratio, the City would need 210 acres of parkland. The City maintains 118.5 acres of parkland, resulting in an existing parkland deficiency of 91.5 acres.

The City maintains a joint use agreement with Upland Unified School District to utilize school facilities for recreational use. Joint use of school facilities adds approximately 169 acres to the City's total inventory of recreational land, resulting in total developed park and recreation land available to the City's residents of approximately 287.5 acres.

According to the Parks Master Plan, all areas of the City are deficient of adequate parkland and facilities to serve existing residents. The City does not have a sufficient number of large turf areas for football, soccer and baseball fields. As a result, many of the existing fields are fully utilized and have resulted in the elimination of some recreational and competitive sports leagues. Lack of lighting at some facilities also limits use in the evenings. Future development of the Upland Sports Park will provide large turf areas soccer and other sports. However, funding constraints have slowed the development of this park.

Recreational Facilities

In addition to parks, the Recreation and Community Services Department manages three recreational facilities: George M. Gibson Senior Center, Memorial Park Community Building, Magnolia Recreation Center, and Landecena Community Center.

The George M. Gibson Senior Center, located at 250 N. Third Avenue, provides seniors various recreational activities including, but not limited to, ballroom dance, yoga for seniors, computer and internet education and senior tap classes. The Memorial Park Community Building, Magnolia Recreation Center, and Landecena Community Center facilities provide a variety of services to residents of all ages, including recreational, leisure, athletic, and information activities.

Recreation Programs

The City of Upland offers a variety of recreation programs for all ages. Programs include leisure activities and classes, special events, youth and adult sports, and senior activities and services. Program offerings are year-round and seasonal.

Trails

The City has four multi-use trails, which provide hiking, walking, equestrian, and bicycling. These include the San Antonio Wash Trail, the Cucamonga Creek Trail, the Memorial Park Connector Pedestrian Trail, and the Euclid Corridor.

The San Antonio Wash Trail is a Class I trail that extends along the San Antonio wash on the western edge of the City. This trail traverses north to south starting at 24th Street and ending west of Cable Airport. The trail is designed as a multi-use trail for both pedestrians and bicycles.

The Cucamonga Creek Trail is also a Class I trail that extends along Cucamonga Creek from San Antonio Heights to the City's limits near 16th Street.

The Memorial Park Connector Pedestrian Trail is an approximately 0.6 mile pedestrian and bicycle path that extends the Southern Pacific/Pacific Electric Trail to Memorial Park.

The Euclid Corridor is a walking path reserved for pedestrian use.

Parks Master Plan

The Parks Master Plan identifies the following key factors for parks and recreation:

- Provision of quantities of swimming pools appropriate to the current and future population.
- Development of an effective, connected, multiuse trail system for walking, jogging, hiking, biking, and equestrian uses.
- Provision of quantities of sports facilities appropriate to the current and future population, to include:
  - Baseball fields
  - Soccer Fields
  - Softball Fields
  - Tennis Courts
- Provision of community centers in appropriate locations.
- Addition of at least two off-leash dog areas, distributed in the City.[1]
- Provision of gymnasiums in appropriate locations.
- Provision of parkland acreage quantities consistent with the City standard of 5 acres per 1,000, with appropriate distribution.

[1] The City currently has one off-lease dog area that is maintained by the City.

The Parks Master Plan provides details on these facility needs and identifies opportunities to meet them by expanding existing park and joint use facilities, developing City-owned sites, and acquiring additional sites. It also includes exhibits showing locations for proposed facilities and a chapter on funding and implementation.

SPHERE OF INFLUENCE

The SOI does not contain any parks or recreational facilities. Residents within the SOI most likely utilize City of Upland parks and facilities, as well as other neighboring cities. Although located within Upland, San Antonio Park is the closest park to the SOI.

5.20.3 SIGNIFICANCE THRESHOLDS AND CRITERIA

The issues presented in the Initial Study Environmental Checklist (Appendix G of the *CEQA Guidelines*) have been utilized as thresholds of significance in this Section. Accordingly, parks and recreational facilities impacts resulting from the implementation of the proposed project may be considered significant if they would result in the following:

- Substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or result in the need for new or physically altered governmental facilities, the construction of which may cause significant environmental impacts in order to maintain acceptable service ratios, response times or other performance objectives for parks.

- Increase the use of existing neighborhood and regional facilities such that substantial physical deterioration of the facility would occur or be accelerated.

- Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

Based on these significance thresholds and criteria, the proposed project's effects have been categorized as either "no impact," a "less than significant impact," or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact.

5.20.4 PROJECT IMPACTS AND MITIGATION MEASURES

PARKS AND RECREATIONAL FACILITIES

- **WOULD PROJECT IMPLEMENTATION RESULT IN INCREASED DEMAND FOR PARKS AND RECREATIONAL FACILITIES AND THE NEED FOR ADDITIONAL FACILITIES?**

Impact Analysis: Implementation of the proposed Project would allow additional residential development, potentially resulting in an increase in the City's and SOI's population and thus, an overall increase in demand for parks and recreational facilities.

The Project anticipates the development of approximately 3,026 dwelling units within the Planning Area, with a resultant population growth of approximately 8,135 persons. By 2035, the Planning Area's population is anticipated to grow to approximately 81,462 persons.

Based on the City's established parkland-to-population requirement of 3.0 acres of parkland per 1,000 persons, the City would need 244 acres of parkland to serve the population anticipated by the Project. As stated, the City currently has ownership or control of approximately 216 acres including the Euclid Corridor. Of this acreage, 118.5 acres are developed and 29 acres are contained in the Euclid Corridor. The remaining acreage is undeveloped. However, the City has access to approximately 169 additional acres of land through joint use agreements with Upland Unified School District, providing access to 287.5 acres of developed parkland.

The Project does not propose modifications to existing land designated for parks and recreation. However, the City anticipates additional parkland and open space would occur as part of future development projects, which would further contribute to available parkland in order to serve future residents associated with Project implementation. UMC Section 3.44.020 establishes a park acquisition and development fee on issuance of all building permits for development within the boundaries of the City to pay for acquiring of and improvement to land designated for park use, which would contribute to reducing potential parkland impacts on a project-by-project basis.

The General Plan 2035 includes Policies and Actions that further support the provision and enhancement of parks and recreational facilities within the City, including Policy OSC-3.3, which would ensure that the provision of parks and recreational facilities and services keeps pace with population growth and changing recreational needs in Upland and Action HC-2.1, which calls for updating and adopting the Parks and Recreation Master Plan and a Bicycle and Pedestrian Master Plan. In addition, Policy OSC-3.4 addresses underserved areas of the City by prioritizing the development of new parks in underserved areas and low-income neighborhoods and Action OSC-3.2 supports the development of the Upland Sports Park, currently in the initial design phase, as a way to alleviate the parkland deficiency. These Policies and Actions support a system of parks, recreational facilities, trails, and programs that would meet the needs of current and anticipated residents, further reducing parkland impacts. Impacts would be less than significant in this regard.

General Plan 2035 Policies and Actions:

Policy ES-4.5 Development Impact Fees. Evaluate Development Impact Fees on a regular basis to ensure that increased demands on infrastructure and services as a result of new development are adequately funded.

Policy HC-2.1	Parks and Open Space. Improve the availability and accessibility of parks resources through joint use agreements, alternative forms of parks, and other opportunities for recreation.
Policy HC-2.2	Recreational Facilities. Support the availability and accessibility of age-appropriate recreational facilities, both private or publicly owned, to meet the diverse recreational needs of Upland residents.
Policy HC-2.3	Recreation Programs. Provide and/or sponsor recreational programs, and services that are accessible and affordable to residents of all ages and abilities and encourage active and healthy living.
Action HC-2.1	Master Plan Updates. Update and adopt the Parks and Recreation Master Plan and a Bicycle and Pedestrian Master Plan.
Action HC-2.2	Recreation Programs. Implement and expand the Get Fit Upland program or similar programs by providing recreation activities, health and wellness programs, events, services, and resources.
Action HC-2.3	Capital Improvements. Ensure the capital improvement program and associated funding mechanisms support the building, operation, and maintenance of park, recreation, sidewalk, and bicycle route infrastructure.
Policy OSC-1.3	Joint Use. Work with property owners and regional agencies to allow safe, joint use of open space areas that are used for other purposes such as flood control, groundwater recharge, utility corridors, and mining for passive recreational activities such as trails or view spots.
Policy OSC-3.1	Park Preservation. Preserve existing park space and discourage the use of parkland for non-park related uses or facilities.
Policy OSC-3.2	Existing Parks. Upgrade and rehabilitate existing parks as necessary to meet the changing needs of the community.
Policy OSC-3.3	New Parks and Recreational Facilities. Ensure that the provision of parks and recreational facilities and services keeps pace with population growth and changing recreational needs in Upland.
Policy OSC-3.4	Underserved Areas. Prioritize the development of new parks in underserved areas and low-income neighborhoods.
Policy OSC-3.5	Quimby Act. Continue to require residential subdivisions to provide at least 3 acres of parkland per 1,000 residents or pay an in-lieu fee or some combination thereof, pursuant to Section 66477 of the California Government Code (the Quimby Act).

Policy OSC-3.6 Infill Development. Encourage new infill development projects to provide mini parks in infill areas to help meet the park standard, as long as they are at least ½-acre in size and include sufficient amenities.

Policy OSC-3.7 Alternative Forms of Parks. Facilitate the development of alternative forms of park and recreational resources, including community gardens, pocket parks and green alleys in Downtown.

Policy OSC-3.8 Joint-Use Facilities. Combine new parks, where possible, with other compatible facilities such as schools, flood control, or water conservation areas.

Policy OSC-3.9 Connectivity Between Parks. Create pedestrian, bicycle and/or equestrian trail links between parks where possible, in order to increase the accessibility of parks to area residents.

Policy OSC-3.10 Trail System. Maintain and expand the off-street trail system to provide a continuous system that loops through the City and connects to regional trails.

Policy OSC-3.11 Funding. Support efforts to sustain a long-term funding source for parks acquisition, development, and maintenance in Upland. All State and federal support for parks and recreation should be explored.

Policy OSC-3.12 Maintenance Practices. Incorporate sustainable practices into the ongoing maintenance of City parks and recreational facilities.

Policy OSC-3.13 Vandalism. Provide a graffiti hotline and other measures to limit vandalism in park and recreational facilities.

Policy OSC-3.14 Sustainable Materials. Use sustainable materials—reused, renewable, locally sourced and/or recycled—to the greatest extent possible in new parks and recreational facilities.

Policy OSC-3.15 California Friendly Plant Species. When feasible, utilize California friendly non-invasive plants for landscaping park and recreational facilities.

Action OSC-3.1 Draft Parks Master Plan. Update and adopt the Draft Parks Master Plan to reflect Upland's current park and recreational facilities and programs, as well as describe additional park site opportunities, facilities, and programs to acquire and develop in the future.

Action OSC-3.2	Upland Sports Park. Support the development of the Upland Sports Park, currently in the initial design phase, as a way to alleviate the parkland deficiency.
Action OSC-3.3	Underutilized Properties. Review City and other publicly-owned properties in Upland to identify underutilized properties that could be used to provide additional recreational areas.
Action OSC-3.4	Park Standards. Establish cleanliness, landscaping maintenance, and safety standards for parks managed by the City or private entities. Consider including requirements for California friendly non-invasive plants (plants that thrive in California's climate) in landscaping, water efficiency, and reduced need for harmful chemicals.
Action OSC-3.5	Pacific Electric Trail. Maintain and enhance the Pacific Electric Trail with additional landscaping and shade trees to encourage residents to use the existing recreational resource.
Action OSC-3.8	Revenue Sources. Evaluate projected revenue sources for parks and recreation and determine ways to increase revenues from these sources.
Action OSC-3.9	Park Maintenance Alternatives. Explore alternatives to traditional parks maintenance to reduce costs while ensuring parks are well-maintained.
Policy PFS-1.1	Provision of Adequate Facilities and Services. Manage and maintain existing public facilities, services and infrastructure, at current or improved service levels.
Policy PFS-1.2	Growth and Level of Service. Require new development to provide adequate facilities or pay its fair share of the cost for facilities needed to provide services to accommodate growth without adversely impacting current service levels.
Policy PFS-1.3	Capital Improvement Program. Continue to update and implement the Capital Improvement Program on an annual basis in a way that supports the vision for the City.
Policy PFS-1.6	Project Coordination. Coordinate and communicate with utilities and service providers early in project planning in order to take advantage of special programs and avoid issues in the development process.
Policy PFS-1.7	Infill Areas. Identify and prioritize infill areas for infrastructure improvements and assist developers in identifying funding mechanisms to cover the cost of providing facilities and services in infill areas.

Policy PFS-4.7 Joint Use. Expand joint use programs with the school districts to allow the use of school sites for recreational purposes and expand parkland in the City.

Policy PFS-4.8 Co-Location of Facilities. Work with school districts and private schools to co-locate school facilities, where possible, with community parks and recreation facilities to encourage the joint use of facilities.

Policy PFS-5.1 Program Evaluation. Evaluate recreational programming on an ongoing basis to ensure that the City's programs and facilities meet the needs of residents of all age groups, abilities, and income levels.

Policy PFS-5.2 Affordable Recreation. Provide affordable recreational opportunities for all residents with special emphasis on seniors and teens.

Policy PFS-5.3 Public-Private Coordination. Coordinate recreational activities and programs with other public and private recreation providers.

Policy PFS-5.4 Public Events and Activities. Support and expand public activities and resources that promote a sense of community and enhance the City's "small-town feel" such as cultural events, street fairs, parades, the farmers market, outdoor concerts, after-school programs, and community centers.

Policy PFS-5.5 Arts Programs. Promote visual and performing arts programs.

Policy PFS-5.6 General Use Facilities. Encourage the development of general use "drop-in" facilities that offer a gathering place as well as activities that don't require joining a structured class or on-going program, such as a gym or recreational facility.

Mitigation Measures: No further mitigation is required beyond implementation of the Policies referenced above.

Level of Significance After Mitigation: Not Applicable.

5.20.5 CUMULATIVE IMPACTS AND MITIGATION MEASURES

- **WOULD DEVELOPMENT ANTICIPATED BY THE PROJECT AND CUMULATIVE DEVELOPMENT RESULT IN CUMULATIVELY CONSIDERABLE IMPACTS TO PARKS AND RECREATIONAL FACILITIES?**

Impact Analysis: The City of Upland provides parks and recreational facilities within the City. Cumulative impacts are analyzed in terms of impacts to facilities within the City.

As concluded above, the Project would not result in significant impacts to parks and recreational facilities within the City. The Project's incremental effects involving parks and recreational facilities would not be cumulatively considerable.

Individual development projects would be reviewed to determine their potential impact on parks and recreational facilities within the City and would be required to comply with UMC Section 3.44.020, which establishes a park acquisition and development fee on issuance of all building permits for development within the boundaries of the City to pay for acquiring of and improvement to land designated for park use, which would contribute to reducing potential parkland impacts on a project-by-project basis.

Implementation of the proposed General Plan 2035 Policies and Actions would further ensure the provision of parks and recreational facilities to serve future growth associated with the proposed Project. The proposed Project would pursue opportunities to provide new facilities, improve and enhance existing facilities, pursue joint use agreements, and expand other recreational opportunities through trails, community gardens, and greenspace. Implementation of the General Plan Policies and Actions would ensure that parks and recreation demands are addressed as development projects are considered. Therefore, the combined cumulative impacts to parks and recreational facilities associated with the Project's incremental effects and those of the cumulative projects would be less than significant.

General Plan 2035 Policies and Actions: Refer to the GPU Policies and Actions referenced above.

Mitigation Measures: No further mitigation is required beyond implementation of the GPU Policies and Actions.

Level of Significance After Mitigation: Not Applicable.

5.20.6 SIGNIFICANT UNAVOIDABLE IMPACTS

Impacts to parks and recreational facilities resulting from Project implementation would be less than significant following compliance with the existing regulatory framework and implementation of the General Plan 2035 Policies and Actions. No significant unavoidable impacts to parks and recreational facilities would occur as a result of the Project.

5.20.7 SOURCES CITED

City of Upland Municipal Code.

City of Upland official website.

Placeworks, *City of Upland General Plan Update*, Draft September 2014.

Placeworks, *City of Upland Zoning Code Update*, Draft September 2014.

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The Planning Center. *Upland General Plan Update, Urban Form and Community White Paper*, January 2010.

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SECTION 5.21
Solid Waste

5.21 SOLID WASTE

This section analyzes the potential impacts associated with solid waste that could result from Project implementation. The purpose of this analysis is to document and describe existing solid waste service and landfill facilities serving the City of Upland and Sphere of Influence (SOI), and to evaluate impacts associated with Project implementation, which assumes a horizon year of 2035. It is noted, the Zoning Code Update's development capacity would be less than the General Plan 2035's development capacity; refer to Section 5.1, *Land Use and Planning*. Therefore, the General Plan 2035's development capacity, which would result in greater potential impacts associated with solid waste, is assumed in this analysis. This section is based in part upon information from the California Department of Resources Recycling and Recovery (CalRecycle) and City of Upland.

5.21.1 EXISTING REGULATORY SETTING

STATE

Solid Waste Management and Resource Recovery Act of 1972

The Solid Waste Management and Resource Recovery Act of 1972 is the legislation that addresses solid waste. The California Integrated Waste Management Board (CIWMB), which was created by this Act, was given broad authority related to solid waste handling, disposal, and reclamation. Under this Act, the CIWMB initially (1) created a State solid waste management and resource recovery policy; (2) developed minimum standards for solid waste handling and disposal; and (3) approved county Solid Waste Management Plans (SWMP). The CIWMB was responsible for enforcing the legal provisions dealing with solid waste management and disposal for protecting the environment and public health and safety.

California Integrated Waste Management Act

In 1989, the Legislature adopted the California Integrated Waste Management Act of 1989 (AB 939) to "reduce, recycle, and re-use solid waste generated in the state to the maximum extent feasible." The term "integrated waste management" refers to the use of a variety of waste management practices to safely and effectively handle the municipal solid waste stream with the least adverse impact on human health and the environment. AB 939 establishes a waste management hierarchy as follows:

- Source Reduction;
- Recycling;
- Composting;
- Transformation; and
- Disposal.

The law also requires that each county prepare a new Integrated Waste Management Plan and each city prepare a Source Reduction and Recycling Element (SRRE) by July 1, 1991. The SRRE is required to identify how each jurisdiction will meet the mandatory state waste diversion goal of 50 percent by the year 2000. The Act mandated that California's 450 jurisdictions (i.e., cities, counties, and regional waste management compacts), implement waste management programs aimed at a 25 percent diversion rate by 1995 and a 50 percent diversion rate by 2000. If the 50 percent goal was not met by the end of 2000, the jurisdiction was required to submit a petition for a goal extension to CalRecycle. Senate Bill (SB) 2202 made a number of changes to the municipal solid waste diversion requirements under the Integrated Waste Management Act. These changes included a revision to the statutory requirement for 50 percent diversion of solid waste to clarify that local governments shall continue to divert 50 percent of all solid waste on and after January 1, 2000.

CalRecyle

The management of solid waste is governed by regulations established by CalRecycle, which is the new home of California's recycling and waste reduction efforts. Officially known as the Department of Resources Recycling and Recovery, CalRecycle is the department within the California Natural Resources Agency that administers programs formerly managed by the CIWMB and Division of Recycling. CalRecycle delegates local permitting, enforcement, and inspection responsibilities to Local Enforcement Agencies. In 1997, some of the regulations adopted by the State Water Quality Control Board pertaining to landfills (Title 23, Chapter 15) were incorporated with CIWMB regulations (Title 14) to form Title 27 of the California Code of Regulations.

Assembly Bill 399

In 2005, AB 399 established the Multifamily Dwelling Recycling Program Law to increase recycling in multifamily dwellings. This bill required the CIWMB, local governments, and owners and managers of multifamily dwellings to provide information and assistance to achieve higher levels of recycling in multifamily dwellings. By July 1, 2007, owners of a multifamily dwelling are required to provide a written notice to a tenant of the multifamily dwelling, directing the tenant to a website that provides information regarding how tenants could reduce, reuse, and recycle solid waste materials.

Per Capita Disposal Measurement Act of 2008

SB 1016, Wiggins, Chapter 343, Statutes of 2008, passed in 2008. It introduced a per capita disposal measurement system that measures the 50 percent diversion requirement using a disposal measurement equivalent. The bill repealed the board's two-year process, requiring instead that the board make a finding whether each jurisdiction was in compliance with the act's diversion requirements for calendar year 2006 and to determine compliance for the 2007 calendar year, and after, based on the jurisdiction's change in its per capita disposal rate. The board is required to review a jurisdiction's compliance with those diversion requirements in

accordance with a specified schedule, which is conditioned upon the board finding that the jurisdiction is in compliance with those requirements or has implemented its source reduction and recycling element and household hazardous waste element. The bill requires the board to issue an order of compliance if the board finds that the jurisdiction has failed to make a good faith effort to implement its source reduction and recycling element or its household hazardous waste element, pursuant to a specified procedure.

The per capita disposal rate is a jurisdiction-specific index, which is used as one of several "factors" in determining a jurisdiction's compliance with the intent of AB 939, and allows CalRecycle and jurisdictions to set their primary focus on successful implementation of diversion programs. Meeting the disposal rate targets is not necessarily an indication of compliance.

LOCAL

City of Upland Source Reduction and Recycling Element

To meet the requirements of the California Integrated Waste Management Act, the City of Upland adopted a SRRE. The SRRE describes policies and programs that will be implemented by the City to achieve waste disposal reductions. According to CalRecycle, in 2011 the City disposed of approximately 49,400 tons of solid waste.[1] This represents 3.6 pounds per resident per day and 11.2 pounds per employee per day, which is less than the target of 5.2 pounds per resident per day and 14.8 pounds per employee per day.[2] For 2011, the City implemented 43 jurisdiction waste diversion programs within the categories of composting, facility recovery, household hazardous waste, policy incentives, public education, recycling, source reduction, special waste materials, and transformation.[3]

City of Upland Municipal Code

Solid waste disposal within the City is subject to the requirements established in Upland Municipal Code (UMC) Chapter 13.28, *Solid Waste and Recyclables Collection Services*. UMC Chapter 13.28 establishes the terms and conditions for solid waste and recyclables collection services in order to promote the public health, welfare, and safety of the community by establishing reasonable regulations relating to the storage, accumulation, collection, and processing of solid waste and recyclables, and the disposal of solid waste.

[1] 2011 is the most recent disposal rate available.

[2] CalRecycle official website, *Jurisdiction Diversion/Disposal Rate Detail*, http://www.calrecycle.ca.gov/LGCentral/reports/diversionprogram/JurisdictionDiversionDetail.aspx?JurisdictionID=551&Year=2011, accessed May 9, 2013.

[3] CalRecycle official website, *Diversion Program System, Jurisdiction Waste Diversion Program Summary*, http://www.calrecycle.ca.gov/LGCentral/reports/diversionprogram/JurisdictionDiversionPrograms.aspx?JurisdictionID=551&Year=2011, accessed May 9, 2013.

5.21.2 EXISTING ENVIRONMENTAL SETTING

Burrtec Waste Industries, Inc. provides solid waste collection service to the City of Upland and the SOI. These services include residential, commercial, and industrial waste services, recycling services, and composting devices. The City, in collaboration with Burrtec Waste, provides residential customers with separate containers for recyclables. The City also provides several free services to local residents including bulky-item pickup service, missing or damaged barrel replacement, holiday tree curbside pick-up service, Household Hazardous Waste collection, free motor oil and filter containers for recycling transport, free mulch giveaway, 24-hour Refuse and Recycling Recording and Waste Watcher newsletters.

Solid waste from the City and SOI is transferred to the West Valley Transfer Station/Material Recovery Facility in Fontana. Recyclables are sorted and processed at the material recovery facility. From the material recovery facility, waste is then distributed to landfills within San Bernardino County. The particular landfill used for waste disposal depends upon the nature of the waste stream and limitations on daily disposal tonnage at each facility.

In 2011, Upland disposed of approximately 49,398 tons of solid waste.[4] Solid waste collected from the City is primarily disposed of at the Mid-Valley Sanitary Landfill; refer to Table 5.21-1, *Disposal Facilities*, for a summary of landfill facilities used by the City of Upland. Mid-Valley Sanitary Landfill is located on Alder Avenue in the City of Rialto. The landfill has a daily permitted capacity of 7,500 tons/day. In 2011, the City disposed of approximately 47,066 tons of solid waste in this landfill (approximately 129 tons per day). This represents approximately 1.7 percent of this landfill's permitted daily capacity. The Mid-Valley Sanitary Landfill is currently slated for closure in 2033, when its maximum permitted capacity of 101,300,000 cubic yards of solid waste is expected to be reached.

Table 5.21-1
Disposal Facilities

Facility	Amount Disposed from Upland (tons)[1]	Permitted Throughput (tons/day)[2]	Permitted Capacity (cubic yards)[2]	Remaining Capacity (cubic yards)[2]	Anticipated Closure Date[2]
Azusa Land Reclamation Co. Landfill	55	6,500	66,670,000	34,100,000	1/1/2025
Badlands Sanitary Landfill	977	4,000	33,560,993	14,730,025	1/1/2024
California Street Landfill	37	829	10,000,000	6,800,000	1/1/2042
Chiquita Canyon Sanitary Landfill	8	6,000	63,900,000	29,300,000	11/24/2019
El Sobrante Landfill	450	16,054	184,930,000	145,530,000	1/1/2045
Lancaster Landfill and Recycling Center	1	1,700	26,665,000	19,088,739	9/1/2038
Mid-Valley Sanitary Landfill	47,066	7,500	101,300,000	67,520,000	4/1/2033
Olinda Alpha Sanitary Landfill	236	8,000	74,900,000	38,578,383	12/31/2021
Puente Hills Landfill	529	13,200	74,000,000	35,200,000	10/31/2013
San Timoteo Sanitary Landfill	4	1,000	20,400,000	11,360,000	5/1/2016
Simi Valley Landfill & Recycling Center	2	9,250	119,600,000	119,600,000	1/31/2052
Total	**49,365**	**74,033**	**775,925,993**	**521,807,147**	

1. CalRecyle, *Jurisdiction Disposal by Facility*, http://www.calrecycle.ca.gov/LGCentral/Reports/Viewer.aspx?P=OriginJurisdictionIDs%3d551%26ReportYear%3d2011%26ReportName3dReportEDRSJurisDisposalByFacility, accessed May 9, 2013.
2. CalRecycle, *Facility/Site Search*, http://www.calrecycle.ca.gov/SWFacilities/Directory/Search.aspx, accessed September 19, 2012.

[4] CalRecycle official website, *Jurisdiction Diversion/Disposal Rate Detail*, http://www.calrecycle.ca.gov/LGCentral/reports/diversionprogram/JurisdictionDiversionDetail.aspx?JurisdictionID=551&Year=2011, accessed May 9, 2013.

5.21.3 SIGNIFICANCE THRESHOLDS AND CRITERIA

The issues presented in the Initial Study Environmental Checklist (Appendix G of the *CEQA Guidelines*) have been utilized as thresholds of significance in this Section. Accordingly, impacts to solid waste facilities and service resulting from the implementation of the proposed Project may be considered significant if they would result in the following:

- Is served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs; and/or
- Does not comply with federal, state, and local statutes and regulations related to solid waste.

Based on these significance thresholds and criteria, the proposed Project's effects have been categorized as either "no impact," a "less than significant impact," or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact.

5.21.4 PROJECT IMPACTS AND MITIGATION MEASURES

LANDFILL CAPACITY

- **WOULD PROJECT IMPLEMENTATION GENERATE ADDITIONAL SOLID WASTE AND AS A RESULT INCREMENTALLY DECREASE THE CAPACITY AND LIFESPAN OF LANDFILLS?**

Impact Analysis: Project implementation could result in additional development within the City and SOI. The anticipated growth would potentially impact solid waste disposal services and the capacity of landfill facilities that serve the City and SOI.

Table 5.21-2, *Estimated Net Increase In Solid Waste Generation*, shows the estimated net increase in solid waste generation associated with Project implementation.

As indicated in Table 5.21-2, Project implementation could generate an additional 75,420 pounds or 38 tons of solid waste per day before recycling or other waste diversion activities. This represents an approximate 53 percent increase over the solid waste generated by the City in 2011 (49,398 tons). The anticipated growth would increase the volume of solid waste generated in the City and SOI that would be diverted to existing landfills, thus contributing to the acceleration of landfill closures or the use of more distant sites. In order to reduce landfill waste by at least 50 percent, future development would be required to comply with applicable State and local regulations. Per the City of Upland requirements, future development would adhere to all source reduction programs set forth in the Source Reduction and Recycling Element (SRRE) for the

disposal of solid waste including yard waste. Methods set forth in the SRRE include source reduction, recycling, and composting. Implementation of these methods would minimize operation waste and debris generated by new development and reduce the amount deposited in landfills. Currently, through its waste diversion programs, the City is diverting fewer pounds per resident and employee to the landfills then the established targets.

Table 5.21-2
Estimated Net Increase in Solid Waste Generation

Land Use	Units or Square Feet	Generation Factor[1]	Solid Waste Generation (lbs/day)
Residential	3,026 du	12.23 lbs/unit/day	37,008
Non-Residential[2]	6,402,019 sf	6lbs/1000 sf/day[3]	38,412
		Total	**75,420 lbs/day or 38 tons/day**

sf = square feet lbs = pounds du = dwelling units
1 Does not include demolition inert waste generation.
2 Non-residential land uses include commercial, office and research park, business park, and civic/ institutional.
3 Generation Factor for business park, office, and commercial.

Source: California Integrated Waste Management Board, Solid Waste Information System, 2004, *Estimated Solid Waste Generation Rates for Residential, Commercial, Industrial and Institutional Establishments,* http://www.calrecycle.ca.gov/wastechar/wastegenrates/, accessed February 26, 2013.

The General Plan 2035 proposes Goal PFS-14 in order to minimize solid waste and collect, store, transport, and recycle solid waste in safe, sanitary, and environmentally acceptable ways. Policy PFS-14.1 strives to exceed the State's goal of diverting solid waste from landfills. General Plan 2035 Policies address types of waste; encourage recycling and educating the public on opportunities for waste reduction. Future development within the City would be subject to implementation of the General Plan 2035 Policies, which would reduce solid waste being diverted to landfills.

Additionally, future developments would be reviewed on a project-by-project basis to ensure that solid waste disposal services and landfill facilities would be available to serve the development. All development projects would be required to comply with Federal, State, and local statutes and regulations related to solid waste. Therefore, Project implementation would result in less than significant impacts.

General Plan 2035 Policies and Actions:

Policy OSC-6.6 Recruitment of Energy-Efficient Businesses. Strive to recruit businesses that research, develop, manufacture, utilize, and promote energy efficiency, conservation and advanced renewable technologies such as waste-to-energy facilities.

Policy OSC-7.7 Recycling Aggregate Material. Encourage the reuse and recycling of existing aggregate construction material for new residential, commercial, and industrial developments.

Policy PFS-14.1 State Diversion Goal. Strive to exceed the State's goal of diverting solid waste from landfills.

Policy PFS-14.2 Solid Waste Pick-Up. Require trash, recycling, and greenwaste pick-up as a means to ensure a safe, sanitary environment.

Policy PFS-14.3 Household Hazardous Waste. Provide for the collection and recycling of household hazardous waste as well as e-waste, used oil and filter container recycling, and sharps disposal (needles/syringes) at the City Yard.

Policy PFS-14.4 Business Recycling and Composting. Support current and future regulations regarding commercial recycling.

Policy PFS-14.5 City Operations. Serve as a role model to businesses and institutions regarding purchasing decisions that minimize the generation of solid waste in addition to encouraging all City staff to recycle at City facilities.

Policy PFS-14.6 Disposable, Toxic or Non-Renewable Products. Reduce the use of disposable, toxic or non-renewable products in City operations.

Policy PFS-14.7 Recycle Asphalt Pavement. Promote the use of recycled asphalt pavement (RAP) for streets and parking lots, where feasible.

Policy PFS-14.8 Recycled Materials in New Construction. Encourage the use of recycled materials in new construction.

Mitigation Measures: No further mitigation is required beyond implementation of the GPU Policies.

Level of Significance After Mitigation: Not Applicable.

5.21.5 CUMULATIVE IMPACTS AND MITIGATION MEASURES

- **WOULD DEVELOPMENT ANTICIPATED BY THE PROJECT AND OTHER CUMULATIVE DEVELOPMENT RESULT IN CUMULATIVELY CONSIDERABLE IMPACTS RELATED TO SOLID WASTE DISPOSAL SERVICES AND LANDFILL DISPOSAL CAPACITY?**

Impact Analysis: For this topic, cumulative impacts are analyzed in terms of impacts associated with the proposed Project and related cumulative projects served by the same landfills.

As concluded above, the Project would not result in significant impacts to solid waste services and landfills currently serving the City and SOI. The Project's incremental effects involving solid waste would not be cumulatively considerable.

Although the proposed Project would not significantly impact existing landfill capacity, the increase in solid waste generation from the proposed Project and related cumulative projects together could significantly impact the finite resources associated with solid waste disposal. Individual development projects and related cumulative projects would be required to meet current recycling goals, reducing the amount of solid waste requiring disposal at landfills. Future developments would be reviewed on a project-by-project basis and solid waste impacts would be evaluated based on existing and planned disposal facilities and capacities available.

All development projects would be required to comply with Federal, State, and local statutes and regulations related to solid waste. Pursuant to the California Integrated Waste Management Act of 1989 (AB 939), every city and county in the State is required to divert 50 percent of solid waste generated in its jurisdiction away from landfills. Implementation of source reduction measures, such as recycling and converting waste to energy, that would be implemented on a project-by-project basis would serve to divert solid waste away from landfills. Implementation of the proposed General Plan 2035 Policies would further ensure that solid waste impacts are minimized. Therefore, the combined cumulative impacts to solid waste facilities associated with the Project's incremental effects and those of the cumulative projects would be less than significant.

General Plan 2035 Policies and Actions: Refer to the GPU Policies referenced above.

Mitigation Measures: No further mitigation is required beyond implementation of the GPU Policies.

Level of Significance After Mitigation: Not Applicable.

5.21.6 SIGNIFICANT UNAVOIDABLE IMPACTS

Impacts associated with solid waste resulting from Project implementation would be less than significant following compliance with the existing regulatory framework and implementation of the General Plan 2035 Policies. No significant unavoidable impacts to solid waste facilities would occur as a result of the Project.

5.21.7 SOURCES CITED

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CalRecycle, *Jurisdiction Diversion/Disposal Rate Detail*, http://www.calrecycle.ca.gov/LGCentral/reports/diversionprogram/JurisdictionDiversionDetail.aspx?JurisdictionID=551&Year=2011, accessed May 9, 2013.

CalRecyle, *Jurisdiction Disposal by Facility*, http://www.calrecycle.ca.gov/LGCentral/Reports/Viewer.aspx?P=OriginJurisdictionIDs%3d551%26ReportYear%3d2011%26ReportName%3dReportEDRSJurisDisposalByFacility, accessed May 9, 2013.

CalRecycle, *Facility/Site Search*, http://www.calrecycle.ca.gov/SWFacilities/Directory/Search.aspx, accessed September 19, 2012.

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SECTION 5.22
Electricity and Natural Gas

5.22 ELECTRICITY AND NATURAL GAS

This section analyzes the potential impacts to electricity and natural gas services that could result from Project implementation. The purpose of this analysis is to document and describe the existing electricity and natural gas supply system in the City of Upland and Sphere of Influence (SOI), and to evaluate impacts associated with Project implementation, which assumes a horizon year of 2035. It is noted, the Zoning Code Update's development capacity would be less than the General Plan 2035's development capacity; refer to Section 5.1, *Land Use and Planning*. Therefore, the General Plan 2035's development capacity, which would result in greater potential impacts to electricity and natural gas supplies, is assumed in this analysis.

5.22.1 EXISTING REGULATORY SETTING

FEDERAL

State and Federal governments extensively regulate corporate utilities. The Federal government has limited power to regulate municipal utilities. Municipal utilities are parties to certain contracts that must be filed with the Federal Energy Regulatory Commission (FERC).

STATE

The California Public Utilities Commission (CPUC) regulates privately owned electric, natural gas, telecommunications, water, railroad, rail transit, and passenger transportation companies. Assembly Bill 1890, enacted in 1996, deregulated the power generation industry, allowing customers to purchase electricity on the open market. Under deregulation, the production and distribution of power that was under the control of investor-owned utilities was decoupled. Deregulation allowed other providers the ability to supply electricity to consumers.

The California Energy Commission is California's primary energy policy and planning agency. The Energy Commission is required to create and periodically update Building Energy Efficiency Standards for the State. The Standards address newly constructed buildings and additions and alterations to existing buildings. The 2008 Building Energy Efficiency Standards for Residential and Nonresidential Buildings went into effect January 1, 2010. The 2013 Standards will go into effect on January 1, 2014 following approval of the California Building Standards Commission.[1] The energy building regulations are contained in Title 2, Part 6 of the California Code of Regulations.

The Green Building Standards Code first published in July 2008 and updated for publication in 2010, codifies voluntary "reach" standards for energy efficiency, as compared with the mandatory Standards, for newly constructed residential and nonresidential buildings. The Green

[1] California Energy Commission, 2013 Building Efficiency Standards, http://www.energy.ca.gov/title24/2013standards/index.html, accessed May 10, 2013.

Building Standards Code established tiered energy performance levels of 15 percent and 30 percent more stringent than the mandatory 2008 Standards. Local jurisdictions may adopt the Green Building Standards Code as mandatory at the local level.[2]

LOCAL

City of Upland Municipal Code

Upland Municipal Code (UMC) Chapter 15.10, *California Green Building Standards Code*, adopts in its entirety by reference the *2010 California Green Building Standards Code* as the green building standards of the City.

The UMC currently provides standards and guidance for the installation of new or updated utility facilities under Titles 12, 16, and 17. All new or updated utilities for the within the City would be installed with all applicable standards contained in the UMC.

5.22.2 EXISTING ENVIRONMENTAL SETTING

ELECTRICITY

Electrical power is provided within the City of Upland and SOI by SCE. Based in Rosemead, SCE services more than 14 million people in a 50,000 square-mile area of central, coastal, and southern California, excluding the City of Los Angeles and certain other cities. SCE currently has existing facilities throughout the City of Upland. Electricity service is provided through SCE's 12 kilovolt (KV) electrical system via overhead and underground facilities.

SCE maintains and operates the transmission and distribution infrastructure necessary to provide electricity to end users throughout its entire service area. Electricity can be generated from a combination of natural gas, hydroelectric, nuclear or renewable sources (wind and solar). SCE facilities include hydroelectric, nuclear, and coal power plants as identified below:[3]

- *Big Creek Hydroelectric Facilities* is located in Shaver Lake, California. This hydroelectric facility began operating in 1911, and consists of 23 hydroelectric generating units in nine powerhouses with a generating capacity of approximately 1,000 Megawatts, and six major reservoirs with a storage capacity of more than 560,000 acre-feet.

- *Four Corners Generating Station* is located in Fruitland, New Mexico. Arizona Public Service and SCE jointly own this facility. SCE owns 48 percent (approximately 754

[2] California Energy Commission, *Background on the 2013 Building Energy Efficiency Standards*, http://www.energy.ca.gov/title24/2013standards/background.html, accessed May 10, 2013.

[3] Southern California Edison Company, *Our Company, 2013*, http://www.edison.com/ourcompany/sce.asp, accessed February 20, 2013.

Megawatts) in shares. The plant is fueled by coal and has a generating capacity of approximately 2,048 Megawatts.

- *Mountainview Power Plant* is located in Redlands California. It began commercial operation in 2005 and was the first new major Los Angeles Basin power plant to be built in 30 years. The plant's "combined-cycle" design allows it to operate efficiently. The six Mountainview turbines can produce a kilowatt of electricity using less than 7,000 Btu of fuel, compared to older plants which require 10,000 Btu or more.

- *Palo Verde Nuclear Generating Station*, located in Wintersburg, Arizona, is owned by both SCE (16 percent share) and Arizona Public Service (84 percent share). This facility is fueled by nuclear power and has a generating capacity of 3,600 Megawatts.

In 2011, SCE delivered 87.34 billion kWh of electricity and powered a total of:

- 14 million people
- 180 cities
- 11 counties
- 50,000 square miles of service area
- 5,000 large businesses
- 280,000 small businesses[4]

NATURAL GAS

The City of Upland and SOI receive its natural gas service from Southern California Gas Company (SCG), a subsidiary of Sempra Energy. Currently SCG is the nation's largest natural gas distribution utility, serving over 20 million consumers across 20,000 square miles of Central and Southern California.[5]

SCG provides the City and SOI with customer and distribution services. The City and SOI do not have any natural gas storage facilities. Natural gas is brought to the City and SOI through an existing network of gas transmission pipelines. Natural gas is distributed through existing mains located under streets, which can be extended to serve new projects. When new gas supply lines are required, SCG obtains encroachment permits from the City and County in advance of construction.

Most of the natural gas used in California comes from out-of-state natural gas basins. Natural gas from out-of-state production basins is delivered into California via the interstate natural gas pipeline system. The five major interstate pipelines that deliver out-of-state natural gas to California consumers are the Gas Transmission Northwest Pipeline, Kern River Pipeline, Transwestern Pipeline, El Paso Pipeline, and Mojave Pipeline. Another pipeline, the North Baja Pipeline, takes gas off the El Paso Pipeline at the California/Arizona border and delivers that gas

[4] Southern California Edison, Powering Southern California for 125+ Years, https://www.sce.com/wps/portal/home/about-us/who-we-are, accessed February 25, 2013.

[5] Sempra Energy, *Our Companies*, http://www.sempra.com/about/our-companies/southern-california-gas-co.shtml, accessed February 22, 2013.

through California into Mexico. While the Federal Energy Regulatory Commission (FERC) regulates the transportation of natural gas on the interstate pipelines, the California Public Utilities Commission (CPUC) often participates in FERC regulatory proceedings to represent the interests of California natural gas consumers.

According to Table 5.22-1, *Existing Natural Gas Consumption*, it is estimated that the City of Upland currently consumes 2,384,412 kcf per year of natural gas.

Table 5.22-1
Existing Natural Gas Consumption

Land Use	Development Potential	Consumption Factor	Natural Gas Demand
Residential	27,274 du	6,665 cf/du/month	181,781 kcf/month
Commercial	5,834,412 sf	2.9 cf/sf/month	16,920 kcf/month
		Total	**198,701 kcf/month (2,384,412 kcf/year)**

cf = cubic feet kcf = thousand cubic feet sf = square feet du = dwelling unit
Note: All non-residential land uses are lumped into the Commercial Designation, to produce a more conservative estimate.

Source: Consumption factors obtained from South Coast Air Quality Management District CEQA Air Quality Handbook, April 1993, Table A9-12-A.

RENEWABLE ENERGY

Southern California Edison

In 2011, SCE delivered approximately 15.5 billion kilowatt-hours of renewable energy to its customers, representing approximately 21.1 percent of the total energy delivered. Energy sources were generated from wind, solar, geothermal, hydroelectric, and biomass sources. Table 5.22-1, *Southern California Edison, 2012 Renewable Energy Summary*, provides a summary of the renewable energy SCE generated in 2012.

Table 5.22-2
Southern California Edison 2011 Renewable Energy Summary

Type of Energy	Capacity (MW)	Delivered in 2012 (GWh)	Percentage of SCE's Renewable portfolio (%)
Wind	2,315	6,241	41%
Geothermal	932	6,522	44%
Solar	433	1,038	7%
Small Hydro	227	628	4%
Biomass	129	614	4%
Total	**4,036**	**15,098**	**100%**

Source: Southern California Edison, Our Renewable Power Summary for 2012, https://www.sce.com/wps/portal/home/about-us/environment/renewable-power, accessed May 10, 2013.

Southern California Gas Company

SCG participates in the Self-Generation Incentive Program (SGIP), which was established in 2001 in response to Assembly Bill (AB) 970. This legislation required the CPUC to initiate certain program activities that allowed customers of the utility to generate their own power and sell it back to a utility. The first SGIP application was accepted by the CPUC in July 2001. Today, the SGIP represents the single largest incentive program of its kind in the country. The program provides incentives to support existing, new, and emerging distributed energy resources. The SGIP provides rebates for qualifying distributed energy systems installed on the customer's side of the utility meter. Qualifying technologies include wind turbines, waste heat to power technologies, pressure reduction turbines, internal combustion engines, microturbines, gas turbines, fuel cells, and advanced energy storage systems.[6]

5.22.3 SIGNIFICANCE THRESHOLDS AND CRITERIA

The issues presented in the Initial Study Environmental Checklist (Appendix G of the *CEQA Guidelines*) have been utilized as thresholds of significance in this Section. Accordingly, impacts to electricity and natural gas facilities and service resulting from the implementation of the proposed Project may be considered significant if they would result in the following:

- The project would create demands on electricity or natural gas supply and/or infrastructure which exceed the capacity of the utility serving the project area.

Based on these significance thresholds and criteria, the proposed Project's effects have been categorized as either "no impact," a "less than significant impact," or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact.

5.22.4 PROJECT IMPACTS AND MITIGATION MEASURES

ELECTRICITY

- **WOULD PROJECT IMPLEMENTATION INCREASE THE DEMAND FOR ELECTRICAL SERVICE BEYOND EXISTING CONDITIONS REQUIRING EXPANSION OF THE EXISTING ELECTRICAL SYSTEM?**

Impact Analysis: Project implementation could result in an increased demand for electricity supplies. As indicated in Table 5.22-3, *Net Increase in Electricity Demand*, the proposed Project could result in an increased electricity demand of approximately 101 million KWh/year over the

[6] California Public Utilities Commission, *Self-Generation Incentive Program*, http://www.cpuc.ca.gov/PUC/energy/DistGen/sgip/, accessed February 25, 2013.

87.34 billion KWh that SCE delivered to customers in 2011. This constitutes a 0.12 percent increase in electricity demand through Project implementation.

Table 5.22-3
Net Increase in Electricity Demand

Land Use	Development Potential	Consumption Factor	Electricity Demand
Residential	3,206 units	5626.5 kWh/du/year	18,038,559 KWh/year
Non-Residential[1]	6,402,019 SF	12.95 kWh/sf/year[2]	82,906,146 KWh/year
		Total	**100,944,705 KWh/year**

kWh = kilowatt-hour MWh = Megawatt-hour sf = square feet du = dwelling unit
1 = Non-residential land uses include commercial, office and research park, business park, and civic/institutional
2 = Office Consumption Factor was applied.

Source: Consumption factors obtained from South Coast Air Quality Management District CEQA Air Quality Handbook, April 1993, Table A9-11-A.

SCE has existing electricity infrastructure located throughout the City, which would serve future development associated with the Project implementation. SCE also maintains a Distribution Plan that is updated every year. It is anticipated that service demands created by Project implementation are within the service parameters of SCE current and future transmission and service infrastructure. SCE would update existing facilities or add new facilities in the City as needed throughout the life of the proposed Project. Financial responsibility for any updates or additional facilities would be in accordance with SCE's rules and tariffs. All new developments that require new electricity lines to be installed would be required to pay applicable fees assessed by SCE to extend electricity lines to serve a specific project site. SCE would not provide service to new developments if there were not adequate electricity supplies and infrastructure to maintain existing service levels and meet the anticipated electricity demands of the specific development requesting service.

In addition, all new construction in the State of California is subject to the energy conservation standards set forth in *Title 24*, Parts 6 and 11 of the *California Code of Regulations*. These are prescriptive standards that establish maximum energy consumption levels for the heating and cooling of new buildings. Furthermore, the proposed General Plan 2035 includes Policies related to conservation and energy efficiency. Implementation of these building practices would reduce the demand for electricity. As such, impacts would be less than significant in this regard.

General Plan 2035 Policies and Actions:

Policy PFS-15.1 Access and Availability. Work with utility and service providers to ensure access to and availability of utilities and telecommunication facilities for households, businesses, institutions, and public agencies throughout the City.

Policy PFS-15.2 Project Coordination. Work with utility and service providers early the development process to ensure utility and service needs can be successfully integrated into projects.

Mitigation Measures: No further mitigation is required beyond implementation of the GPU Policies.

Level of Significance After Mitigation: Not Applicable.

NATURAL GAS

- **WOULD PROJECT IMPLEMENTATION INCREASE THE DEMAND FOR NATURAL GAS SERVICE BEYOND EXISTING CONDITIONS REQUIRING EXPANSION OF THE EXISTING NATURAL GAS SYSTEM?**

Impact Analysis: Project implementation could result in an increased demand for natural gas supplies. As indicated in Table 5.22-4, *Net Increase in Natural Gas Demand*, new development associated with Project implementation could generate a need for of approximately 464,810 kcf per year of additional natural gas supplies over existing usage.

Table 5.22-4
Net Increase in Natural Gas Demand

Land Use	Development Potential	Consumption Factor	Natural Gas Demand
Residential	3,026 du	6,665 cf/du/month	20,168 kcf/month
Non-Residential[1]	6,402,019 sq ft	2.0 cf/sf/month	18,566 kcf/month
		Total	**38,734 kcf/month** **464,810 kcf/year**

cf = cubic feet kcf = thousand cubic feet sf = square feet du = dwelling unit
1 = Non-residential land uses include commercial, office and research park, business park, and civic/institutional
2 = Office Consumption Factor was applied.

Source: Consumption factors obtained from South Coast Air Quality Management District CEQA Air Quality Handbook, April 1993, Table A9-12-A.

This represents an increase in natural gas consumption of approximately 19 percent over 25 years, which is approximately a 0.76 percent increase per year. Future development would be reviewed on a project-by-project basis to determine if adequate infrastructure and supply is available to serve the proposed Project. All new developments that require new natural gas lines to be installed would be required to pay applicable fees to extend natural gas lines to serve a specific project site. SCG would not provide service to new developments if there were not adequate supplies and infrastructure to maintain existing service levels and meet the anticipated natural gas demands of the specific development requesting service. Furthermore, the proposed General Plan 2035 includes Policies related to conservation and energy efficiency.

Implementation of these building practices would reduce the demand for natural gas. As such, impacts would be less than significant in this regard.

General Plan 2035 Policies and Actions: Refer to the Policies referenced above.

Mitigation Measures: No further mitigation is required beyond implementation of the GPU Policies.

Level of Significance After Mitigation: Not Applicable.

5.22.5 CUMULATIVE IMPACTS AND MITIGATION MEASURES

- **WOULD DEVELOPMENT ANTICIPATED BY THE PROJECT AND OTHER CUMULATIVE DEVELOPMENT RESULT IN CUMULATIVELY CONSIDERABLE IMPACTS TO ELECTRICAL AND/OR NATURAL GAS SERVICES AND FACILITIES?**

Impact Analysis: For this topic, the cumulative impacts are analyzed in terms of impacts associated with the proposed Project and related cumulative projects served by the same electricity and natural gas service providers (i.e., SCE, SCG).

As concluded above, the Project would not result in significant impacts to electricity and natural gas services and facilities serving the City and SOI. The Project's incremental effects to electricity and natural gas supplies would not be cumulatively considerable.

Future development resulting from the Project implementation, in combination with other future development within SCE and SCG service areas, would result in the long-term and continued use of electricity and natural gas resources. Potential electricity and natural gas impacts associated with new developments would be evaluated on a project-by-project basis. All new development that would be served by SCE would be required to pay applicable fees assessed by SCE necessary to provide service to the specific project. SCE would not provide service to new developments if there were not adequate electricity supplies and infrastructure to maintain existing service levels and meet the anticipated electricity demands of the specific development requesting service. Similarly, future developments that require new infrastructure/ gas main extensions would be required to pay all applicable fees assessed by SCG necessary to accommodate the specific project. Natural gas services provided would be required to comply with all policies and extension rules of SCG. SCG would not allow new development projects to connect to existing gas main unless the system could maintain adequate service and supply to existing customers and meet the anticipated demands of the project requesting service. Therefore, the combined cumulative impacts to electricity and natural gas services and facilities associated with the Project's incremental effects and those of the cumulative projects would be less than significant.

General Plan 2035 Policies and Actions: Refer to the Policies referenced above.

Mitigation Measures: No further mitigation is required beyond implementation of the GPU Policies.

Level of Significance After Mitigation: Not Applicable.

5.22.6 SIGNIFICANT UNAVOIDABLE IMPACTS

Impacts to electricity and natural gas supplies and infrastructure resulting from Project implementation would be less than significant following compliance with the existing regulatory framework and implementation of the General Plan 2035 Policies and Actions. No significant unavoidable impacts to electricity and natural gas services and facilities would occur as a result of the Project.

5.22.7 SOURCES CITED

Southern California Edison Website, located online at www.sce.com, accessed February 25, 2013.

Sempra Energy Website, located online at www.sempra.com, accessed February 25, 2013.

California State Self-Generation Incentive Program website, located at http://www.cpuc.ca.gov/ PUC/ energy/DistGen/sgip/, accessed February 25, 2013.

Placeworks, *City of Upland General Plan Update*, Draft September 2014.

Placeworks, *City of Upland Zoning Code Update*, Draft September 2014.

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SECTION 6.0
Alternatives

6.0 ALTERNATIVES

Under the California Environmental Quality Act (CEQA), the identification and analysis of alternatives to a project is a fundamental part of the environmental review process. Public Resources Code (PRC) § 21002.l(a) establishes the need to address alternatives in an Environmental (EIR) by stating that in addition to determining a project's significant environmental impacts and indicating potential means of mitigating or avoiding those impacts, "the purpose of an environmental impact report is ... to identify alternatives to the project."

Direction regarding the definition of project alternatives is provided in *CEQA Guidelines § 15126.6(a)*, as follows:

> *An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives.*

The *CEQA Guidelines* emphasize that the selection of project alternatives be based primarily on the ability to reduce impacts relative to the proposed project, "even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly."[1] The *CEQA Guidelines* further direct that the range of alternatives be guided by a "rule of reason," such that only those alternatives necessary to permit a reasoned choice are addressed.[2]

In selecting project alternatives for analysis, potential alternatives must pass a test of feasibility. *CEQA Guidelines* § 15126.6(f)(1) states that:

> *Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site. . .*

Beyond these factors, *CEQA Guidelines* require the analysis of a "no project" alternative and an evaluation of alternative location(s) for the project, if feasible. Based on the alternatives analysis, an environmentally superior alternative is to be designated. If the environmentally superior alternative is the No Project Alternative, then the EIR shall identify an environmentally superior alternative among the other alternatives.[3] In addition, *CEQA Guidelines* § 15126.6(c) requires that an EIR identify any alternatives that were considered for analysis but rejected as infeasible and discuss the reasons for their rejection.

[1] *CEQA Guidelines § 15126.6(b).*
[2] *CEQA Guidelines § 15126.6(f).*
[3] *CEQA Guidelines § 15126.6(e)(2).*

The range of feasible alternatives shall be selected and discussed in a manner to foster meaningful public participation and informed decision making. The range of potential alternatives to the proposed project shall also include those that could feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant effects. An alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative need not be considered.

PROJECT OBJECTIVES

The proposed Project objectives, as referenced in Section 3.4, *State of Objectives*, are presented below.

The City of Upland's objectives for the General Plan 2035 (GPU) are to:

- Update the City's baseline (i.e., existing) environmental conditions to the year 2008.
- Update the General Plan development projections for the year 2035, including projections for dwelling units, non-residential uses (square footage), population, and employment.
- Update the Land Use Element, including the establishment of Focus Areas with Policies specific to these areas.
- Create a new Community Character and Urban Design Element to identify, protect, and strengthen Upland's unique physical and visual resources, and guide the City's future physical development.
- Update the City's traffic model to reflect current conditions and plan for a multi-modal transportation system.
- Revise the General Plan noise and air quality databases based upon the updated traffic model.
- Update the General Plan for consistency with the proposed Cable Airport Land Use Compatibility Plan Update.
- Provide new Goals and Policies to address future development and growth within the City and Sphere of Influence (SOI).
- Provide comprehensive and concise land use designations that better reflect the land use vision for the City.
- Incorporate sustainability Goals and Policies to balance current demands with future demands, as they pertain to the environment, economy, and social equity.

- Comply with CEQA Section 21000 et seq., which requires that environmental impacts be addressed and mitigated.

- Provide a legally defensible environmental foundation upon which discretionary actions may be evaluated.

The City of Upland's objectives for the Zoning Code Update (ZCU) are as follows:

- Ensure that future development reflects and implements the Upland General Plan 2035.

- Update the Code for consistency with the proposed Cable Airport Land Use Compatibility Plan Update.

- Ensure quality and environmentally sustainable future development.

- Improve clarity and consistency of language throughout the Code.

- Enhance the Zoning Code's user-friendliness.

- Streamline the permitting process and administration of the Code.

The City of Upland's objectives for the Climate Action Plan (CAP) are to:

- Describe Upland's emissions sources;

- Provide projections of future emissions based on growth allowed by the General Plan;

- Provide clear guidance to City staff regarding when and how to implement key provisions of the plan;

- Recommend strategies, measures, and actions to achieve GHG reductions;

- Demonstrate Upland's commitment to comply with State GHG reduction efforts; and

- Define a strategy for turning this plan into action and transparently tracking and reporting progress toward the GHG reduction goals.

The Cable Airport Land Use Compatibility Plan (CALUCP) objectives are to provide a Plan that:

- Articulates procedural policies and compatibility criteria, established in accordance with the California State Aeronautics Act, applicable to airport land use compatibility planning in the vicinity of Cable Airport.

- Protects public health, safety, and welfare by ensuring the orderly expansion of the airport and adopting land use measures that minimize the public's exposure to excessive

noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses.

- Can be used as the basis for determining the compatibility of new development in the Cable Airport influence area.

- Can be used, either directly or as reflected in the General Plan and Zoning Code, when making other planning decisions regarding proposed development of lands within the Cable Airport influence area.

- Can be used as the basis for reviewing proposed plans for development of Cable Airport that could have implications on land use compatibility around the airport.

- Coordinates with and assists other entities having jurisdiction over lands within the Cable Airport influence area to help them ensure compliance with the Plan's policies.

- Provides information to the City of Claremont regarding Cable Airport land use compatibility matters.

PROJECT SIGNIFICANT AND UNAVOIDABLE IMPACTS

Per CEQA Guidelines, only those impacts found significant and unavoidable are relevant in making the final determination of whether an alternative is environmentally superior or inferior to the proposed Project. As discussed throughout Section 5.0, *Environmental Analysis*, Project impacts involving all environmental issue areas, except Air Quality, would be less than significant following implementation of the GPU, ZCU, CAP, and CALUCP, and compliance with the established regulatory framework, and recommended mitigation measures. Despite implementation of the GPU, ZCU, CAP, AND CALUP, and compliance with the established regulatory framework and all feasible mitigation measures, Project impacts involving Air Quality would remain significant and unavoidable, as follows:

Air Quality (see Section 5.5)

- *Short-Term Construction Emissions.* As Project-related emissions (associated with future development and infrastructure projects facilitated by the Project) are anticipated to exceed SCAQMD [South Coast Air Quality Management District] thresholds, construction-related emissions are considered significant unavoidable despite compliance with Mitigation Measures AQ-1 through AQ-8.

- *Long-Term Mobile and Stationary Source Emissions.* During the operational phase, potential development within the Project area would result in a net increase in regional criteria pollutants from the operation of both stationary and mobile sources. CEQA review of individual development projects would include an evaluation to determine whether potential air pollutant emissions generated from growth could result in a significant impact to air quality. The significance level of these impacts would be

determined during review and appropriate mitigation measures would be developed. However, due to the magnitude of development and associated mobile and stationary source air quality impacts, impacts in this regard would be significant unavoidable despite compliance with Mitigation Measures AQ-9 through AQ-14.

- *Cumulative Short-Term Construction and Long-Term Mobile and Stationary Source Emissions Impacts.* Construction of future potential development projects in the City, Sphere of Influence, and surrounding cities may be "cumulatively considerable," despite compliance with General Plan 2035 Policies and Actions. Emissions from operations of future development associated with implementation of the General Plan 2035 would potentially exceed the SCAQMD thresholds for criteria pollutants, resulting in a significant impact. In accordance with SCAQMD methodology, any project that cannot be mitigated to a level of less than significant is also significant on a cumulative basis.

PROJECT ALTERNATIVES

The following Section identifies alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process. Among the factors used to eliminate alternatives from detailed consideration are: failure to meet most of the basic Project objectives; infeasibility; and/or inability to avoid significant environmental impacts.

The following Section also provides a comparative analysis of the potential environmental impacts associated with the following alternatives and the proposed Project: "No Project/Current General Plan" Alternative; and "Mixed-Use Corridors" Alternative. Throughout the analyses presented below, the Alternatives' impacts are analyzed for each environmental issue area, as examined in Sections 5.1 through 5.22. In this manner, each alternative can be compared to the proposed Project on an issue-by-issue basis. Table 6-5, *Comparison of Alternatives*, which is included at the end of this Section, provides an overview of the alternatives analyzed and a comparison of each alternative's impacts in relation to the proposed Project. Section 6.5, *Environmentally Superior Alternative*, references the "environmentally superior" alternative, as required by the *CEQA Guidelines*.

6.1 ALTERNATIVES CONSIDERED BUT REJECTED

In accordance with CEQA Guidelines § 15126.6(c), an EIR should identify any alternatives that were considered for analysis but rejected as infeasible and briefly explain the reasons for their rejection. According to the CEQA Guidelines, among the factors that may be used to eliminate alternatives from detailed consideration are the alternative's failures to meet most of the basic project objectives, the alternative's infeasibility, or the alternative's inability to avoid significant environmental impacts. Two alternatives were considered for analysis but rejected as infeasible: Limited Change Scenario; and Commercial Corridors Scenario.

This Section summarizes proposed City-wide land use alternatives that were considered for the Upland General Plan 2035. Three alternatives and a preferred alternative approach to land use were developed for the City that focus on areas categorized as undergoing significant change during the General Plan's lifespan. The process for developing each alternative involved extensive collaboration with the City and community, and a consideration of new opportunities and constraints that were identified through the General Plan Update process. Each alternative uses the existing General Plan land use designations as a basis. Following is a description of each alternative that was considered, along with a table outlining their respective estimated growth in residential and non-residential land uses at General Plan buildout. The land use maps provided for each alternative highlight the City's significant change areas (i.e., Focus Areas), which include the following:

- College Heights;
- Foothill Boulevard;
- Southeast Quadrant;
- Historic Downtown Specific Plan;
- 9th Street Industrial; and
- Mountain Avenue.

While the Historic Downtown Specific Plan Area is identified as a significant change area, future land uses are subject to the provisions of the Specific Plan, thus are not considered in this analysis.

The new land use designations that have been developed for purposes of the General Plan Update are identified in the land use alternatives. The proposed land use designations allow for a greater amount of flexibility than the designations in the current General Plan through the consolidation of land uses and creation of new mixed-use designations. For example, the existing designations include six single-family and five multi-family residential land use designations. The proposed designations consolidate single-family residential into Low, Medium and Mobile Home, and multi-family residential into Low, Medium and High densities. Additionally, the existing designations contain two mixed-use designations, Commercial/ Industrial Mixed-Use and Industrial/Loft Mixed-Use. The proposed mixed-use designations replace Industrial/Loft Mixed-Use with Business/Residential Mixed-Use and add Commercial/ Residential Mixed-Use. Another notable change is the consolidation of the City's ten commercial designations into the following four designations: Neighborhood Commercial; Community-Serving Commercial; Regional Commercial; and Office/Professional.

The amount of targeted growth for each alternative is based on historic growth trends in the City for both residential and non-residential development, future housing needs, and the market for new non-residential development types. The results of a buying power analysis indicate that retail demand from Upland residents is unlikely to support the amount of retail allowed in full buildout of the land use alternatives; however, it is noted that it is common and forward-thinking for cities to allow for more development capacity than is suggested by projected demand, in order to ensure there is sufficient retail development capacity available as developers and retailers look for opportunities in the future. In addition, a large amount of the commercial square footage allowed in each alternative is part of mixed-use designations where future development can be flexible based on market demand.

Rejected Alternative 1: Limited Change Scenario

The Limited Change Scenario reflects a continuation of the existing development pattern in the City and is based closely upon the existing General Plan map; see Exhibit 6-1, *Limited Change Scenario*. The only change in this scenario is that the current General Plan land use designations have been changed to the new land use designations, which create greater flexibility through the consolidation of designations and the creation of mixed-use designations, as described above.

Table 6-1, *Comparison of Proposed Project and Limited Change Scenario*, outlines the land uses that are assumed under the Limited Change Scenario and compares them to the proposed Project. As shown in Table 6-1, this Alternative involves the following growth over existing 2008 conditions: approximately 305 additional dwelling units; approximately 5.5 million additional square feet of non-residential land uses; and approximately 9,965 additional jobs. As also shown in Table 6-1, the Limited Change Scenario involves significantly less residential development (only approximately 10 percent of what is proposed by the Project). Additionally, approximately 17 percent less non-residential development and 18 percent less employment would occur under this Alternative.

This Alternative was rejected because it lacked additional appropriate commercial land uses along Foothill Boulevard. These commercial uses are necessary given that the Historic Downtown Specific Plan targets retail in the Downtown, rather than along Foothill Boulevard. Because commercial uses are not planned along Foothill Boulevard, they in turn are encouraged in the Downtown. More strategic planning is needed, including in College Heights. This Alternative was also rejected, because it does not meet the Project objectives.

Table 6-1
Comparison of Proposed Project and Limited Change Scenario
(at Buildout)

Alternative	Residential (DU)	Non-Residential Total (SF)	Employment
Rejected Alternative - Limited Change			
Land Use @ Buildout	27,579	11,316,681	22,423
Existing Conditions	27,274	5,834,412	12,458
Estimated Growth	*305*	*5,482,269*	*9,965*
Proposed Project (GP 2035)			
Land Use @ Buildout	30,300	12,236,430	24,245
Existing Conditions	27,274	5,834,412	12,458
Estimated Growth	*3,026*	*6,402,018*	*11,787*
Difference in Growth	***-2,721***	***-919,749***	***-1,822***
% Difference in Growth	***-892%***	***-17%***	***-18%***

Rejected Alternative 2: Commercial Corridors Scenario

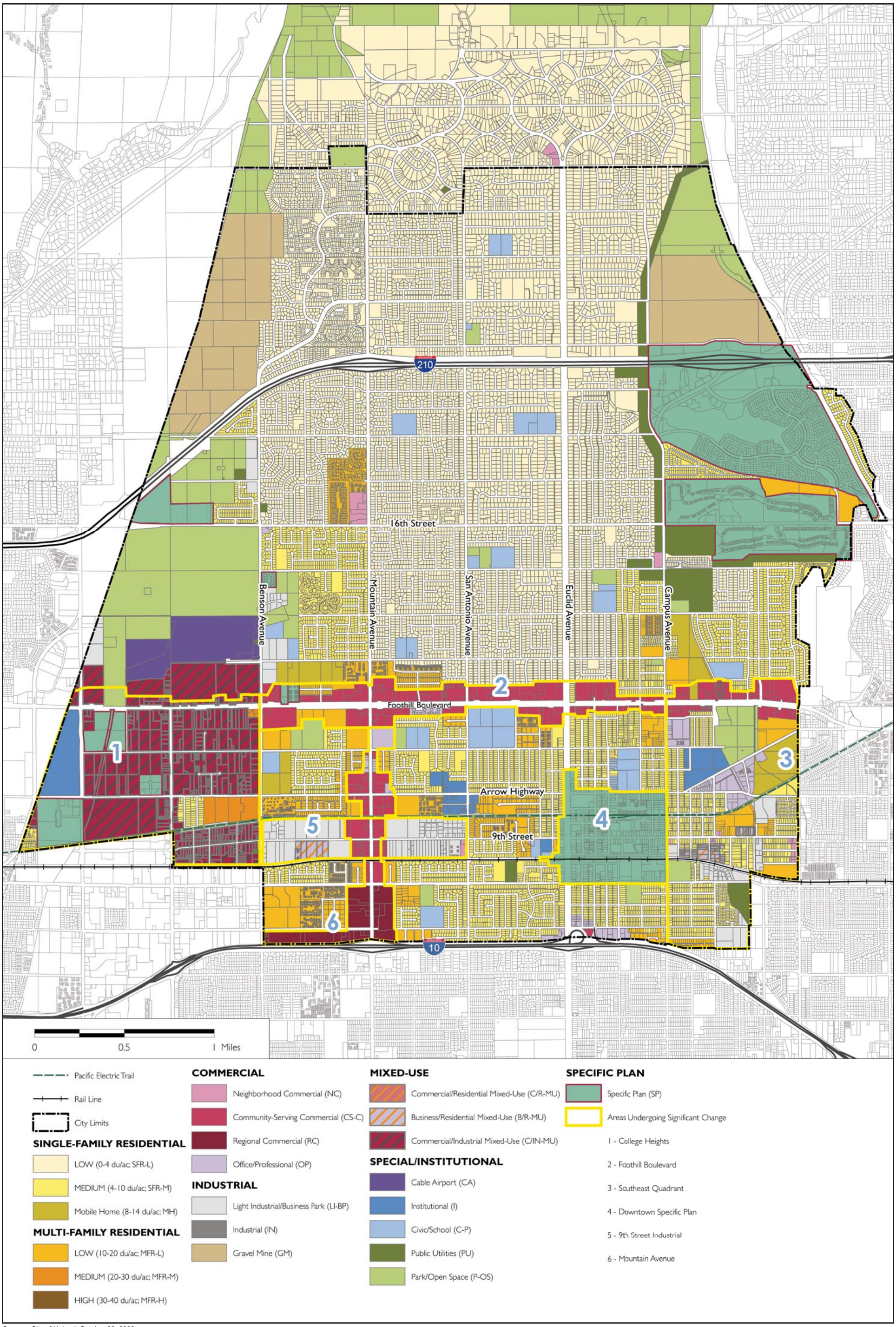
The Commercial Corridors Scenario focuses new development on corridors, primarily adding commercial and office uses along Foothill Boulevard; see Exhibit 6-2, *Commercial Corridors Scenario*. Office and professional buildings with ground-floor retail would be encouraged at key intersections along Foothill Boulevard to create pedestrian-friendly nodes. Additional Office and professional development would be allowed along the eastern portion of Foothill Boulevard, providing space for hospital-related office uses near the San Antonio Community Hospital. The existing Highway Commercial along Foothill Boulevard, Mountain Avenue and Central Avenue would be changed to Community-Serving Commercial, which would provide for pedestrian-friendly commercial developments rather than auto-oriented developments.

Commercial/Residential Mixed-Use is a new land use designation that would be applied to areas in the Southeast Quadrant along 9th Street and Arrow Highway, and in College Heights along Central Avenue. Additional Industrial and Light Industrial/Business Park designations are also included in this scenario, focusing on the areas surrounding Cable Airport and College Heights (between Foothill Boulevard and Arrow Highway). Restrictions on land uses around Cable Airport make this an excellent location for industrial land uses.

Increased residential density would also be achieved under this scenario with multi-family housing accommodated in the Southeast Quadrant and in College Heights near the Montclair Metrolink Station and along Arrow Highway.

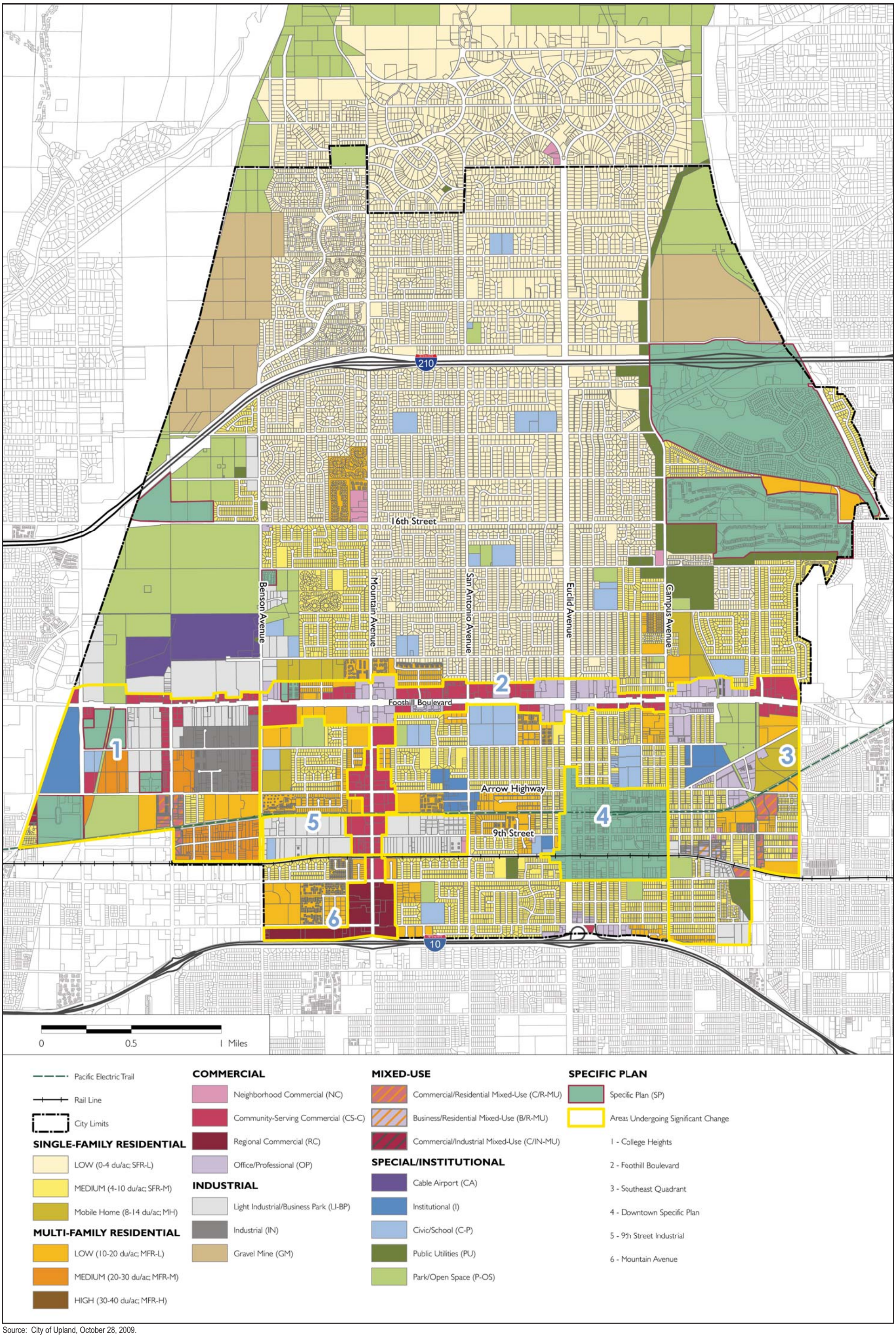
Table 6-2, *Comparison of Proposed Project and Commercial Corridors Scenario*, outlines the land uses that are assumed under the Commercial Corridors Scenario and compares them to the proposed Project. As shown in Table 6-2, this Alternative involves the following growth over existing 2008 conditions: approximately 740 additional dwelling units; approximately 5.0 million additional square feet of non-residential land uses; and approximately 9,044 additional jobs. As also shown in Table 6-2, the Commercial Corridors Scenario involves significantly less residential development (only approximately 25 percent of what is proposed by the Project). Additionally, approximately 28 percent less non-residential development and 30 percent less employment would occur under this Alternative.

This Alternative was rejected because it doesn't allow sufficient flexibility along the corridor through mixed-uses. It was also rejected, because it does not meet the Project objectives.



Source: City of Upland, October 28, 2009.

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Source: City of Upland, October 28, 2009.

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Table 6-2
Comparison of Proposed Project and Commercial Corridors Scenario
(at Buildout)

Alternative	Residential (DU)	Non-Residential Total (SF)	Employment
Rejected Alternative - Commercial Corridors			
Land Use @ Buildout	28,014	10,852,055	21,502
Existing Conditions	27,274	5,834,412	12,458
Estimated Growth	*740*	*5,017,643*	*9,044*
Proposed Project (GP 2035)			
Land Use @ Buildout	30,300	12,236,430	24,245
Existing Conditions	27,274	5,834,412	12,458
Estimated Growth	*3,026*	*6,402,018*	*11,787*
Difference in Growth	***-2,286***	***-1,384,375***	***-2,743***
% Difference in Growth	***-309%***	***-28%***	***-30%***

6.2 "NO PROJECT/CURRENT GENERAL PLAN" ALTERNATIVE

In compliance with CEQA Guidelines Section 15126.6(e), the specific alternative of "no project" is also evaluated along with its impact. The purpose of describing and analyzing a no project alternative is to allow decision makers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project. When the project is the revision of an existing land use or regulatory plan, policy, or ongoing operation, such as are the proposed General Plan 2035 and ZCU, the "no project" alternative will be the continuation of the existing plan, policy, or operation into the future.

DESCRIPTION OF ALTERNATIVE

The Project involves updates to the current General Plan, Zoning Code, and CALUCP, and a new Climate Action Plan (CAP). Therefore, the No Project Alternative involves continuation of the current General Plan, Zoning Code, and CALUCP into the future, and no CAP. This Alternative assumes buildout of the City in accordance with the current General Plan's land use designations and policies, which were adopted between 1982 and 2001, and also in accordance with the current Zoning Code's Zones and development standards. The "No Project/Current General Plan" Alternative proposes development of what would be reasonably expected to occur in the foreseeable future, if the proposed General Plan 2035 were not approved, based on the current General Plan's development capacity.

Adopted in June 1982, the General Plan identified the desired future relationship between people and their various needs. The purpose of the General Plan was to provide a general, comprehensive, and long-range guide for community decision-making. The Planning Area addressed in the 1982 General Plan is comprised of approximately 11,512 acres (approximately 18 square miles) of which approximately 9,543 acres (approximately 15 square miles) are located within the City Limits and approximately 1,969 acres (approximately three square miles) are located within two unincorporated areas in the City's SOI.

Eight elements make up the 1982 Upland General Plan, as follows:

- Land Use Element;
- Housing Element;
- Circulation Element;
- Scenic Highways Element;
- Seismic Safety/Safety Element;
- Open Space/Conservation Element;
- Noise Element; and
- Air Quality Element.

LAND USE ELEMENT

Adopted in 1996, the Land Use Element describes broad categories of "land use." A land use designation refers to the broad category of land use planned or designated for areas throughout the City. The Upland General Plan Land Use Map relates the General Plan's policies and actions to general areas and locations in the Planning Area. It is a graphic representation of the distribution of land use designations, as forecasted for the Planning Area's buildout, according to General Plan Policies. Upland's existing land use categories are illustrated in Exhibit 5.1-1, *Existing General Plan Land Use Map*, and outlined in Table 5.1-1, *Existing General Plan Land Use*, including the acreage contained in each category and its percentage of the City's total land area. As indicated in Table 5.1-1, the largest land use category is single-family residential, representing approximately 52 percent of the City's land area. The open space and commercial land use categories also comprise substantial portions of the City, representing approximately 16 and 8.0 percent of the City's land area, respectively.

This Alternative assumes that the current General Plan would continue to be the source of information regarding various issues including land use, traffic, community noise levels, air quality, public services and utilities service levels, and population, housing, and employment, and that development would occur pursuant to existing City Policies. Similarly, this Alternative assumes that the current Zoning Code would not be updated and development would continue pursuant to the existing development standards and guidelines. It is noted, the Zoning Code Update's development capacity would be less than the General Plan 2035's development capacity. Therefore, the General Plan 2035's development capacity, which would result in greater impacts overall, is assumed in the following analysis. Thus, the impacts of continued implementation of the current General Plan are compared to the impacts of implementing the proposed 2035 General Plan.

Table 6-3, *Comparison of Proposed Project and No Project/Current General Plan Alternative*, outlines the land uses that are assumed under the current General Plan and compares them to the proposed General Plan 2035. As shown in Table 6-3, this Alternative involves the following

growth over existing 2008 conditions: approximately 1,124 additional dwelling units; approximately 5.8 million additional square feet of non-residential land uses; and approximately 10,687 additional jobs.

Table 6-3
Comparison of Proposed Project and No Project/Current General Plan Alternative

Alternative	Residential (DU)	Non-Residential Total (SF)	Employment
No Project (Current GP) Alternative			
Land Use @ Buildout	28,398	11,681,289	23,145
Existing Conditions	27,274	5,834,412	12,458
Estimated Growth	*1,124*	*5,846,877*	*10,687*
Proposed Project (GP 2035)			
Land Use @ Buildout	30,300	12,236,430	24,245
Existing Conditions	27,274	5,834,412	12,458
Estimated Growth	*3,026*	*6,402,018*	*11,787*
Difference in Growth	***-1,902***	***-555,141***	***-1,100***
% Difference in Growth	***-169%***	***-9%***	***-10%***

The following discussion evaluates the potential environmental impacts associated with the No Project/Current General Plan Alternative, as compared to impacts from the proposed Project.

IMPACT COMPARISON TO THE PROPOSED PROJECT

Land Use and Planning

As shown in Table 6-3, the No Project/Current General Plan Alternative involves significantly less residential development (only approximately 37 percent of what is proposed by the Project). Additionally, approximately 9.0 percent less non-residential development and 10 percent less employment would occur under this Alternative.

Similar to the proposed Project, the No Project/Current General Plan Alternative would not physically divide an established community or conflict with existing Federal and State regulations. This Alternative would not update the General Plan to reflect: 2008 existing conditions; 2035 development projections (for residential, non-residential, population, and employment); current/relevant Goals, Policies, and Actions; reorganized and new land use designations; revised/new Elements to reflect current conditions and account for new development projections. Additionally, this Alternative would not update the Zoning Code. With this Alternative, new zoning standards to ensure future development's quality and environmental sustainability would not be included, and reorganization to a more intuitive format, improving clarity and consistency would not occur. As such, the beneficial land use impacts associated with the proposed Project (i.e., updating the General Plan and Zoning Code,

in order to serve as planning tools for reviewing future projects and coordinating with other jurisdictions and regulatory agencies regarding planning and environmental matters) would not occur.

The No Project/Current General Plan Alternative would comply with the Southern California Association of Government's (SCAG) 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Policies and adopted growth forecasts, however, to a lesser degree than the Project.

The Cable Airport Land Use Compatibility (CALUCP) would not be updated with this Alternative. Thus, current/relevant guidance to affected local land use jurisdictions with regard to airport land use compatibility matters involving Cable Airport would not be provided. Consistency between the CALUCP and relevant general plans and zoning ordinances would likely not exist. The Cable Airport Master Plan's (April 2011) proposed runway re-alignment and projected activity growth would not be considered in current/future land use decisions. As a ZCU would not occur under this Alternative, an Airport Compatibility Overlay Zone would not be developed and the City would not benefit from a consistent General Plan, Zoning Code, and CALUCP when considering development in proximity to Cable Airport.

The CAP would not be implemented, thus, new development would not be subject to compliance with the CAP's proposed strategies, measures, and actions, and likely GHG emissions reduction goals would not be achieved. Therefore, development in the City would continue under current land use and emissions regulations.

Regarding land use and planning, the No Project/Current General Plan Alternative would be environmentally inferior to the proposed Project, since it would not carry out the intended actions associated with the General Plan, Zoning Code, and CALUCP updates or achieve consistency among them.

Population, Housing, and Employment

Table 6-3 outlines the current General Plan's development potential, based on the 1996 Land Use Element and subsequent General Plan Amendments. As indicated in Table 6-3, the current General Plan has a development potential of approximately 28,398 dwelling units, approximately 5.8 million square feet of non-residential development, and approximately 23,145 jobs at buildout. When compared to the proposed Project, the No Project/Current General Plan Alternative involves significantly less residential development (only approximately 37 percent of what is proposed by the Project). Additionally, approximately 9.0 percent less non-residential development and 10 percent less employment would occur under this Alternative. As such, impacts involving population and housing would be proportionally less than with the proposed Project. Similar to the Project, this Alternative would result in less population growth than anticipated in SCAG's 2035 growth forecasts, thus, would not conflict with SCAG's *Adopted 2012 Integrated Growth Forecast*. Both development scenarios would improve the City's job/housing balance beyond existing conditions; however, this Alternative

would do so to a lesser degree, since 10 percent fewer jobs would be generated, as compared to the Project.

The No Project/Current General Plan Alternative would be neither environmentally superior nor inferior to the proposed Project regarding population and housing. Although, significantly less population and housing growth would occur under this Alternative, the City's job/housing balance would improve to a lesser degree with this Alternative, since 10 percent fewer jobs would be generated.

Aesthetics

Like the proposed Project, implementation of this Alternative would lead to greater urbanization within the Focus Areas and throughout the City by localized intensification of land uses on underutilized sites and introduction of new land uses on vacant sites. Despite these localized changes in visual character, they are not anticipated to degrade the existing visual character/quality of the respective development sites and their surroundings and impacts would be less than significant. Comparatively, the No Project/Current General Plan Alternative would result in similar aesthetic impacts as would the Project, but to a lesser degree due to substantially less residential development and approximately 9.0 percent less non-residential development.

The current General Plan Scenic Highways Element would remain in force and the development standards and guidelines proposed under the ZCU would not occur. The General Plan 2035 Goals and Policies related to visual quality and the development standards and guidelines proposed in the ZCU would serve as a beneficial impact when compared to the comparative Goals and standards in the current Scenic Highways Element and Zoning Code. As such, implementation of this Alternative would exclude these benefits from occurring.

The No Project/Current General Plan Alternative would be neither environmentally superior nor inferior to the proposed Project regarding aesthetics. This Alternative would result in less urbanization and associated effects on visual quality when compared to the General Plan 2035; however, the beneficial impacts from the proposed Goals and Policies and ZCU development standards would not occur.

Transportation and Traffic

Similar to the proposed Project, the No Project/Current General Plan Alternative would result in additional average daily trips (ADT) within the City, thereby, impacting the levels of service (LOS) on local streets and intersections. The General Plan 2035 would increase residential and non-residential development resulting in eight study intersections operating at a deficient LOS. However, with mitigation incorporated, all study intersections and roadway segments are forecast to operate acceptably under General Plan 2035 conditions. Additionally, all of the Congestion Management Plan (CMP) study intersections would operate acceptably under General Plan 2035 conditions, with implementation of the recommended mitigation. Transportation and traffic impacts associated with Project implementation would be less than significant by adherence to and/or compliance with the specified Mitigation Measure and

General Plan 2035 Policies and Actions. Comparatively, the No Project/Current General Plan Alternative involves significantly less residential development (only approximately 37 percent of what is proposed by the Project), with approximately 9.0 percent less non-residential development. The resultant ADT and impact on intersections and roadways would be proportionally reduced when compared to the General Plan 2035. Intersection and roadway improvements would be implemented in accordance with the current Circulation Element and Plan. The changes to the existing Circulation Element proposed under the 2035 General Plan (i.e., widening portions of Arrow Highway and Central Avenue and an extension of a portion of Central Avenue) would not occur under this Alternative.

Regarding transportation and traffic, the No Project/Current General Plan Alternative is environmentally superior to the proposed Project, since it would generate significantly less traffic.

Air Quality

Short-Term Impacts. Short-term air quality impacts from demolition, grading, and construction activities would occur with the No Project/Current General Plan Alternative due to development of the residential and non-residential land uses beyond existing conditions. The Project's construction-related emissions would be significant and unavoidable, despite the recommended mitigation. Comparatively, this Alternative's construction-related air quality impacts would be significantly less than the proposed Project, given this Alternative involves significantly less development. Similar to the proposed Project, construction-related air emissions from buildout of the No Project/Current General Plan Alternative would result in significant and unavoidable impacts from short-term construction emissions, however, to a lesser degree than the Project.

Long-Term Impacts. Long-term air quality impacts from area and mobile source pollutant emissions would occur with the No Project/Current General Plan Alternative, although to a lesser degree than with the proposed Project. Area source emissions associated with this Alternative would be less than the proposed Project, given this Alternative involves only 37 percent of the residential units proposed under the Project and 9.0 percent less non-residential development. Similarly, this Alternative's ADT are forecast to be significantly less than the Project's, thus, the resultant mobile source emissions would be substantially less. The Project's long-term combined mobile and area source pollutant emissions would exceed SCAQMD thresholds resulting in a significant unavoidable impact. Although the area and mobile source emissions for this Alternative would be substantially reduced in comparison to the Project, the Project's significant unavoidable impacts from long-term pollutant emissions would not be avoided under buildout of the current General Plan. With this Alternative, long-term pollutant emissions would occur similar to the proposed Project, although to a lesser degree.

AQMP Consistency. Similar to the Project, this Alternative would be consistent with the AQMP and SCAG goals and policies. Impacts in this regard would be less than significant.

Odors. Similar to the proposed Project, the No Project/Current General Plan Alternative would not create operational-related objectionable odors affecting a substantial number of people within the City. As such, impacts would be less than significant.

Cumulative Conditions. The Project's long-term combined mobile and area source pollutant emissions would exceed SCAQMD thresholds resulting in a significant and unavoidable impact. Although the area and mobile source emissions for this Alternative would be substantially reduced in comparison to the Project, the Project's significant unavoidable impacts from long-term pollutant emissions would not be avoided under buildout of the current General Plan; they would occur to a lesser degree. Therefore, this Alternative would result in significant and unavoidable impacts involving long-term cumulative emissions, as would the proposed Project.

The No Project/Current General Plan Alternative would be environmentally superior to the proposed Project regarding air quality impacts due to significantly fewer area and mobile source emissions. This Alternative would result in similar significant unavoidable impacts (i.e., long-term operational emissions and cumulative emissions) as the Project, however, to a lesser degree.

Greenhouse Gas Emissions

Project-related GHG emissions would not exceed the per capita per year Project level GHG threshold, resulting in a less than significant impact. The No Project/Current General Plan Alternative would result in significantly less short- or long-term GHG emissions than the Project, as it involves only approximately 37 percent of the number of dwelling units and 9.0 percent less non-residential square footage. The CAP would not be implemented, thus, new development would not be subject to compliance with the CAP's proposed strategies, measures, and actions, and likely GHG emissions reduction goals would not be achieved. As with the Project, this Alternative would result in less than significant impacts associated with GHG emissions.

The No Project/Current General Plan Alternative would be neither environmentally superior nor inferior to the proposed Project regarding GHG emissions. Although this Alternative would result in significantly less short- or long-term GHG emissions than the Project, the CAP would not be implemented, thus, GHG emissions reductions would occur to a lesser degree.

Noise

Short-term noise impacts from grading and construction activities would occur with the No Project/Current General Plan Alternative due to construction of buildings and improvements. With adherence to proposed General Plan Policies and Actions, and the City's Noise Ordinance, the Project's construction-related noise impacts would be less than significant. The Project's construction-related vibration impacts are also anticipated to be less than significant. Comparatively, construction-related short-term noise impacts from stationary and mobile sources, and vibration impacts would still occur with this Alternative, however, to a substantially lesser degree than with the proposed Project, given this Alternative involves only 37 percent of the Project's proposed residential uses and 9.0 percent less non-residential development.

Therefore, the short-term construction-related noise and vibration impacts that would occur with the proposed Project would be substantially reduced with this Alternative.

Project implementation would result in less than significant impacts from mobile noise sources on the surrounding roadway network. The long-term noise impacts from additional vehicular travel on the surrounding roadway network that would occur with the No Project/Current General Plan Alternative would be substantially less than with the proposed Project, given this Alternative would generate significantly less traffic.

Project implementation would result in less than significant impacts from stationary (i.e., mechanical equipment, slow-moving trucks, parking areas, etc.) noise sources. The No Project/Current General Plan Alternative would generate less noise from stationary sources than the proposed Project, since this Alternative involves less development.

This Alternative would contribute less cumulative noise (both short-term and operational noise) than would the proposed Project, since it involves a substantial reduction in residential and non-residential uses.

The CALUCP would not be updated with this Alternative, thus, the noise compatibility criteria intended to ensure people residing and working in the area would not be exposed to excessive aircraft-related noise levels, would not be adopted. The proposed General Plan 2035 Policies and Actions, and ZCU standards pertaining to the CALUCP would not be implemented. These Policies, Actions, and development standards assist the City in enforcing the CALUCP's noise compatibility criteria.

The No Project/Current General Plan Alternative would be environmentally superior to the proposed Project regarding noise. It would result in significantly less short-term construction-related, and long-term operational mobile or stationary source noise impacts than the Project, although, it would not achieve the benefits resulting from implementation of the CALUCP.

Geology and Soils

Less than significant impacts (with mitigation incorporated) involving soil erosion or the loss of topsoil from grading and excavation operations would occur with the proposed Project. Comparatively, this Alternative's impacts involving soil erosion would be significantly less than the proposed Project, since this Alternative involves substantially less development.

The proposed Project would result in less than significant impacts involving seismicity, geology, and soils with mitigation incorporated. Comparatively, this Alternative's impacts involving seismicity, geology, and soils would be significantly less than the proposed Project, given this Alternative would expose fewer persons and structures to potential hazards.

The No Project/Current General Plan Alternative would be environmentally superior to the proposed Project regarding erosion, seismicity, geology, and soils, given it involves less development and would expose fewer persons and structures to potential hazards.

Cultural Resources

The proposed Project would result in less than significant impacts involving cultural resources with mitigation incorporated. Comparatively, the No Project/Current General Plan Alternative's impacts involving cultural resources would be reduced when compared to the Project, since less development and urbanization would occur. However, the proposed ZCU strengthens and enhances development standards related to cultural resources throughout the Planning Area. This is considered a beneficial Project impact. Thus, the No Project/Current General Plan Alternative would defer future development to the current Zoning Code's development standards, not benefitting from the proposed ZCU's standards.

Regarding cultural resources, the No Project/Current General Plan Alternative would be neither environmentally superior nor inferior to the proposed Project. Although, less urbanization would occur, thereby reducing the potential for impacts to historical resources, this Alternative would not provide the Project-related benefit of strengthening and enhancing the City's Zoning Code relating to historical resources.

Biological Resources

Although the No Project/Current General Plan Alternative would involve less development and urbanization than the Project, impacts to biological resources would be similar, since this Alternative would involve similar development areas/footprints (although less residential density and non-residential intensity), as the Project.

Regarding biological resources, the No Project/Current General Plan Alternative would be neither environmentally superior nor inferior to the proposed Project. Although, less urbanization would occur with this Alternative, the development areas/footprints would be similar.

Agriculture and Forestry Resources

The General Plan 2035 designates the Prime and Unique Farmlands within the City consistent with the current General Plan with one exception: it proposes to re-designate 13 parcels of Unique Farmland within the College Heights Focus Area from Commercial/Industrial – S to Public Utilities (PU) Flood Control/Recharge FC/R. Although, the proposed designation is not intended for agricultural production, these parcels are currently not in agricultural production and no agricultural activity has occurred on them in the recent past. No other land use change involving Prime or Unique Farmlands is proposed, as compared to the current General Plan. Therefore, the Project would result in a less than significant impact involving the potential conversion of Prime and Unique Farmlands to non-agricultural use. Comparatively, the No Project/Current General Plan Alternative would maintain the current land use designations; thereby, not involving the potential conversion of the City's Unique Farmlands.

The No Project/Current General Plan Alternative would be neither environmentally superior nor inferior to the proposed Project regarding agriculture resources. The existing farmland designations would be retained with this Alternative, as with the Project; thereby, reducing the potential conversion of Unique Farmland.

Mineral Resources

The proposed Project: does not involve a redesignation/rezoning of an existing mineral sector; where redesignation/rezoning would occur, the proposed designations/zoning would not support urban development; or where redesignation/rezoning would occur to a land use type that would support urban development, the current designations/zoning would similarly support urban development. Therefore, the Project would result in less than significant impacts involving the potential loss of availability of a known mineral resource that would be of value to the region and the residents of the state. Comparatively, the No Project/Current General Plan Alternative would maintain the current mineral resource land use designations and zoning. With this Alternative, these areas would not be redesignated/rezoned. Similar to the proposed Project, this Alternative would result in less than significant impacts involving the potential loss of availability of a known mineral resource.

The current General Plan does not include a land use designation specifically intended for mineral production or development of natural resources (i.e., rock and gravel production). Therefore, future development in accordance with the General Plan 2035 would not result in the loss of a General Plan-designated locally important mineral resource recovery site. Although, the current OS Zones would be further categorized into M and OS Zones under the proposed ZCU, which would allow the continuation of surface mining operations. Therefore, as with the proposed Project, this Alternative would not result in the loss of a locally important mineral resource recovery site, according to the current General Plan and Zoning Code.

Regarding mineral resources, the No Project/Current General Plan Alternative would be neither environmentally superior nor inferior to the proposed Project, since no change in potential impacts to mineral resources would occur with either development scenario.

Hydrology and Water Quality

The No Project/Current General Plan Alternative would result in short-term impacts to water quality associated with grading, excavation, and construction activities. With the proposed Project, less than significant potential impacts (with mitigation incorporated) would occur related to water quality impacts from construction activities. Given this Alternative involves significantly less development, the short-term impacts would be proportionately less than those anticipated from the proposed Project, although construction of best management practices (BMPs) to address storm water runoff recommended for the proposed Project would be required also with this Alternative.

The No Project/Current General Plan Alternative would result in long-term operational impacts to water quality and quantity, because permeable surfaces would be replaced with impermeable surfaces, new land uses would operate within the City, and an increase in traffic volumes would occur. The post-construction BMPs that would be constructed with the proposed Project would also be constructed with this Alternative; thus, pollutants in storm water runoff would be addressed under both scenarios. Additionally, as with the Project, drainage improvements would be necessary to accommodate the anticipated uses under this Alternative. As with the Project, this Alternative does not propose housing within a 100-year flood hazard zone. The Project's long-term impacts involving drainage and water quality would be less than significant with mitigation. Comparatively, this Alternative would result in significantly less long-term impacts involving drainage and water quality than the Project, given less development and urbanization would occur.

The No Project/Current General Plan Alternative would be environmentally superior to the proposed Project regarding hydrology and water quality impacts, since it involves substantially less development.

Hazards and Hazardous Materials

Less than significant potential impacts (with mitigation incorporated) involving the accidental release of hazardous materials from construction activities would occur with the Project. Short-term construction-related impacts involving the potential for accidental release of hazardous materials would similarly occur with the No Project/Current General Plan Alternative, since ground-disturbing activities would still occur within similar development areas/footprints (although less residential density and non-residential intensity), as the Project.

The Project would result in less than significant impacts involving the routine use, storage, and/or handling of hazardous materials during operations associated with future non-residential uses. Similar to the proposed Project, long-term impacts involving the potential for hazards to the public or environment through the handling, storage, and/or use of hazardous materials, and accident conditions involving the release of hazardous materials, would occur with this Alternative, however, to a significantly lesser degree than with the Project, given 9.0 percent less non-residential development would occur. For both this Alternative and the Project, less than significant impacts would occur following compliance with the established regulatory framework.

The CALUCP would not be updated with this Alternative, thus, the safety compatibility criteria that specifically address areas where risk of an aircraft accident poses heightened safety concerns for people and property on the ground, would not be adopted. The proposed General Plan 2035 Policies and Actions, and ZCU standards pertaining to the CALUCP would not be implemented. These Policies, Actions, and development standards assist the City in enforcing the CALUCP's safety compatibility criteria. Neither this Alternative nor the Project would result in changes to the City's Emergency Operations Plan; thereby, resulting in less than significant impacts in this regard. Similar to the proposed Project, this Alternative would not

result in significant impacts related to wildland fires, following compliance with the established regulatory framework.

The No Project/Current General Plan Alternative would be environmentally superior to the proposed Project regarding hazards and hazardous materials, given it involves less non-residential development.

Public Services and Utilities
(Water, Wastewater, Fire/Police Protection, Schools, Parks and Recreation, Solid Waste, Electricity, and Natural Gas)

The Project's impacts to public services and utilities would be less than significant, following implementation of the Policies and Actions. The No Project/Current General Plan Alternative would result in increased demands for fire and police protection, school and recreational facilities, and water supplies, as well as increased wastewater and solid waste generation, due to the development of new land uses and increased calls for service. Comparatively, this Alternative's impacts to public services and utilities would be significantly less than with the proposed Project, given this Alternative involves substantially less development. Therefore, the less than significant (with mitigation incorporated) impacts to public services and utilities that would occur with the proposed Project would occur also with this Alternative.

The No Project/Current General Plan Alternative would be environmentally superior to the proposed Project regarding public services and utilities, since it involves substantially less development.

ABILITY TO MEET PROJECT OBJECTIVES

The No Project/Current General Plan Alternative involves continuation of the current General Plan, Zoning Code, and CALUCP into the future, and no CAP. This Alternative assumes buildout of the City in accordance with the current General Plan's land use designations and policies, which were adopted between 1982 and 2001. Therefore, the No Project/Current General Plan Alternative would not meet any of the Project objectives.

6.3 "MIXED-USE CORRIDORS" ALTERNATIVE

DESCRIPTION OF ALTERNATIVE

The Mixed-Use Corridors Alternative focuses on creating mixed-use nodes along the existing commercial corridors. Primary mixed-use nodes would be encouraged at the intersections of Mountain Avenue and Euclid Avenue on Foothill Boulevard with ground-floor retail and upper-floor residential, as well as horizontal mixed-use that allows for both residential and non-residential uses to share the same site.

The Office/Professional designation would permit flexibility along Mountain Avenue and the eastern portion of Foothill Boulevard by promoting primarily office uses and supporting retail. The 9th Street Industrial area would also incorporate a mix of land uses with the addition of the Business/Residential Mixed-Use designation, which allows residential uses to exist alongside compatible business operations.

Additional residential development would be allowed under this scenario with medium- to high-density multi-family housing permitted around the Foothill Boulevard/Mountain Avenue intersection, on Mountain Avenue at the Metrolink crossing, throughout the Southeast Quadrant, and in College Heights near the Montclair Metrolink Station and along Arrow Highway. Under this Alternative, the CALUCP and CAP would be implemented, as with the Project.

Table 6-4, *Comparison of Proposed Project and Mixed-Use Corridors Alternative*, outlines the land uses that are assumed under the current General Plan and compares them to the proposed General Plan 2035. As shown in Table 6-4, this Alternative involves the following growth over existing 2008 conditions: approximately 1,073 additional dwelling units; approximately 4.6 million additional square feet of non-residential land uses; and approximately 8,295 additional jobs. As also shown in Table 6-4, the Mixed-Use Corridors Alternative involves significantly less residential development (only approximately 35 percent of what is proposed by the Project). Additionally, approximately 38 percent less non-residential development and 42 percent less employment would occur under this Alternative.

Table 6-4
Comparison of Proposed Project and Mixed-Use Corridors Alternative

Alternative	Residential (DU)	Non-Residential Total (SF)	Employment
Mixed-Use Corridors Alternative			
Land Use @ Buildout	28,347	10,473,783	20,753
Existing Conditions	27,274	5,834,412	12,458
Estimated Growth	*1,073*	*4,639,371*	*8,295*
Proposed Project (GP 2035)			
Land Use @ Buildout	30,300	12,236,430	24,245
Existing Conditions	27,274	5,834,412	12,458
Estimated Growth	*3,026*	*6,402,018*	*11,787*
Difference in Growth	***-1,953***	***-1,762,647***	***-3,492***
% Difference in Growth	***-182%***	***-38%***	***-42%***

The following discussion evaluates the potential environmental impacts associated with the Mixed-Use Corridor Alternative, as compared to impacts from the proposed Project.

IMPACT COMPARISON TO THE PROPOSED PROJECT

Land Use and Planning

As shown in Table 6-4, the Mixed-Use Corridors Alternative involves significantly less residential development (only approximately 35 percent of what is proposed by the Project). Additionally, approximately 38 percent less non-residential development and 42 percent less employment would occur under this Alternative.

Similar to the proposed Project, the Mixed-Use Corridors Alternative would not physically divide an established community or conflict with existing Federal and State regulations. As with the proposed Project, this Alternative would update the General Plan to reflect: 2008 existing conditions; 2035 development projections (for residential, non-residential, population, and employment); current/relevant Goals, Policies, and Actions; reorganized and new land use designations; and revised/new Elements to reflect current conditions and account for new development projections. This Alternative would update the Zoning Code to correct the existing deficiencies. With this Alternative, new zoning standards to ensure future development's quality and environmental sustainability would be included in the Zoning Code, and reorganization to a more intuitive format, improving clarity and consistency would occur. As such, the beneficial land use impacts associated with the proposed Project (i.e., updating the General Plan and Zoning Code, in order to serve as planning tools for reviewing future projects and coordinating with other jurisdictions and regulatory agencies regarding planning and environmental matters) would occur also with this Alternative.

The Mixed-Use Corridors Alternative would comply with the Southern California Association of Government's (SCAG) 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Policies and adopted growth forecasts, however, to a lesser degree than the Project.

The CACALUP would be updated with this Alternative, as with the Project. Thus, current/relevant guidance to affected local land use jurisdictions with regard to airport land use compatibility matters involving Cable Airport would also be provided. Consistency between the CALUCP and relevant general plans and zoning ordinances would similarly occur. The Cable Airport Master Plan's (April 2011) proposed runway re-alignment and projected activity growth would be considered in current/future land use decisions. As with the Project, an Airport Compatibility Overlay Zone would be developed and the City would benefit from a consistent General Plan, Zoning Code, and CALUCP when considering development in proximity to Cable Airport.

The CAP would be implemented with this Alternative, thus, new development would be subject to compliance with the CAP's proposed strategies, measures, and actions, and the GHG emissions reduction goals would likely be achieved.

Regarding land use and planning, the Mixed-Use Corridors Alternative would be neither environmentally superior nor inferior to the proposed Project, since it would similarly carry out the intended actions associated with the General Plan, Zoning Code, and CALUCP updates and achieve consistency among them.

Population, Housing, and Employment

As indicated in Table 6-4, the Mixed-Use Corridors Alternative has a development potential of approximately 28,347 dwelling units, approximately 10.5 million square feet of non-residential development, and approximately 8,295 jobs at buildout. When compared to the proposed Project, this Alternative involves significantly less residential development (only approximately 35 percent of what is proposed by the Project). Additionally, approximately 38 percent less non-residential development and 42 percent less employment would occur under this Alternative. As such, impacts involving population and housing would be proportionally less than with the proposed Project. Similar to the Project, this Alternative would result in less population growth than anticipated in SCAG's 2035 growth forecasts, thus, would not conflict with SCAG's *Adopted 2012 Integrated Growth Forecast*. Both development scenarios would improve the City's job/housing balance beyond existing conditions; however, this Alternative would do so to a lesser degree, since 42 percent fewer jobs would be generated, as compared to the Project.

The Mixed-Use Corridors Alternative would be neither environmentally superior nor inferior to the proposed Project regarding population and housing. Although, significantly less population and housing growth would occur under this Alternative, the City's job/housing balance would improve to a lesser degree with this Alternative, since 42 percent fewer jobs would be generated.

Aesthetics

Like the proposed Project, implementation of this Alternative would lead to greater urbanization within the Focus Areas and throughout the City by localized intensification of land uses on underutilized sites and introduction of new land uses on vacant sites. Despite these localized changes in visual character, they are not anticipated to degrade the existing visual character/quality of the respective development sites and their surroundings and impacts would be less than significant. Comparatively, the Mixed-Use Corridors Alternative would result in similar aesthetic impacts as would the Project, but to a lesser degree due to substantially less residential development and approximately 38 percent less non-residential development.

Although this Alternative represents a change in land use plan, it is assumed that the proposed Goals, Policies, and Actions related to visual quality and the ZCU's development standards and guidelines would be similar with this Alternative. As such, the Scenic Corridor Overlay along Euclid Avenue and development standards (i.e., height, setbacks, design, compatibility, etc.) established in the ZCU would occur also with this Alternative. The Project's beneficial changes involving aesthetics would similarly occur with this Alternative. As such, with implementation of this Alternative, the City's visual resources would similarly benefit, as with the Project.

The Mixed-Use Corridors Alternative would be neither environmentally superior nor inferior to the proposed Project regarding aesthetics. This Alternative would result in less urbanization and associated effects on visual quality when compared to the Project. However, the beneficial impacts from the proposed Goals and Policies and ZCU development standards would similarly occur with this Alternative.

Transportation and Traffic

Similar to the proposed Project, the Mixed-Use Corridors Alternative would result in additional ADT within the City, thereby, impacting the LOS on local streets and intersections. The Project would increase residential and non-residential development resulting in eight study intersections operating at a deficient LOS. However, with mitigation incorporated, all study intersections and roadway segments are forecast to operate acceptably under future with Project conditions. Additionally, all of the CMP study intersections would operate acceptably under future with Project conditions, with implementation of the recommended mitigation. Transportation and traffic impacts associated with Project implementation would be less than significant by adherence to and/or compliance with the specified Mitigation Measure and proposed Policies and Actions. Comparatively, the Mixed-Use Corridors Alternative involves significantly less residential development (only approximately 35 percent of what is proposed by the Project), with approximately 38 percent less non-residential development. The resultant ADT and impact on intersections and roadways would be proportionally reduced when compared to the Project. Intersection and roadway improvements would be similarly implemented in accordance with the proposed Circulation Element and Plan. The Project's proposed changes to the existing Circulation Element (i.e., widening portions of Arrow Highway and Central Avenue and an extension of a portion of Central Avenue) would similarly occur with this Alternative.

Regarding transportation and traffic, the Mixed-Use Corridors Alternative is environmentally superior to the proposed Project, since it would generate significantly less traffic.

Air Quality

Short-Term Impacts. Short-term air quality impacts from demolition, grading, and construction activities would occur with the Mixed-Use Corridors Alternative due to development of the residential and non-residential land uses beyond existing conditions. The Project's construction-related emissions would be significant and unavoidable, despite the recommended mitigation. Comparatively, this Alternative's construction-related air quality impacts would be significantly less than the proposed Project, given this Alternative involves significantly less development. Similar to the proposed Project, construction-related air emissions from buildout of the Mixed-Use Corridors Alternative would result in significant and unavoidable impacts from short-term construction emissions, however, to a lesser degree than the Project.

Long-Term Impacts. Long-term air quality impacts from area and mobile source pollutant emissions would occur with the Mixed-Use Corridors Alternative, although to a lesser degree than with the proposed Project. Area source emissions associated with this Alternative would be less than the proposed Project, given this Alternative involves only 35 percent of the residential

units proposed under the Project and 38 percent less non-residential development. Similarly, this Alternative's ADT are forecast to be significantly less than the Project's, thus, the resultant mobile source emissions would be substantially less. The Project's long-term combined mobile and area source pollutant emissions would exceed SCAQMD thresholds resulting in a significant unavoidable impact. Although the area and mobile source emissions for this Alternative would be substantially reduced in comparison to the Project, the Project's significant unavoidable impacts from long-term pollutant emissions would not be avoided with this Alternative. The long-term pollutant emissions would occur similar to the proposed Project with this Alternative, although to a lesser degree.

AQMP Consistency. Similar to the Project, this Alternative would be consistent with the AQMP and SCAG goals and policies. Impacts in this regard would be less than significant.

Odors. Similar to the proposed Project, the Mixed-Use Corridors Alternative would not create operational-related objectionable odors affecting a substantial number of people within the City. As such, impacts would be less than significant.

Cumulative Conditions. The Project's long-term combined mobile and area source pollutant emissions would exceed SCAQMD thresholds resulting in a significant and unavoidable impact. Although the area and mobile source emissions for this Alternative would be substantially reduced in comparison to the Project, the Project's significant unavoidable impacts from long-term pollutant emissions would not be avoided with this Alternative, although, they would occur to a lesser degree. Therefore, this Alternative would result in significant and unavoidable impacts involving long-term cumulative emissions, as would the proposed Project.

The Mixed-Use Corridors Alternative would be environmentally superior to the proposed Project regarding air quality impacts due to significantly fewer area and mobile source emissions. This Alternative would result in similar significant unavoidable impacts (i.e., long-term operational emissions and cumulative emissions) as the Project, however, to a lesser degree.

Greenhouse Gas Emissions

Project-related GHG emissions would not exceed the per capita per year Project level GHG threshold, resulting in a less than significant impact. The Mixed-Use Corridors Alternative would result in significantly less short- or long-term GHG emissions than the Project, as it involves only approximately 60 percent of the number of dwelling units and 38 percent less non-residential square footage. The CAP would be implemented with this Alternative, thus, the GHG emissions reduction goals would likely be achieved. Therefore, as with the Project, this Alternative would result in less than significant impacts associated with GHG emissions.

The Mixed-Use Corridors Alternative would be environmentally superior to the proposed Project regarding GHG emissions, since less GHG emissions would occur.

Noise

Short-term noise impacts from grading and construction activities would occur with the Mixed-Use Corridors Alternative due to construction of buildings and improvements. With adherence to proposed Policies and Actions, and the City's Noise Ordinance, the Project's construction-related noise impacts would be less than significant. The Project's construction-related vibration impacts are also anticipated to be less than significant. Comparatively, construction-related short-term noise impacts from stationary and mobile sources, and vibration impacts would still occur, with this Alternative, however to a substantially lesser degree than with the proposed Project, given this Alternative involves only 35 percent of the Project's proposed residential uses and 38 percent less non-residential development. Therefore, the short-term construction-related noise and vibration impacts that would occur with the proposed Project would be substantially reduced with this Alternative.

Project implementation would result in less than significant impacts from mobile noise sources on the surrounding roadway network. The long-term noise impacts from additional vehicular travel on the surrounding roadway network that would occur with the Mixed-Use Corridors Alternative would be substantially less than with the proposed Project, given this Alternative would generate significantly less traffic.

Project implementation would result in less than significant impacts from stationary (i.e., mechanical equipment, slow-moving trucks, parking areas, etc.) noise sources. The Mixed-Use Corridors Alternative would generate less noise from stationary sources than the proposed Project, since this Alternative involves less development.

This Alternative would contribute less cumulative noise (both short-term and operational noise) than would the proposed Project, since it involves a substantial reduction in residential and non-residential uses.

The CALUCP would be similarly updated with this Alternative, thus, the noise compatibility criteria intended to ensure people residing and working in the area would not be exposed to excessive aircraft-related noise levels, would be adopted. The proposed Policies and Actions, and ZCU standards pertaining to the CALUCP would be similarly implemented with this Alternative. As with the Project, these Policies, Actions, and development standards would assist the City in enforcing the CALUCP's noise compatibility criteria.

The Mixed-Use Corridors Alternative would be environmentally superior to the proposed Project regarding noise. It would both result in significantly less short-term construction-related, and long-term operational mobile or stationary source noise impacts as the Project, and would achieve the benefits resulting from implementation of the CALUCP.

Geology and Soils

Less than significant impacts (with mitigation incorporated) involving soil erosion or the loss of topsoil from grading and excavation operations would occur with the proposed Project. Comparatively, this Alternative's impacts involving soil erosion would be significantly less than the proposed Project, since this Alternative involves substantially less development.

The proposed Project would result in less than significant impacts involving seismicity, geology, and soils with mitigation incorporated. Comparatively, this Alternative's impacts involving seismicity, geology, and soils would be significantly less than the proposed Project, given this Alternative would expose fewer persons and structures to potential hazards.

The Mixed-Use Corridors Alternative would be environmentally superior to the proposed Project regarding erosion, seismicity, geology, and soils, given it involves less development and would expose fewer persons and structures to potential hazards.

Cultural Resources

The proposed Project would result in less than significant impacts involving cultural resources with mitigation incorporated. Comparatively, the Mixed-Use Corridors Alternative's impacts involving cultural resources would be reduced when compared to the Project, since less development and urbanization would occur. Additionally, the proposed ZCU strengthens and enhances development standards related to cultural resources throughout the Planning Area. This is considered a beneficial Project impact. Thus, as with the Project, the Mixed-Use Corridors Alternative would similarly benefit from replacing the current Zoning Code's development standards with the proposed ZCU's standards.

Regarding cultural resources, the Mixed-Use Corridors Alternative would be neither environmentally superior nor inferior to the proposed Project. Although, less urbanization would occur, thereby reducing the potential for impacts to historical resources, this Alternative would also provide the benefit of strengthening and enhancing the City's Zoning Code relating to historical resources.

Biological Resources

Although the Mixed-Use Corridors Alternative would involve less development and urbanization than the Project, impacts to biological resources would be similar, since this Alternative would involve similar development areas/footprints (although less residential density and non-residential intensity), as the Project.

The Mixed-Use Corridors Alternative would be neither environmentally superior nor inferior to the proposed Project regarding biological resources. Although, less urbanization would occur with this Alternative, the development areas/footprints would be similar.

Agriculture and Forestry Resources

The Project designates the Prime and Unique Farmlands within the City consistent with the current General Plan with one exception: it proposes to re-designate 13 parcels of Unique Farmland within the College Heights Focus Area from Commercial/Industrial – S to Public Utilities (PU) Flood Control/Recharge FC/R. Although, the proposed designation is not intended for agricultural production, these parcels are currently not in agricultural production and no agricultural activity has occurred on them in the recent past. No other land use change involving Prime or Unique Farmlands is proposed, as compared to the current General Plan. As with the proposed Project, this Alternative would be consistent with the current General Plan with one exception. Similarly, no other land use change involving Prime or Unique Farmlands would occur under this Alternative, as with the Project. Therefore, as with the Project, this Alternative would result in a less than significant impact involving the potential conversion of Prime and Unique Farmlands to non-agricultural use.

The Mixed-Use Corridors Alternative would be neither environmentally superior nor inferior to the proposed Project regarding the conversion of Unique Farmlands.

Mineral Resources

As with the proposed Project, this Alternative: does not involve a redesignation/rezoning of an existing mineral sector; where redesignation/rezoning would occur, the proposed designations/zoning would not support urban development; or where redesignation/rezoning would occur to a land use type that would support urban development, the current designations/zoning would similarly support urban development. Therefore, as with the proposed Project, this Alternative would result in less than significant impacts involving the potential loss of availability of a known mineral resource that would be of value to the region and the residents of the state.

The current General Plan does not include a land use designation specifically intended for mineral production or development of natural resources (i.e., rock and gravel production). Therefore, as with the proposed Project, future development in accordance with this Alternative would not result in the loss of a General Plan-designated locally important mineral resource recovery site. As with the proposed Project, the ZCU under this Alternative proposes to further categorize the current OS Zones into M and OS Zones, which would allow the continuation of surface mining operations. Therefore, as with the proposed Project, this Alternative would not result in the loss of a locally important mineral resource recovery site.

The Mixed-Use Corridors Alternative would be neither environmentally superior nor inferior to the proposed Project in that no change in potential impacts to mineral resources would occur with either development scenario.

Hydrology and Water Quality

The Mixed-Use Corridors Alternative would result in short-term impacts to water quality associated with grading, excavation, and construction activities. With the proposed Project, less than significant potential impacts (with mitigation incorporated) would occur related to water quality impacts from construction activities. Given this Alternative involves significantly less development, the short-term impacts would be proportionately less than those anticipated from the proposed Project, although construction of BMPs to address storm water runoff recommended for the proposed Project would be required also with this Alternative.

The Mixed-Use Corridors Alternative would result in long-term operational impacts to water quality and quantity, because permeable surfaces would be replaced with impermeable surfaces, new land uses would operate within the City, and an increase in traffic volumes would occur. The post-construction BMPs that would be constructed with the proposed Project would also be constructed with this Alternative; thus, pollutants in storm water runoff would be addressed under both scenarios. Additionally, as with the Project, drainage improvements would be necessary to accommodate the anticipated uses under this Alternative. As with the Project, this Alternative does not propose housing within a 100-year flood hazard zone. The Project's long-term impacts involving drainage and water quality would be less than significant with mitigation. Comparatively, this Alternative would result in significantly less long-term impacts involving drainage and water quality than the Project, given less development and urbanization would occur.

The Mixed-Use Corridors Alternative would be environmentally superior to the proposed Project regarding hydrology and water quality impacts, since it involves substantially less development.

Hazards and Hazardous Materials

Less than significant potential impacts (with mitigation incorporated) involving the accidental release of hazardous materials from construction activities would occur with the Project. Short-term construction-related impacts involving the potential for accidental release of hazardous materials would similarly occur with the Mixed-Use Corridors Alternative, since ground-disturbing activities would still occur within similar development areas/footprints (although less residential density and non-residential intensity), as the Project.

The Project would result in less than significant impacts involving the routine use, storage, and/or handling of hazardous materials during operations associated with future non-residential uses. Similar to the proposed Project, long-term impacts involving the potential for hazards to the public or environment through the handling, storage, and/or use of hazardous materials, and accident conditions involving the release of hazardous materials, would occur with this Alternative, however, to a significantly lesser degree than with the Project, given 38 percent less non-residential development would occur. For both this Alternative and the Project, less than significant impacts would occur following compliance with the established regulatory framework.

As with the Project, the CALUCP would be updated with this Alternative, thus, the safety compatibility criteria that specifically address areas where risk of an aircraft accident poses heightened safety concerns for people and property on the ground, would also be adopted. Similarly, the proposed Policies and Actions, and ZCU standards pertaining to the CALUCP would be implemented with this Alternative. These Policies, Actions, and development standards assist the City in enforcing the CALUCP's safety compatibility criteria. Neither this Alternative nor the Project would result in changes to the City's Emergency Operations Plan; thereby, resulting in less than significant impacts in this regard. Similar to the proposed Project, this Alternative would not result in significant impacts related to wildland fires, following compliance with the established regulatory framework.

The Mixed-Use Corridors Alternative would be environmentally superior to the proposed Project regarding hazards and hazardous materials, given it involves significantly less non-residential development.

Public Services and Utilities

(Water, Wastewater, Fire/Police Protection, Schools, Parks and Recreation, Solid Waste, Electricity, and Natural Gas)

The Project's impacts to public services and utilities would be less than significant, following implementation of the Policies and Actions. The Mixed-Use Corridors Alternative would result in increased demands for fire and police protection, school and recreational facilities, and water supplies, as well as increased wastewater and solid waste generation, due to the development of new land uses and increased calls for service. Comparatively, this Alternative's impacts to public services and utilities would be significantly less than with the proposed Project, given this Alternative involves substantially less development. Therefore, the less than significant (with mitigation incorporated) impacts to public services and utilities that would occur with the proposed Project would occur also with this Alternative.

The Mixed-Use Corridors Alternative would be environmentally superior to the proposed Project regarding impacts to public services and utilities, since it involves substantially less development.

ABILITY TO MEET PROJECT OBJECTIVES

The Mixed-Use Corridors Alternative focuses on creating mixed-use nodes along the existing commercial corridors at the intersections of Mountain Avenue and Euclid Avenue on Foothill Boulevard with ground-floor retail and upper-floor residential, as well as horizontal mixed-use that allows for both residential and non-residential uses to share the same site.

The 9th Street Industrial area would also incorporate a mix of land uses with the addition of the Business/Residential Mixed-Use designation, which allows residential uses to exist alongside compatible business operations. Additional residential development would be allowed under this scenario with medium- to high-density multi-family housing permitted around the intersection of

Foothill Boulevard and Mountain Avenue, on Mountain Avenue at the Metrolink crossing, throughout the Southeast Quadrant, and in College Heights near the Montclair Metrolink Station and along Arrow Highway.

Implementation of this Alternative would also involve General Plan and Zoning Code updates. The land use plan proposed under the General Plan 2035 would be replaced with the Mixed-Use Corridors land use plan allowing an additional 1,073 dwelling units and an additional 4.6 million square feet of non-residential land uses over existing conditions. The Mixed-Use Corridors Alternative involves significantly less residential development (only approximately 35 percent of what is proposed by the Project) with approximately 38 percent less non-residential development. This Alternative would meet all of the primary Project objectives, although, to a lesser degree than the Project. Although, as with the Project, this Alternative would provide comprehensive and concise land use designations that reflect the land use vision for the City, it does so only in part.

This Alternative would involve implementation of the CALUCP and CAP, similar to the Project, thus, thus meeting their associated objectives.

6.4 "ENVIRONMENTALLY SUPERIOR" ALTERNATIVE

According to CEQA Guidelines § 15126.6(e), "*No Project" Alternative*, "if the environmentally superior alternative is the "no project" alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives." Table 6-5, *Comparison of Alternatives*, summarizes the comparative analyses presented above (i.e., the Alternatives compared to the proposed Project). As shown in Table 6-5, the No Project/No Development Alternative is the environmentally superior alternative, because it would avoid most environmental impacts associated with Project implementation. Therefore, in compliance with CEQA requirements, an environmentally superior alternative among the other alternatives is identified below.

The remaining alternative, which is the Mixed-Use Corridors Alternative, would achieve significant reductions in various environmental issue areas. As concluded in the analysis above, the Mixed-Use Corridors Alternative would generally lessen the impacts associated with Project implementation, because it would involve significantly less residential development (only approximately 35 percent of what is proposed by the Project) and approximately 38 percent less non-residential development. These variations would result in corresponding and proportionately less impacts in the following issue areas:

- Transportation and Traffic
  - Approximately 35 percent of the Project's residential traffic volumes; and
  - Approximately 38 percent less non-residential traffic volumes.

Table 6-5
Comparison of Alternatives

Sections	No Project/ Current General Plan	Mixed-Use Corridors
Land Use/Planning	⮟	=
Population, Housing, and Employment	=	=
Aesthetics	=	=
Transportation and Traffic	⮟	⮟
Air Quality*	⮟*	⮟*
GHG Emissions*	=	⮟
Noise	⮟	⮟
Geology and Soils	⮟	⮟
Cultural Resources	=	=
Biological Resources	=	=
Agriculture and Forestry Resources	=	=
Mineral Resources	=	=
Hydrology and Water Quality	⮟	⮟
Hazards/Hazardous Materials	⮟	⮟
Public Services and Utilities	⮟	⮟

Notes:
⮝ Indicates an impact that is greater than the proposed Project (environmentally inferior).
⮟ Indicates an impact that is less than the proposed Project (environmentally superior).
= Indicates an impact that is equal to the proposed Project (neither environmentally superior nor inferior).
* Indicates a significant unavoidable impact.

- Air Quality
  - Approximately 35 percent of the Project's residential area and mobile source emissions; and
  - Approximately 38 percent less non-residential area and mobile source emissions.

- Greenhouse Gas Emissions
  - Approximately 35 percent of the Project's residential construction, area, indirect, and mobile source GHG emissions; and
  - Approximately 38 percent less non-residential construction, area, indirect, and mobile source GHG emissions.

- Noise
  - Approximately 35 percent of the Project's residential construction, stationary, and mobile source noise levels; and
  - Approximately 38 percent less non-residential construction, stationary, and mobile source noise levels.

Additionally, because the Mixed-Use Corridors Alternative also involves the Project's proposed Goals, Policies, Actions, ZCU, CALUCP, and CAP, it would generally meet all of the Project objectives, although to a lesser degree than the Project. It is noted, however, the City's job/housing balance would improve to a lesser degree with this Alternative, since 42 percent fewer jobs would be generated.

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SECTION 7.0
Other CEQA Considerations

7.0 OTHER CEQA CONSIDERATIONS

7.1 LONG-TERM IMPLICATIONS OF THE PROPOSED PROJECT

The development anticipated by the proposed Project would involve various short- and long-term impacts on a local level. During site-specific project grading and construction, portions of surrounding uses may be temporarily impacted by dust and noise, and short-term soil erosion may occur. There may also be an increase in vehicle pollutant emissions caused by grading and construction activities. However, these disruptions would be temporary and may be avoided or lessened to a large degree through compliance with the Upland Municipal Code and recommended mitigation measures, and implementation of the General Plan 2035 Policies and Actions, as cited in this EIR; refer to Sections 5.1 through 5.22.

The Project's anticipated development would create long-term environmental consequences associated with transitions in land use. The anticipated development and subsequent long-term effects could impact the physical, aesthetic, and human environments. Long-term physical consequences of the anticipated development include increased traffic volumes, increased noise from Project-related mobile (traffic) and stationary (mechanical and landscaping) sources, incremental increased demands for essential public services and utility/service systems, and increased energy and natural resource consumption. Long-term visual impacts would occur with the potential modifications to City and distant views, and alterations to portions of the Planning Area's visual character. Incremental degradation of local and regional air quality could also occur as a result of mobile source emissions generated from Project-related traffic and stationary sources generated from the consumption of propane and electricity.

7.2 IRREVERSIBLE ENVIRONMENTAL CHANGES THAT WOULD BE INVOLVED WITH THE PROPOSED ACTION SHOULD IT BE IMPLEMENTED

CEQA Guidelines Section 15126.2(c) requires a discussion of any significant irreversible environmental changes that would be caused by the Project and states:

> *Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts, and particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also, irreversible damage can result*

from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.

The environmental effects resulting from Project implementation are discussed in Sections 5.1 through 5.22. Upland's existing land uses are outlined in Table 5.1-3, *Existing Land Uses*, including their corresponding acreages and percentage of the Planning Area's total land area, and illustrated in Exhibit 5.1-4, *Existing Land Uses*. As indicated in Table 5.1-3, single-family residential uses occupy approximately 44 percent of the Planning Area's total land area, while commercial uses occupy approximately 5.0 percent.

Upland is mostly built-out, with less than 5.0 percent of the Planning Area's land area (primarily located south of Foothill Boulevard) remaining vacant. With almost one-half of the vacant land permitted for development, the amount of developable land in the Planning Area is further reduced. These parcels range in size from very small (less than 0.10 acre) to almost 50 acres in the SOI area. Additionally, underutilized land is available for development. The development anticipated by the Project would likely occur on both vacant and underutilized lands throughout the Planning Area, however, primarily within the Focus Areas targeted for land use change; refer to Exhibit 5.1-4, *Focus Areas*. Project implementation would allow for new developments in the Planning Area that would entail the irreversible commitment of natural resources, energy, land, and human resources. Manpower would also be committed for the anticipated development of both residential and non-residential uses. Ongoing maintenance and operation of the anticipated development would entail a further irreversible commitment of energy resources in the form of petroleum products (diesel fuel and gasoline), natural gas, and electricity. Long-term impacts would also result from an increase in vehicular traffic and the resultant air pollutant and noise emissions. These resource commitments would represent a long-term obligation given that, practically speaking, it is impossible to return the land to its original condition once it has been developed. In summary, the Project's anticipated development would involve the following irreversible environmental changes:

- Soil erosion associated with grading and construction activities;

- Alteration of the human environment as a consequence of the development process, which commits land to residential, commercial, industrial, mixed-use, and special/institutional uses, and intensifies land uses throughout the Planning Area;

- Increased usage of essential public services (including fire and police protection, parks and recreational facilities, schools, and solid waste collection/disposal) and utility/service systems (including water, wastewater, electricity, and natural gas) during and after construction of new developments, which would result in temporary and permanent commitments of these resources;

- Temporary and permanent commitment of energy and water resources as a result of construction, long-term operation, and maintenance of new developments, which may be considered a permanent investment;

- Utilization of various new raw materials (such as lumber, sand, and gravel) for construction; and

- Incremental increases in vehicular activity within the Planning Area, with resultant air pollutant and noise emissions.

7.3 GROWTH INDUCING IMPACTS

CEQA Guidelines Section 15126(d), *Growth Inducing Impact of the Proposed Project*, requires that an EIR *"discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment."* The CEQA Guidelines also indicate that it must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment. This section analyzes potential growth-inducing impacts, based on the criteria outlined below, as suggested by the CEQA Guidelines. In general terms, a project may foster spatial, economic, or population growth in a geographic area, if it meets any one of the following criteria:

- Removal of an impediment to growth (e.g., establishment of an essential public service and provision of new access to an area);

- Fostering economic expansion or growth (e.g., changes in revenue base and employment expansion);

- Fostering population growth (e.g., construction of additional housing), either directly or indirectly;

- Establishment of a precedent-setting action (e.g., an innovation, a change in zoning and general plan amendment approval); or

- Development of or encroachment on an isolated or adjacent area of open space (being distinct from an in-fill project).

Should a project meet any one of the above-listed criteria, it may be considered growth inducing. The Project's potential growth-inducing impacts are evaluated below against these criteria. It is noted that the *CEQA Guidelines* require an EIR to "discuss the ways" a project could be growth-inducing and "discuss the characteristics of some projects that may encourage…activities that could significantly affect the environment." However, the *CEQA Guidelines* do not require that an EIR predict (or speculate) specifically where such growth would occur, in what form it would occur, or when it would occur. The answers to such questions require speculation, which CEQA discourages; see *CEQA Guidelines* Section 15145, *Speculation*.

IMPEDIMENT TO GROWTH

The Project's anticipated development is likely to occur on both vacant and underutilized land throughout the Planning Area, however, primarily within the Focus Areas targeted for land use change. As discussed in detail in Section 3.0, *Project Description*, the General Plan 2035 has taken a focused development strategy that would be implemented through five Focus Areas, with individualized approaches for each area. None of the Focus Areas would involve development that would establish a new essential public service or utility/service system. Upland's developed areas and Focus Areas are already served by essential public services (i.e., fire and police protection, parks and recreational facilities, schools, and solid waste disposal), an extensive network of utility/service systems (i.e., water, wastewater, electricity, and natural gas), and other infrastructure necessary to accommodate/allow the existing conditions and planned growth. The existing public services and utility/service systems can be readily upgraded and/or extended onto the future development sites. Each individual development would be reviewed a project-by-project basis to determine the public services and utility/service systems necessary to support the proposed land uses. The increased demands for public services and utility/service systems would not reduce or impair any existing or future levels of services, within the respective service areas, as concluded in Sections 5.15 through 5.22. Further, the costs associated with providing future development with public services and utility/service systems would be offset through collection of development impact fees, which would be imposed on applicants seeking to construct development projects. Such fees are intended to minimize, to the greatest extent practicable, a new development's impact on public services and utility/service systems. Toward that end, applicants for such development projects would pay their fair share of the costs of providing such public services and utility/service systems, or enter into cooperative agreements with servicing agencies. Project implementation would not require substantial development of unplanned or unforeseen public services and utility/service systems. Therefore, Project implementation would not foster spatial growth or remove an impediment to growth by establishing an essential public service.

Regional access to the Planning Area is provided via Interstate 10, Interstate 210, and Foothill Boulevard (formerly State Route 66), and local access is provided via existing roadways. The General Plan 2035 has taken a focused development strategy that would be implemented through the Focus Areas targeted for land use change, which are in proximity to the regional access routes. The Project's anticipated growth would occur both within the Focus Areas and throughout the Planning Area. Although, Project implementation would facilitate the installation and construction of transportation improvements within the Planning Area necessary to carry out the Project, as discussed in detail in Section 5.4, *Traffic and Circulation*, these improvements would not provide new access to an area. Therefore, Project implementation would not remove an impediment to growth/foster spatial growth by providing new access to an area.

ECONOMIC GROWTH

As indicated in Table 5.2-7, *Project Compared to Existing Conditions*, the Project could increase the Planning Area's existing population by approximately 11 percent (8,135 persons). The projected population growth is anticipated to increase sales, with resultant increases in the City's

revenue base. Additionally, the Project would increase the Planning Area's non-residential floor area by approximately 110 percent (6.4 million square feet) and employment by approximately 95 percent (11,787 new jobs); refer to Table 5.2-7. The projected growth in non-residential floor area and employment would foster economic expansion through changes in the revenue base resulting from increased population and employment. Therefore, the Project is considered growth inducing with respect to economic expansion.

POPULATION GROWTH

A project could induce population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure). As concluded in Section 5.2, *Population, Housing, and Employment*, Project implementation would not induce population growth indirectly, through extension of roads or other infrastructure; refer also to Section 5.4, *Traffic and Circulation*, and *Impediment to Growth Section* above. The Project would however, induce population growth in the Planning Area directly through new residential land uses. The Project anticipates the development of approximately 3,026 dwelling units, which would increase the Planning Area's population by approximately 11 percent (8,135 persons); refer to Table 5.2-7. By 2035, the Planning Area's housing stock is anticipated to total 30,300 dwelling units, with a resultant population of 81,462 persons.

As also discussed in Section 5.2, the Project could induce population growth in the Planning Area directly through new employment-generating land uses, since the potential exists that future employees (and their families) would choose to relocate to the area. Although uncertainty exists regarding the number of new employees who may choose to relocate, it is assumed 25 percent (approximately 2,947) of the Project's 11,787 new full-time employees would choose to relocate to the area. The housing demand associated with the anticipated employment-generating land uses would be approximately 2,947 dwelling units, with a potential population of approximately 8,339 persons (based on 2.83 persons per household). However, the population growth associated with employment-generating land uses is considered unlikely, given the anticipated residential development and existing unemployment in Upland and surrounding cities. The Project anticipates the development of 3,026 dwelling units, which could be occupied by the Project's new employees. Additionally, the unemployment rates in Upland and surrounding cities collectively amount to approximately 27,500 unemployed persons. The jobs created by the Project could be filled in part by unemployed persons who already reside in area. Combined, the anticipated residential development and existing unemployment would offset the potential population growth associated with employment-generating land uses.

It is the City's goal (Goal PFS-1) to provide a functional and well-maintained City with adequate public facilities, infrastructure, and services. It is also the City's goal (Goal LU-4) to provide a community whose land use patterns focus growth in ways that are supportable and environmentally responsible. In furtherance of these goals, all future development within the Planning Area with potential to induce population growth would be subject to implementation of the General Plan 2035 Policies and Actions outlined in Section 5.2. Among these, Policy LU-1.3 involves concentrating growth in strategic locations that strengthen the City's economic base,

offer new housing opportunities, maximize available and planned infrastructure, and foster the development and use of transit and multi-modal transportation. Implementation of the specified Policies and Actions would ensure the population growth would result in less than significant impacts. It is further noted, the forecast population growth would occur over an approximately 22-year period, allowing for development of necessary services and infrastructure commensurate with the anticipated growth. Finally, substantial development of unplanned or unforeseen public services and utility/service systems would not be required.

Overall, the Project would induce direct population growth through development of residential uses, and could induce nominal population growth through development of employment-generating land uses. Therefore, the Project is considered growth inducing with respect to fostering population growth within the Planning Area.

PRECEDENT-SETTING ACTION

The General Plan 2035 is a comprehensive update of the existing General Plan and its various elements (adopted between 1982 and 2001), which includes an update/reorganization of existing elements and the addition of two elements. The General Plan's major components include updates to the development projections to the year 2035 and Land Use Element, including reorganized and new land use designations. The Project anticipates approximately 30,300 dwelling units and approximately 12.2 million square feet of non-residential land uses, or approximately 3,026 dwelling units and 6.4 million square feet of non-residential land uses over existing conditions. All future land uses within the Planning Area would be developed pursuant to the proposed General Plan Land Use Map. Additionally, the General Plan 2035 has taken a focused development strategy that would be implemented through three Focus Areas, with individualized approaches for each area. Similarly, the proposed Zoning Code Update (ZCU) involves a comprehensive re-write and organizational update to the Code to ensure that future development reflects and implements the General Plan 2035. Among various proposed actions, the ZCU proposes to amend the Zoning Map and zoning district standards to ensure consistency with the Land Use Element, and create new zoning districts and development standards to implement the proposed General Plan Mixed-Use and Regional Commercial land use designations, etc. All future land uses within the Planning Area would be developed pursuant to the proposed Zoning Map and development standards. Therefore, the Project would be considered growth-inducing with respect to the establishment of a precedent-setting action.

DEVELOPMENT OR ENCROACHMENT OF OPEN SPACE

A majority (approximately 66 percent) of the Planning Area is built-out and consists of developed areas. The Project's anticipated future development would occur on both vacant and underutilized land throughout the Planning Area, however, primarily within the Focus Areas targeted for land use change. The General Plan 2035 has taken a focused development strategy that would be implemented through the Focus Areas, which are generally concentrated in the southern portion of the Planning Area. The growth over existing conditions resulting from Project implementation would occur throughout the Planning Area and within the Focus Areas. The Project focuses primarily on infill development through the Focus Area approach. None of

the Focus Areas would involve development that would encroach on an isolated area of open space.

Additionally, while approximately 5.0 percent of the Planning Area (approximately 442 acres) is vacant, proposed Goal OSC-1 is to protect and enjoy Upland's natural resources such as open space, as limited and valuable resources and integral parts of a sustainable environment. To this end, the Project designates approximately 830 acres (approximately 8.0 percent of the Planning Area) as Park/Open Space. The Park/Open Space designation is intended for green space. This designation encompasses active and passive public parks of all sizes and other forms of open space, such as natural hillside areas and retention basins. The City also proposes Goal LU-1, which is to provide a viable community that offers a wide range of choices to participate in open space opportunities. In furtherance of these goals and preserving the Planning Area's open space, all future development would be subject to implementation of the following Policies and Action:

Policy OSC-1.1 Resource Preservation. Preserve open space and habitat areas by promoting conservation and preservation easements that protect habitat areas, habitat corridors, and sensitive biological resources.

Policy OSC-1.2 Open Space Corridors. Focus on areas that are adjacent to larger open space areas and corridors as the first priority in siting preservation areas.

Policy OSC-1.3 Joint Use. Work with property owners and regional agencies to allow safe, joint use of open space areas that are used for other purposes such as flood control, groundwater recharge, utility corridors, and mining for passive recreational activities such as trails or view spots.

Policy OSC-1.4 Regulatory Protection. Ensure that new development meets all federal, State, and regional regulations for habitat and species protection.

Policy OSC-1.5 New Development. Encourage new development to preserve on-site natural elements and incorporate low impact development techniques.

Policy LU-1.4 Complete and Balanced Community. Foster new land uses and building types that contribute to City revenues and increase employment while also ensuring the provision of sufficient housing, shopping, civic, cultural, open space, and recreational opportunities.

Action SAF-2.3 Acquire areas in flood plains and designate these areas as open space or recreational uses.

Therefore, given that the anticipated future development would be subject to implementation of the General Plan 2035 Policies and Actions specified above, Project implementation would not be growth-inducing with respect to development or encroachment into an isolated area of open space.

SUMMARY OF IMPACTS

In summary, Project implementation would not be growth-inducing with respect to removing an impediment to growth (i.e., establishing an essential public service or provision of new access to an area) or encroaching on an isolated area of open space. However, the Project would be growth-inducing with respect to fostering economic and population growth, and establishing a precedent-setting action.

Potential growth inducing impacts are also assessed based on a project's consistency with adopted plans that have addressed growth management from a local and regional standpoint. As discussed in Section 5.2, the Southern California Association of Governments (SCAG) is responsible for developing and adopting growth forecasts for local San Bernardino County governments, among other counties. SCAG's Adopted 2012 Integrated Growth Forecast provides population, household, and employment forecasts for 2035 (as well as for 2008 and 2020).

Table 5.2-8, *Project Compared to SCAG*, compares the Project's household, population, and employment projections for the City with SCAG's 2035 forecasts. As indicated in Table 5.2-8, the Project is forecast to result in 28,785 households (30,300 dwelling units), with a resultant population of approximately 81,462 persons. SCAG forecasts the City will grow to 31,300 households by 2035 (an extrapolated 32,947 dwelling units), with a resultant population of approximately 80,200 persons. Comparatively, the Project's household and population forecasts are less than SCAG's 2035 forecasts. Therefore, the proposed Project would not conflict with SCAG's Adopted 2012 Integrated Growth Forecast.

At the regional level, the emphasis regarding growth has been placed primarily on achieving a balance of employment and housing opportunities within the subregions. This regional concept, referred to as jobs/housing balance, encourages the designation and zoning of sufficient vacant land for residential uses with appropriate standards to ensure adequate housing is available to serve the needs derived from the local employment base. The jobs/housing ratio can be used as the general measure of balance between a community's employment opportunities and the housing needs of its residents. A ratio of 1.0 or greater generally indicates that a City provides adequate employment opportunities, potentially allowing its residents to work within the City. A desirable jobs/housing balance improves regional mobility (traffic), reduces vehicle miles traveled, and improves air quality. Conversely, imbalance between a City's jobs and housing increases commutes, with resultant increases in traffic volumes and air emissions, and overall reduces the quality of life.

The City's current jobs/housing ratio is approximately 0.48, indicating the City is currently housing rich with insufficient employment opportunities for its residents to potentially work within the City. The Project is anticipated to increase the Planning Area's housing stock by 11 percent (3,026 dwelling units) and employment by 95 percent (11,787 jobs), resulting in a forecast jobs/housing ratio of approximately 0.80.[1] The Project would improve the Planning

[1] Based on 24,245 jobs and 30,300 dwelling units (as of 2035).

Area's jobs/housing balance by providing more employment opportunities for residents to potentially work in the area. Planning area residents who currently commute to work in Riverside or Los Angeles Counties could potentially remain in the area to work due to the availability of approximately 11,787 new jobs. Therefore, the Project would beneficially impact the City's jobs/housing balance, by improving the jobs/housing ratio when compared to existing conditions.

Additionally, because the Project's household and population forecasts are in compliance with SCAG's 2035 forecasts, development within the City would be responding to growth that was previously planned, rather than creating growth that would require substantial development of unplanned and unforeseen support uses and services. Further, the General Plan 2035 accounts for increased growth and establishes Policies and Actions to reduce its potential growth-related impacts. All future development within the Planning Area with growth-inducing potential would be subject to implementation of the General Plan 2035 Policies and Actions outlined in Section 5.2. Additionally, the forecast household and population growth would occur over an approximately 22-year period, allowing for development of necessary services and infrastructure commensurate with the proposed growth.

7.4 ENERGY CONSERVATION

Public Resources Code Section 21100(b)(3) and *CEQA Guidelines* Appendix F requires a description (where relevant) of the wasteful, inefficient, and unnecessary consumption of energy caused by a project. In 1975, the California State Legislature adopted Assembly Bill 1575 (AB 1575) in response to the oil crisis of the 1970s.

PROJECT ENERGY CONSUMPTION

Short-Term Construction

In 1994, the U.S. Environmental Protection Agency (EPA) adopted the first set of emission standards (Tier 1) for all new off-road diesel engines greater than 37 kilowatts (kW). The Tier 1 standards were phased in for different engine sizes between 1996 and 2000, reducing NO_X emissions from these engines by 30 percent. The EPA Tier 2 and Tier 3 standards for off-road diesel engines are projected to further reduce emissions by 60 percent for NO_X and 40 percent for particulate matter from Tier 1 emission levels. In 2004, the EPA issued the Clean Air Nonroad Diesel Rule which will cut emissions from off-road diesel engines by more than 90 percent.

The Project would not directly result in the construction of any new development projects. However, its implementation would facilitate development of various residential, commercial, office and research park, business park, industrial, and civic/institutional uses. The Project involves no unusual characteristics that would necessitate the use of construction equipment that is less energy-efficient than at comparable construction sites. Therefore, implementation of the

General Plan 2035 Policies and Actions would ensure the Project would not result in inefficient, wasteful, or unnecessary fuel consumption.

Long-Term Operations

TRANSPORTATION

Pursuant to the Federal Energy Policy and Conservation Act of 1975, the National Highway Traffic and Safety Administration (NHTSA) is responsible for establishing additional vehicle standards and for revising existing standards. Since 1990, the fuel economy standard for new passenger cars has been 27.5 miles per gallon (mpg). The fuel economy standard for new light trucks (gross vehicle weight of 8,500 pounds or less) has been 20.7 mpg since 1996. Heavy-duty vehicles (i.e., vehicles and trucks over 8,500 pounds gross vehicle weight) are not currently subject to fuel economy standards. Compliance with Federal fuel economy standards is not determined for each individual vehicle model. Rather, compliance is determined based on each manufacturer's average fuel economy for the portion of their vehicles produced for sale in the United States.

The General Plan 2035 includes Policies and Actions encouraging transit-oriented and mixed use development to reduce daily vehicle trips and vehicle miles traveled (VMT). The Project is not anticipated to result in any unusual characteristics that would result in excessive long-term operational fuel consumption. Omnitrans currently provides fixed bus routes along various corridors within the City, including along Baseline Road, Foothill Boulevard, Arrow Highway, Mountain Avenue, Euclid Avenue, and Campus Avenue. The San Bernardino Metrolink Line light rail traverses an area north of Arrow Highway/8th Street and provides access to regional transit. Additionally, the General Plan 2035 provides strategies to improve transit service and overall mobility within the City that would result in a decrease in auto dependency. Future development anticipated by the Project would increase density and improve the jobs/housing balance, which would increase public transportation patronage. The availability of public transit for City residents, employees, and visitors would ensure that the Project would not result in the inefficient, wasteful, or unnecessary consumption of transportation energy.

Overall, fuel consumption associated with vehicle trips generated by future development within Upland would not be considered inefficient, wasteful, or unnecessary in comparison to other cities in the region.

ENERGY DEMAND

California Code of Regulations, Title 24, Part 6, is California's Energy Efficiency Standards for Residential and Non-residential Buildings. Title 24 was established by the California Energy Commission (CEC) in 1978 in response to a legislative mandate to create uniform building codes to reduce California's energy consumption, and provide energy efficiency standards for residential and non-residential buildings. In 2010, the CEC updated Title 24 standards with more stringent requirements. The 2010 Standards are expected to substantially reduce the growth in electricity and natural gas use. Additional savings result from the application of the Standards on

building alterations, such as those within Section V (Site Lighting) including Subpart E (Windows), F (Roofs), and S (Mechanical Equipment). These savings are cumulative, increasing as years go by.

The Project does not involve any unusual characteristics that would result in excessive long-term operational building energy demand. The General Plan 2035 includes numerous energy efficiency Goals and Policies that address energy demand. Namely, the City proposes Goal OSC-5, which is to improve energy efficiency to achieve GHG emission reductions. To this end, future development would be subject to implementation of the following Policies and Actions:

Policy OSC-5.2 Greenhouse Gas Reduction in New Development. Reduce greenhouse gas emissions from new development by discouraging auto-dependent sprawl and dependence on the private automobile; promoting water conservation and recycling; promoting development that is compact, mixed use, pedestrian friendly, and transit oriented; promoting energy-efficient building design and site planning; improving the jobs/housing ratio; and other methods of reducing emissions.

Policy OSC-5.11 Minimum Green Building Standards. Require new development to comply with the California Green Building Code (CalGreen) adopted by the California Building Standards Commission at the time of building permit application.

Action OSC-5.5 Incentives. Develop and adopt incentives for the construction of green buildings, such as expedited permitting or reduced building fees, provided that building fee reductions are covered through outside funding sources, such as grants, and not from the General Fund.

Action OSC-5.8 CalGreen Standards. Adopt CalGreen Tier 1 Standards for all new development in the City.

The City also proposes Goal OSC-6, which is to minimize the consumption of nonrenewable energy resources. To this end, the City would implement the following Policies and Actions:

Policy OSC-6.1 Compliance with Energy Efficiency Standards. Require existing residential and commercial buildings to meet adopted energy efficiency standards prior to a completion of sale.

Policy OSC-6.2 New Development. Encourage solar-oriented design, green roofs, and passive solar heating and cooling in all new residential, commercial and civic development.

Policy OSC-6.3 Renewable Energy. Encourage the installation and construction of renewable energy systems and facilities such as wind, solar, hydropower, geothermal, and biomass facilities.

Policy OSC-6.4 Deciduous Trees. Require that deciduous trees be planted on the south- and west-facing sides of new buildings onsite to reduce energy use in the summer and winter months.

Policy OSC-6.5 City Facilities. Set an example for others to follow by using alternative energy sources such as solar for City facilities.

Policy OSC-6.6 Recruitment of Energy-Efficient Businesses. Strive to recruit businesses that research, develop, manufacture, utilize, and promote energy efficiency, conservation and advanced renewable technologies such as waste-to-energy facilities.

Policy OSC-6.7 Citizen Education. Work with appropriate agencies to proactively inform, educate and assist residents and developers regarding the objectives and techniques of sustainable development and resource conservation.

Action OSC-6.1 Green Business Recruitment. Recruit businesses that research, develop, manufacture, utilize, and promote energy efficiency, conservation, and advanced renewable technologies such as waste-to-energy facilities.

Action OSC-6.2 Inter-Agency Collaboration. Collaborate with local energy suppliers and distributors to establish energy conservation programs, Energy Star appliance change-out programs, rebates, vouchers, and other incentives to install energy-efficient technology and products.

Action OSC-6.3 Regional Coordination. Support the County of San Bernardino in its efforts to create the San Bernardino Valley Clean Energy District, which would make loans for homeowners and businesses seeking to install solar panels or take on other projects related to energy conservation.

Action OSC-6.4 Site Selection. Identify possible sites and resources for the production of energy using local renewable resources such as solar, wind, small hydro, and biogas.

As discussed above, there would not be inefficient, wasteful, or unnecessary energy usage associated with Project implementation. The availability of public transit (Omnitrans bus lines and Metrolink rail lines) would ensure that there would not be inefficient, wasteful, or unnecessary consumption of transportation energy. Future development anticipated by the Project would adhere to, and exceed, all Federal, State, and local requirements for energy efficiency, including Title 24 of the California Code of Regulations regarding building energy efficiency standards. The Project would not result in the inefficient, wasteful, or unnecessary consumption of building energy. Therefore, the Project would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region.

SECTION 8.0
Effects Found Not To Be Significant

8.0 EFFECTS FOUND NOT TO BE SIGNIFICANT

CEQA Guidelines Section 15128, *Effects Not Found To Be Significant*, requires that an EIR contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant and were therefore not discussed in detail in the EIR. Such a statement may be contained in an attached copy of an Initial Study.

The City of Upland determined that an EIR was clearly required for the Project, thus, an Initial Study was not prepared. This option is permitted under CEQA Guidelines Section 15063(a), which states that if the Lead Agency determines an EIR will be required for a project, the Lead Agency may skip further initial review and begin work on the EIR.

During the course of this environmental evaluation (see Sections 5.1 through 5.22), it was determined the Project would not have any measurable impact or less than significant impact for certain environmental issue areas. These findings were based on the Project's inability due to its scope and nature to create such impacts or the absence of Project characteristics producing effects of this type. The effects determined not to be significant are not required to be included in primary analysis sections of the Draft EIR. Those issue areas for which the environmental evaluation determined the Project would not have any measurable impact or would have less than significant impact are identified below. Those issue areas for which the environmental evaluation determined the Project would have less than significant impact with mitigation incorporated are also identified.

8.1 "NO IMPACT" CONCLUSIONS

The environmental evaluation determined the Project would not have any measurable impact regarding the following issue areas:

LAND USE AND PLANNING

- Conflict with any applicable habitat conservation plan or natural community conservation plan, and/or policies by agencies with jurisdiction over the project.

The Planning Area is not located within jurisdiction of a habitat conservation plan or natural community conservation plan. Therefore, no impact would occur in this regard.

POPULATION, HOUSING, AND EMPLOYMENT

- Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere.

The Project does not involve demolition of existing housing. Therefore, no impact would occur in this regard.

NOISE

- For a project within the vicinity of a private airstrip, expose people residing or working in the project area to excessive noise levels.

There are no private airstrips located in the Planning Area's vicinity. Therefore, no impact would occur in this regard.

BIOLOGICAL RESOURCES

- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

There are no Upland Municipal Code ordinances that specifically address biological resources. Therefore, no impact would occur in this regard.

- Conflict with provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

The Planning Area is not located within jurisdiction of a habitat conservation plan or natural community conservation plan. Therefore, no impact would occur in this regard.

AGRICULTURE AND FORESTRY RESOURCES

- Conflict with existing zoning for, or cause rezone of, forest land (as defined in Public Resources Code 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code 51104(g)).

- Result in the loss of forest land or conversion of forest land to non-forest use.

- Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of forest land to non-forest use.

There are no forestry resources present within the Planning Area or in its vicinity. Therefore, no impact would occur in this regard.

HAZARDS AND HAZARDOUS MATERIALS

- For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area.

There are no private airstrips located in the Planning Area's vicinity. Therefore, no impact would occur in this regard.

8.2 "LESS THAN SIGNIFICANT IMPACT" (WITHOUT MITIGATION) CONCLUSIONS

Project implementation would result in less than significant impacts for the following issue areas, as concluded in Sections 5.1 through 5.22.

LAND USE AND PLANNING

- Disrupt or physically divide an established community including a low-income or minority community.

- Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.

POPULATION, HOUSING, AND EMPLOYMENT

- Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).

- Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

AESTHETICS

- Have a substantial adverse effect on a scenic vista.

- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.

- Substantially degrade the existing visual character or quality of the site and its surroundings.

- Create new sources of substantial light or glare, which would adversely affect day or nighttime views in the area.

TRANSPORTATION AND TRAFFIC

- Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.

- Conflict with an applicable congestion management program, including, but not limited to LOS standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways.

- Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

- Result in inadequate emergency access.

- Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

AIR QUALITY

- Conflict with or obstruct implementation of the applicable air quality plan.

- Expose sensitive receptors to substantial pollutant concentrations.

- Create objectionable odors affecting a substantial number of people.

GREENHOUSE GAS EMISSIONS

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.

- Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

NOISE

- Expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

- Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.

- Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.

- For a 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, expose people residing or working in the project area to excessive noise levels.

GEOLOGY AND SOILS

- 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 Zone Map issued by the State Geologist for the area or based on other substantial evidence of a known fault.
    - Strong seismic ground shaking.
    - Seismic-related ground failure, including liquefaction.
    - Landslides.

- Result in substantial soil erosion or the loss of topsoil.

- Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in landslides, lateral spreading, subsidence, liquefaction or collapse.

- Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risk to life or property.

- Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water.

CULTURAL RESOURCES

- Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5.

- Disturb any human remains, including those interred outside of formal cemeteries.

AGRICULTURE AND FORESTRY RESOURCES

- Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use.

- Conflict with existing zoning for agricultural use, or a Williamson Act contract.

- Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use.

MINERAL RESOURCES

- The loss of availability of a known mineral resource that would be of value to the region and the residents of the state.

- The loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan.

HYDROLOGY AND WATER QUALITY

- Violate any water quality standards or waste discharge requirements.

- 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).

- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of stream or river, in a manner which would result in substantial erosion or siltation on- or off-site.

- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.

- Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.

- Otherwise substantially degrade water quality.

- 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.

- Place within a 100-year flood hazard area structures which would impede or redirect flood flows.

- 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.

- Inundation by seiche, tsunami, or mudflow.

HAZARDS AND HAZARDOUS MATERIALS

- Create a significant hazard to the public or the environment through the routing transport, use, or disposal of hazardous materials.

- 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.

- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

- 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.

- For a 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, would the project result in a safety hazard for people residing or working in the project area.

- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

- Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

- Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.

WATER SUPPLY

- Have adverse effects of water supplies sufficient water supplies available to serve the project from existing entitlements and resources, or require new or expanded entitlements need.

- Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

WASTEWATER

- Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.

- Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

- Result in a determination by the wastewater treatment provider that serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments.

8.3 "LESS THAN SIGNIFICANT IMPACT" (WITH MITIGATION) CONCLUSIONS

Project implementation would result in less than significant impacts with mitigation incorporated for the following issue areas, as concluded in Sections 5.1 through 5.22.

AIR QUALITY

- Conflict with or obstruct implementation of the applicable air quality plan.

- Violate any air quality standard or contribute substantially to an existing or projected air quality violation.

- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).

- Exposes sensitive receptors to substantial pollutant concentrations.

- Create objectionable odors affecting a substantial number of people.

NOISE

- Expose persons to or generate excessive ground-borne vibration or ground-borne noise levels.

CULTURAL RESOURCES

- Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.

- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

BIOLOGICAL RESOURCES

- 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 U.S. Fish and Wildlife Services.

- Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Services.

- 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.

- 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.

FIRE AND POLICE PROTECTION, AND SCHOOLS

- Substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or result in the need for new or physically altered governmental facilities, the construction of which may cause significant environmental impacts in order to maintain acceptable service ratios, response times or other performance objectives.

PARKS AND RECREATIONAL FACILITIES

- Substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or result in the need for new or physically altered governmental facilities, the construction of which may cause significant environmental impacts in order to maintain acceptable service ratios, response times or other performance objectives for parks.

- Increase the use of existing neighborhood and regional facilities such that substantial physical deterioration of the facility would occur or be accelerated.

- Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

SOLID WASTE

- Is served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs.

- Does not comply with federal, state, and local statutes and regulations related to solid waste.

ELECTRICITY AND NATURAL GAS

- Demands on electricity or natural gas supply and/or infrastructure which exceed the capacity of the utility serving the project area.

SECTION 9.0
Significant Environmental Effects Which Cannot Be Avoided if the Proposed Action Is Implemented

9.0 SIGNIFICANT ENVIRONMENTAL EFFECTS WHICH CANNOT BE AVOIDED IF THE PROPOSED ACTION IS IMPLEMENTED

The *California Environmental Quality Act* (*CEQA*) *Guidelines* Section 15126(b) requires an Environmental Impact Report (EIR) to "describe any significant impacts, including those which can be mitigated but not reduced to a level of insignificance. Where there are impacts that cannot be alleviated without imposing an alternative design, their implications, and the reasons why the project is being proposed, notwithstanding their effect, should be described."

Section 5.0 of this EIR provides a description of the Project's potential environmental impacts and recommends as mitigation measures, and implementation of General Plan 2035 Policies and Actions, and Zoning Code Update and Cable Airport Land Use Compatibility Plan standards and guidelines, to avoid or reduce impacts to a less than significant level, where possible. After implementation of the proposed Policies and Actions, and standards and guidelines, and recommended mitigation measures, most of the potentially significant impacts associated with the proposed Project would be reduced to less than significant. However, the impacts listed below could not be feasibly mitigated and would result in significant unavoidable impacts associated with approval of the proposed Project.

AIR QUALITY

- *Short-Term Construction Emissions.* As Project-related emissions (associated with future development and infrastructure projects facilitated by the Project) are anticipated to exceed SCAQMD thresholds, construction-related emissions are considered significant unavoidable despite compliance with Mitigation Measures AQ-1 through AQ-8.

- *Long-Term Mobile and Stationary Source Emissions.* During the operational phase, potential development within the Project area would result in a net increase in regional criteria pollutants from the operation of both stationary and mobile sources. CEQA review of individual development projects would include an evaluation to determine whether potential air pollutant emissions generated from growth could result in a significant impact to air quality. The significance level of these impacts would be determined during review and appropriate mitigation measures would be developed. However, due to the magnitude of development and associated mobile and stationary source air quality impacts, impacts in this regard would be significant unavoidable despite compliance with Mitigation Measures AQ-9 through AQ-14.

- *Cumulative Short-Term Construction and Long-Term Mobile and Stationary Source Emissions Impacts.* Construction of future potential development projects in the City, Sphere of Influence, and surrounding cities may be "cumulatively considerable," despite compliance with General Plan 2035 Policies and Actions. Emissions from operations of future development associated with implementation of the General Plan 2035 would potentially exceed the SCAQMD thresholds for criteria pollutants, resulting in a significant impact. In accordance with SCAQMD methodology, any project that cannot be mitigated to a level of less than significant is also significant on a cumulative basis.

SECTION 10.0
References

10.0 REFERENCES

10.1 LEAD AGENCY AND EIR PREPARER

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SECTION 11.0
Mitigation Monitoring and Reporting Program

11.0 MITIGATION MONITORING AND REPORTING PROGRAM

Section 5.0 of this EIR identifies the mitigation measures that will be implemented to avoid or lessen the impacts associated with the Upland General Plan Update (GPU 08-03), Zoning Code Update (ZCU 08-03), Climate Action Plan, and Cable Airport Land Use Compatibility Plan Update. Public Resources Code § 21081.6 requires a public agency to adopt a monitoring and reporting program for assessing and ensuring compliance with any required mitigation measures applied to proposed development:

> *. . . the public agency shall adopt a reporting or monitoring program for the changes to the project which it has adopted, or made a condition of project approval, in order to mitigate or avoid significant effects on the environment.*

Public Resources Code Section 21081.6 provides general guidelines for implementing mitigation monitoring programs and indicates that specific reporting and/or monitoring requirements, to be enforced during project implementation, must be defined before certification of the Final EIR.

The mitigation monitoring table below lists mitigation measures that can be included as conditions of approval for the Project. These measures correspond to those included in Section 5.0. To ensure that the mitigation measures are properly implemented, a Mitigation Monitoring and Reporting Program (MMRP) was drafted that identifies the timing and responsibility for monitoring each measure. The applicants/developers of specific future projects would have the responsibility for implementing the measures, and the various City Departments will have the primary responsibility for monitoring and reporting implementation of the mitigation measures.

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CITY OF UPLAND PLANNING DOCUMENTS PROJECT MITIGATION MONITORING AND REPORTING PROGRAM					Verification of Compliance		
Mitigation Measure		Monitoring Phase/Timing	Monitoring Procedure	Implementing Party/Agency	Initials	Date	Remarks
AESTHETICS							
AES-1	For future development located in or immediately adjacent to residentially zoned properties, construction documents shall include language that requires all construction contractors to strictly control the staging of construction equipment and the cleanliness of construction equipment stored or driven beyond the limits of the construction work area. Construction equipment shall be parked and staged within the project site, as distant from the residential use, as reasonably possible. Staging areas shall be screened from view from residential properties.	Prior to Approval of Construction Documents	Review/Approval of Construction Documents	Building and Safety Division			
AES-2	Construction documents shall include language requiring that construction vehicles be kept clean and free of mud and dust prior to leaving the development site. Streets surrounding the development site shall be swept daily and maintained free of dirt and debris.	Prior to Approval of Construction Documents	Review/Approval of Construction Documents	Building and Safety Division			
AES-3	Construction worker parking may be located off-site with prior approval by the City. On-street parking of construction worker vehicles on residential streets shall be prohibited.	Prior to Approval of Construction Documents	Review/Approval of Construction Documents	Building and Safety Division			
TRANSPORTATION AND TRAFFIC							
TRA-1	Prior to issuance of each Building Permit, future development projects that are determined through preparation of a Traffic Impact Analysis (Policy CIR-1.5) to impact the specified intersection, shall make a fair contribution toward implementation of the following improvements. These development projects shall be required to contribute to the implementation of mitigation measures, including but not	Prior to Issuance of Building Permit	Review/Approval of Traffic Impact Analysis and Evidence of Payment	Building and Safety Division			

CITY OF UPLAND PLANNING DOCUMENTS PROJECT MITIGATION MONITORING AND REPORTING PROGRAM							
Mitigation Measure		Monitoring Phase/Timing	Monitoring Procedure	Implementing Party/Agency	Verification of Compliance		
					Initials	Date	Remarks
	limited to those identified in the General Plan EIR, by the payment of fair share costs, constructing the required improvement, providing right-of-way, or other actions as required by the City. • 16th Street (Baseline)/Benson Avenue (AM) Intersection. The eastbound thru-right lane shall be split to provide a separate eastbound right turn lane and optimize the signal timing at this intersection. Additional right-of-way shall be acquired to accommodate this improvement. • 16th Street (Baseline)/Mountain Avenue (PM) Intersection. The intersection cycle length and splits shall be optimized to provide more time to the left turn approaches. • Foothill Boulevard/Mountain Avenue (PM) Intersection. The intersection splits shall be optimized to provide more time at the eastbound and westbound approaches. • Foothill Boulevard/Euclid Avenue (PM) Intersection. The intersection splits shall be optimized to provide more time at the eastbound and westbound approaches. • 8th Street/Campus Avenue (AM and PM) Intersection. A traffic signal shall be installed at this location. • I-10 EB Ramps/Mountain Avenue (PM) Intersection. The intersection cycle length and splits shall be optimized at this intersection.						

CITY OF UPLAND PLANNING DOCUMENTS PROJECT MITIGATION MONITORING AND REPORTING PROGRAM							
Mitigation Measure		Monitoring Phase/Timing	Monitoring Procedure	Implementing Party/Agency	Verification of Compliance		
					Initials	Date	Remarks
	• I-10 WB Off Ramp/Second Avenue (AM and PM) Intersection. A traffic signal shall be installed at this location. • I-10 EB Ramps/Euclid Avenue (AM) Intersection. The intersection splits shall be optimized to provide more time at the eastbound and westbound approaches.						
AIR QUALITY							
AQ-1	Prior to issuance of any Grading Permit, the Development Services Director and the Engineering/Land Development Division shall confirm that the Grading Plan, Building Plans, and specifications stipulate that, in compliance with SCAQMD Rule 403, excessive fugitive dust emissions shall be controlled by regular watering or other dust prevention measures, as specified in the SCAQMD's Rules and Regulations. In addition, SCAQMD Rule 402 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off-site. Implementation of the following measures would reduce short-term fugitive dust impacts on nearby sensitive receptors: • All active portions of the construction site shall be watered twice daily to prevent excessive amounts of dust; • Non-toxic soil stabilizers shall be applied to all inactive construction areas (previously graded areas inactive for 20 days or more, assuming no rain), according to manufacturers' specifications;	Prior to issuance of Demolition Permit, Grading Permit, and Building Permit	Review/Approval of Grading Plan and Building Plan	Development Services Director and Engineering/Land Development Division			

CITY OF UPLAND PLANNING DOCUMENTS PROJECT MITIGATION MONITORING AND REPORTING PROGRAM							
Mitigation Measure		Monitoring Phase/Timing	Monitoring Procedure	Implementing Party/Agency	Verification of Compliance		
					Initials	Date	Remarks
	• All excavating and grading operations shall be suspended when wind gusts (as instantaneous gust) exceed 25 miles per hour; • On-site vehicle speed shall be limited to 15 miles per hour; • All on-site roads shall be paved as soon as feasible, watered twice daily, or chemically stabilized; • Visible dust shall not cross the property line. • All material transported off-site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust prior to departing the job site; • Track-out devices shall be used at all construction site access points; • All delivery truck tires shall be watered down and/or scraped down prior to departing the job site; • A construction relations officer shall be appointed to act as a community liaison concerning on-site construction activity including resolution of issues related to fugitive dust generation; • Streets shall be swept at the end of the day if visible soil material is carried onto adjacent paved public roads and use of SCAQMD Rule 1186 and 1186.1 certified street sweepers or roadway; and						

CITY OF UPLAND PLANNING DOCUMENTS PROJECT MITIGATION MONITORING AND REPORTING PROGRAM							
Mitigation Measure		Monitoring Phase/Timing	Monitoring Procedure	Implementing Party/Agency	Verification of Compliance		
					Initials	Date	Remarks
	• Replace ground cover in disturbed areas as quickly as possible.						
AQ-2	All trucks that are to haul excavated or graded material on-site shall comply with State Vehicle Code Section 23114 (Spilling Loads on Highways), with special attention to Sections 23114(b)(F), (e)(4) as amended, regarding the prevention of such material spilling onto public streets and roads. Prior to the issuance of grading permits, the Applicant shall demonstrate to the City how the project operations subject to that specification during hauling activities shall comply with the provisions set forth in Sections 23114(b)(F), (e)(4).	Prior to issuance of Demolition Permit and Grading Permit	Review/Approval of Grading Plan	Engineering/Land Development Division			
AQ-3	Prior to issuance of any Building Permit, the Development Services Director and the Engineering/Land Development Division shall confirm that the Building Plans and specifications include the following measures to reduce VOC emissions resulting from application of architectural coatings: • Contractors shall use high-volume-low-pressure (HVLP) paint applicators with a minimum transfer efficiency of at least 50 percent; • Use required coatings and solvents with a VOC content lower than required under Rule 1113; • Construct/build with materials that do not require painting; and • Use pre-painted construction materials.	Prior to issuance of Building Permit	Review/Approval of Building Plans	Development Services Director and the Engineering/Land Development Division			

CITY OF UPLAND PLANNING DOCUMENTS PROJECT MITIGATION MONITORING AND REPORTING PROGRAM							
Mitigation Measure		Monitoring Phase/Timing	Monitoring Procedure	Implementing Party/Agency	Verification of Compliance		
					Initials	Date	Remarks
AQ-4	Prior to issuance of any Grading Permit, the Development Services Director and the Engineering/Land Development Division shall confirm that the Grading Plan, Building Plans and specifications stipulate that ozone precursor emissions from construction equipment vehicles shall be controlled by maintaining equipment engines in good condition and in proper tune per manufacturer's specifications, to the satisfaction of the City Engineer. Equipment maintenance records and equipment design specifications data sheets shall be kept on site during construction. The City Inspector shall be responsible for ensuring that contractors comply with this measure during construction.	Prior to issuance of Demolition Permit, Grading Permit, and Building Permit	Review/Approval of Grading Plan and Building Plan	Development Services Director and the Engineering/Land Development Division			
AQ-5	Electricity from power poles shall be used instead of temporary diesel or gasoline-powered generators to reduce the associated emissions. Approval shall be required by the City Building and Safety Division prior to issuance of grading permits.	Prior to issuance of Grading Permit	Review/Approval of Grading Plans	Building and Safety Division			
AQ-6	Each individual implementing development project shall submit a traffic control plan prior to the issuance of a grading permit. The traffic control plan shall describe in detail safe detours and provide temporary traffic control during construction activities for that project. To reduce traffic congestion, the plan shall include, as necessary, appropriate, and practicable, the following: temporary traffic controls such as a flag person during all phases of construction to maintain smooth traffic flow, dedicated turn lanes for movement of construction trucks and equipment on- and off-site, scheduling of construction activities that affect traffic flow on the arterial system to off-peak hour, consolidating truck deliveries, rerouting of construction	Prior to issuance of Grading Permit	Review/Approval of Traffic Control Plan	Planning Division			

CITY OF UPLAND PLANNING DOCUMENTS PROJECT MITIGATION MONITORING AND REPORTING PROGRAM							
Mitigation Measure		Monitoring Phase/Timing	Monitoring Procedure	Implementing Party/Agency	Verification of Compliance		
					Initials	Date	Remarks
	trucks away from congested streets or sensitive receptors, and/or signal synchronization to improve traffic flow.						
AQ-7	Building and grading permits shall include a general note that restricts idling of construction equipment on site to no more than five minutes.	Prior to issuance of Demolition Permit, Grading Permit, and Building Permit	Review/Approval of Grading Plan and Building Plan	Building and Safety Division and Engineering/Land Development Division			
AQ-8	Proposed development projects that are not exempt from CEQA shall have construction-related air quality impacts analyzed using the latest available air emissions model, or other analytical method determined in conjunction with the SCAQMD. The results of the construction-related air quality impacts analysis shall be included in the development project's CEQA documentation. To address potential localized impacts, the air quality analysis may incorporate SCAQMD's Localized Significance Threshold analysis or other appropriate analyses as determined in conjunction with SCAQMD. If such analyses identify potentially significant regional or local air quality impacts, the City shall require the incorporation of appropriate mitigation to reduce such impacts.	Prior to Issuance of Development Permit	Certification of CEQA Document	Planning Division			
AQ-9	Prior to issuance of Building Permits, the Development Services Director and the Engineering/Land Development Division shall confirm that the Building Plans, and specifications stipulate that proposed developments within the City shall include, to the extent feasible, the following measures:	Prior to Issuance of Building Permit	Review/Approval of Building Plan	Development Services Director and the Engineering/Land Development Division			

CITY OF UPLAND PLANNING DOCUMENTS PROJECT MITIGATION MONITORING AND REPORTING PROGRAM					Verification of Compliance		
	Mitigation Measure	Monitoring Phase/Timing	Monitoring Procedure	Implementing Party/Agency	Initials	Date	Remarks
	• All residential and commercial structures shall be required to incorporate high efficiency/low polluting heating, air conditioning, appliances, and water heaters. • All residential and commercial structures shall be required to incorporate thermal pane windows and weather-stripping. • All new residential, commercial, and industrial structures shall be required to incorporate light colored roofing materials where it would not conflict with other design objectives.						
AQ-10	Future development projects within the City that include employers with 250 employees or more shall comply with SCAQMD Rule 2202, which requires the implementation of employee commute reduction programs.	Prior to Issuance of Development Permit	Review/Approval of Employee Commute Reduction Program	Planning Division			
AQ-11	To identify potential implementing development project-specific impacts resulting from operational activities, proposed development projects that are not exempt from CEQA shall have long-term operational-related air quality impacts analyzed using the latest available air emissions model, or other analytical method determined in conjunction with the SCAQMD (only for projects that are subject to a discretionary action and that require a General Plan amendment and/or Zone Change). The results of the operational-related air quality impacts analysis shall be included in the development project's CEQA documentation. To address potential localized impacts, the air quality analysis may incorporate SCAQMD's Localized Significance Threshold analysis, CO Hot Spot analysis or other	Prior to Issuance of Development Permit	Certification of CEQA Document	Planning Division			

CITY OF UPLAND PLANNING DOCUMENTS PROJECT MITIGATION MONITORING AND REPORTING PROGRAM							
Mitigation Measure		Monitoring Phase/Timing	Monitoring Procedure	Implementing Party/Agency	Verification of Compliance		
					Initials	Date	Remarks
	appropriate analyses as determined in conjunction with SCAQMD. If such analyses identify potentially significant regional or local air quality impacts, the City shall require the incorporation of appropriate mitigation to reduce such impacts.						
AQ-12	Prior to the issuance of Building Permits, the Development Services Director and the Engineering/Land Development Division shall confirm that the Building Plans and specifications require signage to be posted at loading docks and all entrances to loading areas prohibiting all on-site truck idling in excess of five minutes.	Prior to issuance of Building Permits	Review/Approval of Building Plans	Development Services Director and the Engineering/Land Development Division			
AQ-13	New sensitive land uses such as residential, school, hospitals, medical offices, day care facilities, and fire stations to be located within the City shall not be located closer than 500 feet to the I-10 or SR-210 freeways, pursuant to the recommendations set forth in the CARB Air Quality and Land Use Handbook. If new sensitive land uses cannot meet this setback, they shall be designed and conditioned to include mechanical ventilation systems with fresh air filtration. For operable windows or other sources of ambient air filtration, installation of a central heating, ventilation, and air conditioning (HVAC) system that includes high efficiency filters for particulates (Minimum Efficiency Reporting Value [MERV] 13 or higher) or other similarly effective systems shall be required.	Prior to issuance of Development Permit and Building Permits	Review/Approval of Development Applications and Building Plans	Planning Division and Building and Safety Division			
AQ-14	New sensitive land uses such as residential, schools, hospitals, medical offices, day care facilities, and fire stations shall not be located closer than 1,000 feet from any existing or proposed distribution center/warehouse facility which generates a minimum of 100 truck trips per day, or 40 truck trips with	Prior to issuance of Development Permit and Building Permits	Review/Approval of Development Applications and Building Plan	Planning Division and Building and Safety Division			

CITY OF UPLAND PLANNING DOCUMENTS PROJECT MITIGATION MONITORING AND REPORTING PROGRAM							
Mitigation Measure		Monitoring Phase/Timing	Monitoring Procedure	Implementing Party/Agency	Verification of Compliance		
					Initials	Date	Remarks
	transport refrigeration units (TRUs) per day, or TRU operations exceeding 300 hours per week, pursuant to the recommendations set forth in the CARB Air Quality and Land Use Handbook. If new sensitive land uses cannot meet this setback, they shall be designed and conditioned to include mechanical ventilation systems with fresh air filtration. For operable windows or other sources of ambient air filtration, installation of a central heating, ventilation, and air conditioning (HVAC) system that includes high efficiency filters for particulates (Minimum Efficiency Reporting Value [MERV] 13 or higher) or other similarly effective systems shall be required.						
NOISE							
N-1	During construction, the City shall require future developments to implement the following measures to reduce the potential for human annoyance and architectural/structural damage resulting from elevated groundborne noise and vibration levels. • Pile driving within a 50-foot radius of historic structures shall utilize alternative installation methods where possible (e.g., pile cushioning, jetting, predrilling, cast-in-place systems, resonance-free vibratory pile drivers). • The preexisting condition of all designated historic buildings within a 50-foot radius of proposed construction activities shall be evaluated during a preconstruction survey. The preconstruction survey shall determine conditions that exist before construction begins for use in evaluating damage caused by construction activities. Fixtures and finishes within a 50-foot radius of construction activities susceptible to damage shall be documented (photographically and in	Prior to issuance of Building Permits	Review/Approval of Building Plans	Building and Safety Division			

CITY OF UPLAND PLANNING DOCUMENTS PROJECT MITIGATION MONITORING AND REPORTING PROGRAM					Verification of Compliance		
Mitigation Measure		Monitoring Phase/Timing	Monitoring Procedure	Implementing Party/Agency	Initials	Date	Remarks
	writing) prior to construction. All damage shall be repaired back to its preexisting condition. • Vibration monitoring shall be conducted prior to and during pile driving operations occurring within 100 feet of the historic structures. Every attempt shall be made to limit construction-generated vibration levels in accordance with Caltrans recommendations during pile driving and impact activities in the vicinity of the historic structures.						
CULTURAL RESOURCES							
CR-1	In the event that cultural resources (archeological or paleontological) are unearthed during excavation and grading activities of any future development project, the contractor shall cease all earth-disturbing activities within a 100-meter radius of the area of discovery and retain a qualified archaeologist/paleontologist to evaluate the significance of the finding and appropriate course of action. Salvage operation requirements pursuant to Section 15064.5 of the CEQA Guidelines shall be followed. After the find has been appropriately mitigated, work in the area may resume.	During Excavation and Grading Activities	Field Monitoring	General Contractor			
BIOLOGICAL RESOURCES							
BIO-1	Prior to an application being deemed complete for future development projects in known or suspected habitat areas, a Biological Resources Assessment shall be conducted by a qualified Biologist, in order to determine the potential presence/absence of candidate, sensitive, or special status species, as well as the presence/absence of habitat that would support these species.	Prior to Issuance of Development Permit	Review/Approval of Biological Resources Assessment	Planning Division			

CITY OF UPLAND PLANNING DOCUMENTS PROJECT MITIGATION MONITORING AND REPORTING PROGRAM					Verification of Compliance		
Mitigation Measure		Monitoring Phase/Timing	Monitoring Procedure	Implementing Party/Agency	Initials	Date	Remarks
BIO-2	Prior to any ground disturbance and if deemed necessary by the site-specific Biological Resources Assessment, a Focused Survey of the proposed development site shall be conducted by a qualified Biologist to determine the presence/absence of sensitive plant and wildlife species that are federally- or state-listed as endangered or threatened, having moderate to high potential for occurrence on the proposed development site.	Prior to Issuance of Development Permit	Review/Approval of Focused Survey	Planning Division			
BIO-3	Prior to any ground disturbance and if deemed necessary by the site-specific Biological Resources Assessment, a pre-construction Burrowing Owl Survey of the proposed development site shall be conducted to determine the presence/absence of the burrowing owl. The Survey shall be conducted by a qualified Biologist according to the standard protocol established in the *Staff Report on Burrowing Owl Mitigation* (California Department of Fish and Game [Wildlife], March 7, 2012). If burrowing owls are determined to be present on the development site, mitigation for potential impacts to owls shall follow the guidelines outlined by the *Staff Report*, including passive relocation during the non-breeding season.	Prior to Issuance of Development Permit	Review/Approval of Owl Survey	Planning Division			
BIO-4	To the extent feasible, all vegetation removal activities shall be scheduled outside the nesting season (typically February 15 to August 15) to avoid potential impacts to nesting birds. However, if initial vegetation removal occurs during the nesting season, all suitable habitat shall be thoroughly surveyed for the presence of nesting birds by a qualified biologist prior to commencement of clearing. If any active nests are detected, a buffer of at least 100 feet (300 feet for raptors) shall be delineated, flagged, and avoided until the nesting cycle is	Prior to Issuance of Demolition Permit and Grading Permit	Review/Approval of Focused Survey	Planning Division			

CITY OF UPLAND PLANNING DOCUMENTS PROJECT MITIGATION MONITORING AND REPORTING PROGRAM							
Mitigation Measure		Monitoring Phase/Timing	Monitoring Procedure	Implementing Party/Agency	Verification of Compliance		
					Initials	Date	Remarks
	complete as determined by the biological monitor to minimize impacts.						

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SECTION 12.0
Comments and Responses

12.0 COMMENTS AND RESPONSES

12.1 CEQA REQUIREMENTS

Before approving a project, the *California Environmental Quality Act* (*CEQA*) requires the Lead Agency to prepare and certify a Final Environmental Impact Report (Final EIR).

In accordance with *CEQA Guidelines* Sections 15120 through 15132 and Section 15161, the City of Upland prepared a Draft EIR for the General Plan Update (GPU 08-03), Zoning Code Update (ZCU 08-03), Climate Action Plan (CAP), and Cable Airport Land Use Compatibility Plan Update (SCH #2012041006). This Comments and Responses section, combined with the Draft EIR, Mitigation Monitoring and Reporting Program (MMRP), and Errata to the Draft EIR comprise the Final EIR. This Comments and Responses section includes all components required by CEQA Guidelines § 15120.

12.2 PUBLIC REVIEW PROCESS – DRAFT EIR

The Draft EIR was circulated for review and comment to the public, agencies, and organizations. The Draft EIR was also circulated to State agencies for review through the State Clearinghouse, Office of Planning and Research. In accordance with Public Resources Code Section 21092 and CEQA Guidelines Section 15087, the City of Upland initially circulated the Draft EIR for a 45-day public review period that was scheduled to occur from March 9, 2015 to April 22, 2015. The City subsequently extended the public review period three times- to May 26, 2015, June 25, 2015, and July 22, 2015. Overall, the Draft EIR was circulated for a 136-day public review period that extended from March 9, 2015 to July 22, 2015. Comments received on the Draft EIR from agencies, persons, and organizations during the public review period have been incorporated into this section.

12.3 FINAL EIR

The Final EIR allows the public and Lead Agency an opportunity to review revisions to the Draft EIR, the comments and responses, and other components of the EIR, such as the MMRP, before Project approval. The Final EIR serves as the environmental document to support a decision on the proposed Project.

After completing the Final EIR, and before approving the Project, the Lead Agency must make the following three certifications as required by CEQA Guidelines Section 15090:

- That the Final EIR has been completed in compliance with CEQA;

- That the Final EIR was presented to the decision-making body of the Lead Agency, and that the decision-making body reviewed and considered the information in the Final EIR prior to approving the Project; and
- That the Final EIR reflects the Lead Agency's independent judgment and analysis.

These certifications, the Findings of Fact, are included in a separate Findings document. Both the Final EIR and the Findings will be submitted to the Lead Agency for consideration of the proposed Project.

12.4 WRITTEN COMMENT LETTERS AND RESPONSES

All correspondence from agencies, persons, or organizations commenting on the Draft EIR is reproduced on the following pages. The individual comments on each letter have been consecutively numbered for ease of reference. Following each comment letter are responses to each numbered comment. A response is provided for each comment raising substantive environmental issues. Added or modified text is underlined, while deleted text has a ~~strike-out through the text~~, and is included in a box, as the following example shows:

> "Text from EIR" ~~Text from EIR~~

COMMENT LETTERS

A total of 43 comment letters were received, as outlined below:

Public Agencies (PA)

PA-1 Scott Morgan, Director, State Clearinghouse, State of California Governor's Office of Planning and Research, State Clearinghouse, July 23, 2015.

PA-2 Anita Au, Assistant Regional Planner, Southern California Association of Governments, April 2, 2015.

PA-3 Candyce Burnett, Planning Director, City of Rancho Cucamonga, April 16, 2015.

PA-4 Jillian Wong, Ph.D., Planning, Rule Development and Area Sources Program Supervisor, South Coast Air Quality Management District, April 22, 2015.

PA-5 Nidham Aram Alrayes, MSCE, PE, AQD/P, Public Works Engineer III, San Bernardino County Department of Public Works, April 22, 2015.

PA-6 Mark Roberts, Office Chief, Intergovernmental Review, Community and Regional Planning, California Department of Transportation, District 8, May 11, 2015.

PA-7 Mark Roberts, Office Chief, Intergovernmental Review, Community and Regional Planning, California Department of Transportation, District 8, June 22, 2015.

PA-8 Tony Ramos, City Manager, City of Claremont, July 22, 2015.

Persons and Organizations (PO)

PO-1 Benjamin M. Reznik, April 6, 2015.

PO-2 Benjamin M. Reznik, April 8, 2015.

PO-3 Marian Nichols, April 20, 2015.

PO-4 Benjamin M. Reznik, April 20, 2015.

PO-5 Reginald Todd, April 20, 2015.

PO-6 Barbara Tyler, April 20, 2015.

PO-7 Don't Urbanize Upland, April 21, 2015.

PO-8 Dean Mills, April 22, 2015.

PO-9 Marilyn Mills, April 22, 2015.

PO-10 Natasha Walton, M.S., and Erik Walton, April 22, 2015.

PO-11 Dean Mills, May 10, 2015.

PO-12 Marilyn Mills, May 13, 2015.

PO-13 Kit and Betty Evans, May 20, 2015.

PO-14 Jan and Ruth Snyder, May 21, 2015.

PO-15 Gary and Donna Bales, May 26, 2015.

PO-16 Linda Bryant, May 27, 2015.

PO-17 Demi Espinoza, Regional Policy Manager, Safe Routes to School National Partnership, June 9, 2015.

PO-18 Multiple Business Owners, Business Owners at Central Village, June 13, 2015.

PO-19 Donald E. Imbler, M.Ed., June 19, 2015.

PO-20 Chaffey Community Republican Women, June 22, 2015.

PO-21 Benjamin M. Reznik, July 2, 2015.

PO-22 Sandy Brenneman, July 11, 2015.

PO-23 Maxine Curtis, July 20, 2015.

PO-24 Harry Panagiot, July 20, 2015.

PO-25 Marilyn Mills, Republican Women Federated, July 22, 2015.

PO-26 Todd Mills, July 22, 2015.

PO-27 Marilyn Mills, July 22, 2015.

PO-28 Marilyn Mills, July 22, 2015.

PO-29 Dean Mills, July 22, 2015.

PO-30 Dean Mills, July 22, 2015.

PO-31 Christopher Felix, President, Hutton Development Company, July 22, 2015.

PO-32 Mark El-Time, July 22, 2015.

PO-33 Ray Chen, July 22, 2015.

PO-34 Jasmine DeCarvalho, Imperial Driving and Traffic School, July 22, 2015.

PO-35 Cindy Tinsley, August 20, 2015

PO-36 Stephen Wade, August 20, 2015

MASTER RESPONSES

Frequently Asked Questions

- *Why is the City preparing the General Plan Update, Zoning Code Update, Cable Airport Land Use Compatibility Plan, CAP, and 2015 Program Environmental Impact Report?*

MR-1 The State requires cities to have a current General Plan that guides the next 20 years of development in the City. It is important to note that the City is 95% developed and the various documents mentioned below, pertain to development of the last 5% of the City. The Draft Zoning Code provides for implementation of the General Plan, orderly development, a streamlined development process, and design guidelines to provide clear direction to property owners and staff for project implementation. As part of this process, the City is updating the General Plan, revising the Zoning Code, updating the Cable Airport Land Use Compatibility Plan and adding a CAP. Each document works together to help implement the goals and policies set forth in the General Plan. All proposed documents are reviewed and any potential impacts to the environment are analyzed as part of the Draft Program EIR. Please refer to the City of Upland (website www.ci.upland.ca.us) (under the "What's New" section) to find information for the proposed General Plan Update (GPU) and other plans.

- *Is the City creating or allowing new high density housing under the Draft General Plan and Zoning Code Updates?*

MR-2 No. The new mixed-use zones allow residential density up to 20 units per acre in the Commercial/Residential Mixed-Use Zone (C/R MU), Business/Residential Mixed-Use (B/R MU) Zone, and Commercial/Office Mixed-Use (C/O MU) Zone, and up to 25 units per acre in the Commercial/Industrial Mixed-Use (C/I MU) Zone, corresponding to existing density limits. In response to public comments, Staff has reduced the density of the C/I MU Zone to 20 du/ac. The new mixed-use zones also correspond to and clarify uses that are already permitted and intended in these areas. For example, a property owner on Foothill Boulevard is already allowed to build commercial or residential up to 20 units per acre in the existing Commercial Highway (HC) Zone. By changing the zone to C/R MU, it reinforces the intent that residential and commercial are both appropriate uses on Foothill Boulevard and already exist today. Such is also the case in the other mixed-use zones: business and residential uses are found in the B/R MU Zone, office and commercial are found in the C/O zone, and commercial and industrial are found in the C/I MU zone. In most cases, the ZCU simply renames the zones to reflect their actual uses and adds design guidelines to ensure that new development is built to a high standard of design. The Draft Zoning Code does not increase density limits beyond the densities currently allowed under the General Plan and Zoning Code. For reference, please see Draft General Plan Land Use Element Table LU-1 and Draft Zoning Code, Part 2 Zoning Districts, Land Uses, and Development Standards.

In comparing the existing and proposed densities by zone, the majority of the zones are consistent. However, the density for the RM-10 zone will be reduced from a density of 12 dwelling units per acre to 10 dwelling units per acre. There will be approximately 17 parcels proposed for the new mixed-use zones within the ZCU as listed in Table 12-1, *Existing and Proposed Densities*, below. Please reference Table 12-1 for a detail on existing and proposed densities.

Table 12-1
Existing and Proposed Densities

Zone	Existing Density	Proposed Density
RS-20	1 unit per 20,000 sq. ft.	1 unit per 20,000 sq. ft.
RS-15	1 unit per 15,000 sq. ft.	1 unit per 15,000 sq. ft.
RS-10	1 unit per 10,000 sq. ft.	1 unit per 10,000 sq. ft.
RS-7.5	1 unit per 7,500 sq. ft.	1 unit per 7,500 sq. ft.
RS-4	1 unit per 4,000 sq. ft.	1 unit per 4,000 sq. ft.
RS-MH	14 units per net acre	14 units per net acre
RM-10	12 units per net acre	10 units per net acre
RM-20	20 units per net acre	20 units per net acre
RM-30	30 units per net acre	30 units per net acre
C/R MU	N/A[1]	20 units per acre
B/R MU	N/A	20 units per acre
C/O MU	N/A	20 units per acre
C/I MU	N/A	20 units per acre

1. While this is a new zoning classification, the underlying zone in most cases already permits residential up to 20 units per acre (e.g., see HC Zone in existing Zoning Code).

- *Is the zoning for my property changing?*

MR-3 Please see Proposed Zone Changes exhibit, available at the Planning Division. The majority of areas that have zoning changes are located from Foothill Boulevard, south to the southerly boundaries of the City. Please contact the Development Services Department (909) 931-4305. Staff is available to discuss your specific questions.

- *Is the City closing Foothill Boulevard? Will the frontage roads along portions of Foothill Boulevard remain? Is a trolley planned for Foothill Boulevard?*

MR-4 No to all three questions. The City will continue to maintain four (4) lanes of traffic on Foothill Boulevard as it currently exists. Draft Program EIR Section 5.4, *Transportation and Traffic*, identifies Foothill Boulevard as a Major Arterial consisting of a four-lane divided roadway with a width that varies from 170 to 214 feet with four traffic lanes and intermittent frontage roads, some of which have been eliminated. Draft Program EIR Section 5.4 also includes Action FA – 2.2, which includes the action of elimination of the remaining, intermittent frontage road in the Foothill Boulevard

right-of-way to be consistent with recent commercial developments such as the north-west corner and south-west corners of Foothill and Euclid Avenue. In addition, there is no plan to add additional public transit in the form of a trolley system on Foothill Boulevard. No policies or actions mention adding a trolley system.

- *Is there water for new residents?*

MR-5 Yes. Draft Program EIR Section 5.15, *Water Supply*, analyzes the potential impacts to water supplies and distribution systems that could result from a maximum population projection of 81,462 persons. The purpose of this analysis is to document and describe the existing water supply, water consumption, and distribution infrastructure in Upland, and evaluate impacts associated with Project implementation, which assumes a horizon year of 2035. The Draft Program EIR anticipates a maximum, 2035 population of 81,462 persons or an additional 8,135 persons if ***all*** available vacant sites are developed at the highest possible densities. The City of Upland's 2010 Urban Water Management Plan (UWMP) approved in June 2011, anticipates a water supply for a maximum population of 82,050, which is a higher population number than anticipated by the GPU. This UWMP was one of five such plans developed during the course of the existing General Plan. The City's General Plan will conform to current and future UWMP requirements.

In addition, as of January 1, 2015, all new construction is required to implement water saving fixtures and equipment, among other things. These requirements are codified in the 2013 Building Code updates adopted by the City Council. These requirements include installation of low-flow toilets/shower heads and faucets in the interior of all new construction, as well as a requirement for water conserving irrigation systems, use of reclaimed water as available, and a reduction of turf and other high-water demanding plants. Use of low water usage fixtures and equipment inside all new development plus the requirement for low water usage irrigation systems and drought tolerant plants ensure that all new development use the least amount of water as compared to older, similar developments. Draft Zoning Code Chapter 17.12 – Landscaping, proposes requiring lower water using trees and shrubs and minimizing use of turf for any new developments as well as for residents who are modifying their existing landscaping. This will also assist in reducing water usage for new developments and for rehabilitation to existing landscaping.

Therefore, it is anticipated that adequate water supplies will be available to serve the growth anticipated by the Project. Additionally, and as required by State law under the California Environmental Quality Act (CEQA), **all future major projects (residential, commercial, industrial and/or mixed-use) will be reviewed on a case by case basis**, to ensure adequate water supplies are available and water conservation methods are incorporated to the project. It is important to note that the General Plan must conform to the UWMP, and other local, State and federal water regulations and requirements that will change between now and 2035. **If, in three, five, or ten years in the future, it is determined that there is not enough water to justify new**

development, then a new development could not be approved. Refer to Draft Program EIR Section 5.15 for a comprehensive discussion on City water supplies and the various Federal, State and local laws and policies that regulate water quality, usage, and the future supply of water for the City of Upland.

- *Why do Upland residents need to reduce water consumption by 36% if there is an adequate water supply?*

MR-6 On April 1, 2015, Governor Brown issued Executive Order B-29-15 proclaiming a State of Emergency throughout California due to severe drought conditions. The Governor ordered that immediate actions be taken to achieve a statewide goal of reducing water consumption by 25% for potable (drinkable) water usage, through February 28, 2016. The Governor's staff did not analyze the current consumption rates for water nor did they compare water consumption to water supplies for every city and county in the State. Instead, the Governor issued a mandatory reduction for potable urban water usage of 25%. By comparing water usage in 2013 to usage in 2015, the percentage of reduction that every city needs to reduce will vary across the state with some jurisdictions requiring less than 25% and others, such as Upland requiring more than 25%. Upland is required to reduce its water usage by 36% based on comparing usage in 2013 to usage in 2015. This reduction is based on the Governor's Executive Order requirements to achieve a state wide reduction of 25% and is not related to Upland's water supply. Upland's water supply is adequate to supply the needs of a population of 82,050 persons and takes into account multi-year droughts which occur in this region from time to time. California has experienced three drought cycles since the 1930's. California will continue to experience both wet and dry cycles and it is prudent to conserve water in every way possible.

Refer to Draft Program EIR Section 5.15 for a comprehensive discussion on City water supplies and the various Federal, State and local laws and policies that regulate water quality, usage, and the future supply of water for the city of Upland.

- *Where will Emergency Homeless Shelters be allowed?*

MR-7 Emergency shelters are allowed by right in the Light Industrial and General industrial zones and with a Conditional Use Permit (CUP) in the Public/Institutional Zone. Supportive and transitional housing with six or fewer residents are allowed by right in all residential zones. For transitional and supportive housing with 7 or more units, they are allowed with a CUP in the multi-family and residential mixed-use zones. The requirements of Senate Bill (SB 2) have been addressed in the 2013-2021 Housing Element adopted January 27, 2014.

- *Is the City incentivizing high-density, low-income housing?*

MR-8 State Law requires the City's Zoning Code to provide incentives aimed at encouraging the development of housing for very low, low income, and senior households, and for

the development of for-sale housing for moderate-income. Density bonus is defined as a density increase of a specified amount in exchange for the provision of a community benefit, such as affordable housing. To be responsive to State mandated density bonus provisions, Chapter 17.17 (Density Bonus Program) of the draft Zoning Code was drafted and is based upon density bonus provisions that exist currently in the General Plan and Zoning Code for Upland, and in response to State laws requiring such incentives. Chapter 17.17 provides methods for increasing density between 20-35% (up to 35% for senior housing only) for providing low-income units. This could add between 4 and 10 additional dwelling units per acre, depending on the income level of the future tenants and the number of low-income units provided.

- *What are the current City policies on affordable housing? How many affordable housing units do we have in Upland and how many additional units are required to be built based on the General Plan?*

MR-9 The U.S. Department of Housing and Urban Development (HUD), California Redevelopment Law, and State Senate Bill 341 require cities to provide and encourage the production of affordable housing. HUD's standard definition of affordability is that households should pay no more than 30 percent of their monthly income towards their monthly housing expense, including utilities. Households paying more are considered cost burdened and may have difficulty paying for non-housing needs such as food, clothing, transportation, childcare, and medical care. The 30 percent standard can be applied to any income group, however, it is mostly used to assess housing available to households earning from zero to 80 percent of the area median income (AMI). These households fall into the following income categories: extremely low (annual income of $18,200 per year for a family of four), very low (annual income of $30,350 per year for a family of four) and low income (annual income of $48,550 per year for a family of four). These categories include retired seniors, full-time college students and people employed in the fast-food industry, housekeepers, store clerks, landscapers, bartenders, delivery drivers, factory workers, dental assistants, first-year teachers and retail sales persons to name a few.

Current rental rates for a market rate, one-bedroom apartment in Upland ranges from $1,095 - $1,380 per month; and a two-bedroom apartment in Upland ranges from $1,175 - $1,445 per month. As of April, 2015, the average sales price for a single-family residential unit in Upland is $477,254. Many College graduates cannot afford to live in an apartment, let alone afford a standard, single-family home in Upland, and are forced to live with their parents in order to make ends meet. Many senior citizens cannot afford to live in Upland due to the high cost to rent or to own units in Upland.

To provide a choice for Upland residents and to meet our Regional Housing Need Allocation (RHNA) numbers required by the Southern California Association of Governments (SCAG), Upland is required to provide or construct 1,589 housing units by 2021. To date, Upland has already achieved surpluses in the lower- and moderate-income housing category of 334 and 477, respectively. **No additional low-income**

units are required to be built. The only category that Upland is deficient in providing housing is in the above-moderate income housing category. Our RHNA numbers require Upland to approve the construction of 380 additional market rate units by the year 2021. Currently, there are 868 affordable rental units in the City of Upland. Some, including The Village, Sunset Ridge, Magnolia Colony, are owned and managed by the City. The Coy D Estes Senior Apartments are owned by a local non-profit affordable housing developer. Los Olivos is owned by a separate entity from the City called the Upland Housing Authority. Other developments are privately owned apartment complexes with 20 to 100 percent of each development dedicated as affordable housing units. No new affordable housing units have been constructed in the City since the Coy D. Estes Senior Housing Complex, which was built in 1996. The reason for this fact is because of the high construction costs associated with developing affordable housing relative to the amount of net income generated from the lower rents.

It is important to note that the State requires all municipalities to adopt Housing Elements every five years that include existing and projected housing needs for all income levels. The City of Upland adopted the current Housing Element in 2014.

- *Is the proposed General Plan promoting "anti-car" policies? Will I be forced to use a bicycle instead of my car?*

MR-10 No. The Draft Program EIR and the Draft CAP promote goals to reduce air pollutant emissions into the air. The poor air quality in Southern California during the 1960's and 1970's motivated the Legislators to adopt strict air emission controls in California, to improve the air quality. These laws require, among other things, that auto manufacturers develop and install better emission controls on cars, and that landfills and industrial manufacturing plants, which are also top producers of air pollutants, reduce air emissions. In order to ensure clean air, auto manufacturers continue to produce better emission controls, and alternative fuels and zero-emission vehicles that the public can drive. CEQA requires that the proposed policy documents including the Comprehensive General Plan, Zoning Code, CAP, and Cable Airport Land Use Compatibility Plan, must be analyzed as to the potential future impacts on the environment that may occur if these documents are implemented. Two categories of analysis that apply to air quality included in the Draft Program EIR are Air Quality (Section 5.5) and Greenhouse Gas Emissions (Section 5.6). There is no Policy included in Sections 5.5 or 5.6 stating that the public can't drive their cars or that the public will be required to reduce usage of their cars.

In addition, the Draft CAP has been created in response to State Assembly Bill 32, which requires reduction of greenhouse gas emissions to 1990 levels by the year 2020. The CAP promotes five strategies that are consistent with the draft 2015 Program Environmental Impact Report policies pertaining to air quality and greenhouse gas emissions, and promotes ways to attain the State mandates of 1990 levels for greenhouse gas by the year 2020. Not a single policy included in the CAP states that

the public can't drive their cars, or that the public will be required to reduce usage of their cars and forced to use a bicycle. We want our streets to be safe for both cars and bicyclists.

- *What outreach efforts did the City conduct as part of the multi-year General Plan Update, Zoning Code Update, Cable Airport Land Use Compatibility Plan and CAP project?*

MR-11 Table 12-2, *Outreach Efforts*, summarizes the City's outreach efforts for the program.

Table 12-2
Outreach Efforts

Date	Milestone	Outreach Activity
Oct-Dec 2008	Project Initiation – GPU and DTSP	2 Educational Workshops, Community Events, Stakeholder Interviews
Feb/Jun 2009 Feb/May/July 2009	Plan Components – GPU and DTSP	2 Workshops – General Plan 1 Workshop, 2 Study Sessions - DTSP
Nov 2011	College Heights Land Use Study	1 Workshop – 9th Street Neighborhood
Jul/Aug/Sept 2012	GPU Goals and Policies	2 Study Sessions, 1 Open House
Apr/Jun 2013	Draft ZCU and ALUCP	2 Planning Commission Workshops
Oct/Nov 2013	College Heights Economic Study	2 Joint PC/CC Workshops
2013-2014	Housing Element	Stakeholder Interviews, Joint Study Session
Feb/Mar/Apr 2015	Public Review Draft Plans	3 Planning Commission Study Sessions
July 22, 2015	Public Review Draft Plans	1 Public Meeting

- *Who are the "Stakeholders" that were interviewed when the General Plan process began?*

MR-12 At the beginning of the GPU process in 2008, a series of interviews were conducted with key community organizations, public agencies, School District, Hospital representatives, major businesses and Chamber of Commerce representatives, developers, non-profit groups and others. The comments from the Stakeholders, as well as the input from the public has been used in forming the draft documents presently being reviewed. More importantly, the public comments received during the public comment period will also be incorporated and addressed in the final documents presented to the Planning Commission and City Council for their consideration.

STATE OF CALIFORNIA
GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT

EDMUND G. BROWN JR.
GOVERNOR

KEN ALEX
DIRECTOR

July 23, 2015

Shannon Kimball
City of Upland
460 North Euclid Avenue
Upland, CA 91786

Subject: Upland General Plan Update
SCH#: 2012041006

Dear Shannon Kimball:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. The review period closed on July 22, 2015, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

PA 1-1

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Document Details Report
State Clearinghouse Data Base

SCH# 2012041006
Project Title Upland General Plan Update
Lead Agency Upland, City of

Type EIR Draft EIR
Description Note: Extended review per lead

The Project is comprised of four primary components: the General Plan Update (GPU 08-03); Zoning Code Update (ZCU 08-03); Climate Action Plan; and Cable Airport Land Use Compatibility Plan Update.

Lead Agency Contact

Name Shannon Kimball
Agency City of Upland
Phone 909 931 4135 **Fax**
email
Address 460 North Euclid Avenue
City Upland **State** CA **Zip** 91786

Project Location

County San Bernardino
City Upland
Region
Lat / Long
Cross Streets citywide
Parcel No. City of Upland
Township **Range** **Section** **Base**

Proximity to:

Highways I-10, I-210
Airports Cable Airport, Ontario Airport
Railways Metrolink Gold Line
Waterways No
Schools Various
Land Use Multiple General Plan and Zoning Designation

Project Issues Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Economics/Jobs; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Minerals; Noise; Recreation/Parks; Schools/Universities; Septic System; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Growth Inducing; Landuse; Cumulative Effects; Aesthetic/Visual; Population/Housing Balance; Public Services; Wildlife

Reviewing Agencies Resources Agency; Department of Fish and Wildlife, Region 6; Department of Parks and Recreation; Department of Water Resources; Office of Emergency Services, California; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 8; Air Resources Board; Regional Water Quality Control Bd., Region 6 (Victorville); Native American Heritage Commission

Date Received 03/09/2015 **Start of Review** 03/09/2015 **End of Review** 07/22/2015

Note: Blanks in data fields result from insufficient information provided by lead agency.

RESPONSE TO COMMENT LETTER NO. PA-1

Scott Morgan, Director, State Clearinghouse
State of California Governor's Office of Planning and Research, State Clearinghouse
July 23, 2015

PA 1-1 This procedural letter received from the State Clearinghouse acknowledges the close of the public review period for the EIR and verifies that the City of Upland has complied with State Clearinghouse review requirements under CEQA. The letter also states that no state agencies submitted comments to the Clearinghouse by the close of the public review period.

Keri Johnson

From: Anita Au [au@scag.ca.gov]
Sent: Thursday, April 02, 2015 5:09 PM
To: Upland Nextsteps
Subject: City of Upland General Plan Update EIR

Ms. Johnson,

My name is Anita Au, Assistant Regional Planner from Southern California Association of Governments. I am in the Intergovernmental Report (IGR) Program and I'm reviewing the DEIR for the City of Upland General Plan Update. However, the NOA did not come with the DEIR and I can't seem to find it on your website or online. Can you please send me a direct link to the DEIR or attach it to the reply email? **PA 2-1**

Thanks very much for your help.

Anita Au
Assistant Regional Planner
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
818 West 7th Street, 12th Floor, Los Angeles, CA 90017
T: (213) 236-1874 | F: (213) 236-1962
E: au@scag.ca.gov

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Join us for SCAG's 50th Anniversary Gala Celebration at the 2015 Regional Conference & General Assembly, May 7-8 @ the JW Marriott Desert Springs Resort & Spa in Palm Desert. Register online: www.scag.ca.gov/ga2015.

RESPONSE TO COMMENT LETTER NO. PA-2
Anita Au, Assistant Regional Planner
Southern California Association of Governments
April 2, 2015

PA 2-1 This commenter requests a copy of the Notice of Availability (NOA). Michael Baker International (MBI) provided the NOA on July 20, 2015. No further response is required.

Mayor L. DENNIS MICHAEL • *Mayor Pro Tem* SAM SPAGNOLO
Council Members WILLIAM J. ALEXANDER, LYNNE B. KENNEDY, DIANE WILLIAMS
City Manager JOHN R. GILLISON

RANCHO CUCAMONGA

THE CITY OF RANCHO CUCAMONGA

April 16, 2015

Ms. Keri Johnson
City of Upland
Development Services Department
460 N. Euclid Avenue
Upland, CA 91786

SUBJECT: COMMENTS ON COMPREHENSIVE GENERAL PLAN UPDATE (GPU 08-03), COMPREHENSIVE ZONING CODE UPDATE (ZCU 08-03), CABLE AIRPORT LAND USE COMPATIBILITY PLAN (CALUCP), CLIMATE ACTION PLAN (CAP) AND DRAFT PROGRAM ENVIRONMENTAL IMPACT REPORT

Dear Ms. Johnson:

Thank you for the opportunity to review and comment on the Comprehensive General Plan Update (GPU), Comprehensive Zoning Code Update (ZCU), Cable Airport Land Use Compatibility Plan (CALUCP), Climate Action Plan (CAP) and Draft Program Environmental Impact Report (DEIR). The City of Rancho Cucamonga offers the comments below:

Traffic
Jason Welday, P.E., T.E, Traffic Engineer, 909-477-2740, ext. 4051, jason.welday@cityofrc.us

PA 3-1

1. Program EIR Page 5.4-24 states that, "Intersection traffic counts for the study intersections were collected between 2004 and 2009, from 7 to 9 AM and 4 to 6 PM." This places the age of the traffic counts at 6 to 11 years old. Given the age of the traffic counts, they are obsolete and should not be used for establishment of current and future traffic volumes. The traffic impact analysis should be revised to utilize current (no older than 2 years) traffic counts.

If you have any questions, please call me at (909) 477-2750 ext. 4308.

Sincerely,

PLANNING DEPARTMENT

Candyce Burnett
Planning Director

CB:DG/ls

RESPONSE TO COMMENT LETTER NO. PA-3
Candyce Burnett, Planning Director
City of Rancho Cucamonga
April 16, 2015

PA 3-1 The commenter requests that the Traffic Impact Analysis (TIA) be updated to use traffic counts that are no more than two years old. As noted in the TIA, the majority of the traffic counts were obtained in 2008 and 2009, when the work on the General Plan began. Work continued on the General Plan until 2012 when the Notice of Preparation (NOP) was issued and work began on the EIR. At that time, the City concluded that it was appropriate to use this traffic count data for the following reasons:

- There are no specific requirements within CEQA stating that baseline data or other elements of the plan are invalid past a certain date. Therefore, the City has discretion to include or exclude data based on the circumstances specific to Upland rather than a specific standard;

- The general guideline for CEQA is that data should be representative of conditions when the NOP is released. At the time of the NOP, traffic counts for 2008 and 2009 would have been representative of conditions within the City for 2012;

- The City of Upland is a mature City which has experienced limited growth over the period in which the traffic counts were collected. Population data from the US Census and other sources indicates that the City has experienced modest growth over the past 15 years, with annual growth rates of less than one percent;

- The City's roadway network is also mature in that there have been limited changes in the roadway configurations, meaning that data collected on traffic patterns in 2008 and 2009 are representative of conditions for future periods; and

- The assessment of impacts considers not just existing data but also future travel patterns, future development, changes in through traffic, growth outside of the City of Upland, and other factors assessed through the City's Travel Model. As such, the use of older traffic counts does not unduly influence the assessment of impacts and mitigations, which is the primary purpose of the traffic analysis.

It is also noted that the City of Rancho Cucamonga was given the opportunity to provide comment on the NOP when it was released in 2012 prior to preparation of the Draft Program EIR. That venue would have been an appropriate opportunity to provide detailed comments on the TIA methodology, data, and other items. As the City of Rancho Cucamonga did not provide specific comments on the EIR or technical studies, the TIA was prepared based on the best available data.

Given the items discussed above, the TIA completed for the General Plan and EIR is considered to be adequate for use in the CEQA process and will not be updated.

From: Jack Cheng [mailto:jcheng@aqmd.gov]
Sent: Friday, April 17, 2015 4:41 PM
To: Upland Nextsteps
Cc: Jillian Wong
Subject: Draft Environmental Impact Report (Draft EIR) for the Proposed Comprehensive General Plan Update (GPU 08-03)

The South Coast Air Quality Management District (SCAQMD) staff appreciates the opportunity to comment on the attached document. The following comments are meant as guidance for the Lead Agency and should be incorporated into the Final EIR. The SCAQMD staff is available to work with the Lead Agency to address these issues and any other questions that may arise. Please contact me if you have any questions regarding these comments.

PA 4-1

Jack Cheng - Air Quality Specialist
jcheng@aqmd.gov
(909) 396-2448
South Coast Air Quality Management District
21865 Copley Dr., Diamond Bar, CA 91765

South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

SENT VIA E-MAIL AND USPS:
uplandnextsteps@ci.upland.ca.us

April 22nd, 2015

Ms. Keri Johnson
Upland City Hall
Development Services Department
460 N. Euclid Ave.,
Upland, CA 91786

Draft Environmental Impact Report (Draft EIR) for the Proposed:
Comprehensive General Plan Update (GPU 08-03)
Comprehensive Zoning Code Update (ZCU 08-03)
Cable Airport Land Use Compatibility Plan (CALUCP) Update
Climate Action Plan (CAP)

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The following comments are meant as guidance for the Lead Agency and should be incorporated into the Final CEQA document. **PA 4-1**

The proposed Project is an update to the Comprehensive General Plan, Comprehensive Zoning Code, Cable Airport Land Use Compatibility Plan, and Climate Action Plan (CAP). In the Air Quality Section, the Lead Agency quantified the project's construction and operation air quality impacts and has compared those impacts with the SCAQMD's recommended regional and localized daily significance thresholds. Based on its analyses, the Lead Agency has determined that construction and operational air quality impacts will exceed the recommended regional daily significance threshold for VOC, NOx, CO, PM10 and PM2.5. Both construction and operational air quality impacts are significant and unavoidable. In an attempt to mitigate air quality impacts, the Lead Agency has proposed mitigation measures AQ-1 through AQ-14. SCAQMD Staff comments on the mitigation measures are included in the Attachment. **PA 4-2**

Pursuant to Public Resources Code Section 21092.5, SCAQMD staff requests that the Lead Agency provide the SCAQMD with written responses to all comments contained herein prior to the adoption of the Final EIR. The SCAQMD staff is available to work with the Lead Agency to address these issues and any other air quality questions that may arise. Please contact Jack Cheng, Air Quality Specialist CEQA Section, at (909) 396-2448, if you have any questions regarding the enclosed comments. **PA 4-3**

Sincerely,

Jillian Wong

Jillian Wong, Ph.D.
Program Supervisor
Planning, Rule Development & Area Sources

Attachment
JW:JC
SBC150310-09

Mitigation Measures for Construction Air Quality Impacts

1. Based on a review of the Draft EIR the Lead Agency determined that the proposed project will result in significant air quality impacts during construction. Therefore, the SCAQMD staff recommends the following changes and additional measures be incorporated into the proposed project and Final EIR to reduce significant project impacts in addition to the measures included in the Draft EIR.

   Recommended Changes:

   AQ-1

   - All active portions of the site shall be watered twice daily and as needed to prevent excessive amounts of dust;
   - ~~Visible dust beyond the property line which emanates from the project shall be prevented to the maximum extent feasible.~~ Visible dust shall not cross the property line.

   AQ-3

   - Contractors shall use ~~high-pressure-low-volume (HPLV)~~ high-volume-low- pressure (HVLP) paint applicators with a minimum transfer efficiency of at least ~~50~~ 65 percent;

   AQ-13

   - New sensitive land uses such as residential, schools, hospitals, medical offices, day care facilities, and fire stations to be located within the City shall not be located closer than 500 feet to the I-10 or SR-210 freeways […] if new sensitive land uses cannot meet this setback, they shall be designed and conditioned to include mechanical ventilation systems with fresh air filtration. For operable windows or other sources of ambient air filtration, installation of central heating, ventilation, and air conditioning (HVAC) system that includes high efficiency filters for particulates (Minimum Efficiency Reporting Value [MERV] 13 or higher) or other similarly effective systems shall be required.

   AQ-14

   - New sensitive land uses such as residential, schools, hospitals, medical offices, day care facilities, and fire stations shall not be located closer than 1,000 feet from any existing or proposed distribution center/warehouse facility which generates a minimum of 100 truck trips per day […] If new sensitive land uses cannot meet this setback, they shall be designed and conditioned to include mechanical ventilation systems with fresh air filtration. For operable windows or other sources of ambient air filtration, installation of a central heating, ventilation, and air conditioning (HVAC) system that includes high efficiency filters for particulates (Minimum Efficiency Reporting Value [MERV] 13 or higher) or other similarly effective systems shall be required.

   Limits to Enhanced Filtration Units

   The lead agency should consider the limitations of the proposed mitigation in AQ-13 and AQ-14 (enhanced filtration) on housing residents. For example, in a study that SCAQMD conducted to investigate filters[1] similar to those proposed costs were expected to range from $120 to $240 per year to replace each filter. In addition, because the filters would not have any effectiveness unless the HVAC system is running, there may be increased energy costs to the resident. The

PA 4-4

PA 4-5

PA 4-6

PA 4-7

PA 4-8

[1] This study evaluated filters rated MERV 13+ while the proposed mitigation calls for less effective MERV 6 or better filters. Accessed at: http://www.aqmd.gov/docs/default-source/ceqa/handbook/aqmdpilotstudyfinalreport.pdf?sfvrsn=0 .

proposed mitigation assumes that the filters operate 100 percent of the time while residents are indoors. These filters also have no ability to filter out any toxic gases from vehicle exhaust. The presumed effectiveness and feasibility of this mitigation should therefore be evaluated in more detail prior to assuming that it will sufficiently alleviate near roadway exposures. PA 4-8

Additional Mitigation Measures for Air Quality Impacts

2. Consistent with measures that other lead agencies in the region (including Port of Los Angeles, Port of Long Beach, Metro and City of Los Angeles)[2] have enacted, require all on-site construction equipment to meet EPA Tier 4 or higher emissions standards according to the following:

    - All off-road diesel-powered construction equipment greater than 50 hp shall meet the Tier 4 emission standards, where available. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.

    - Require the use of 2010 and newer diesel haul trucks (e.g., material delivery trucks and soil import/export) and if the lead agency determines that 2010 model year or newer diesel trucks cannot be obtained the lead agency shall use trucks that meet EPA 2007 model year NOx emissions requirements. PA 4-9

    - A copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided at the time of mobilization of each applicable unit of equipment.

    - Encourage construction contractors to apply for SCAQMD "SOON" funds. Incentives could be provided for those construction contractors who apply for SCAQMD "SOON" funds. The "SOON" program provides funds to accelerate clean up of off-road diesel vehicles, such as heavy duty construction equipment. More information on this program can be found at the following website: http://www.aqmd.gov/home/programs/business/business-detail?title=vehicle-engine-upgrades

For additional measures to reduce off-road construction equipment, refer to the mitigation measure tables located at the following website: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mitigation-measures-and-control-efficiencies.

[2] For example see the Metro Green Construction Policy at: http://www.metro.net/projects_studies/sustainability/images/Green_Construction_Policy.pdf

RESPONSE TO COMMENT LETTER NO. PA-4
Jillian Wong, Ph.D., Planning, Rule Development and Area Sources Program Supervisor
South Coast Air Quality Management District
April 22, 2015.

PA 4-1 This is an introductory comment and does not address the Draft EIR's adequacy. No response is necessary.

PA 4-2 This comment summarizes the Project's air quality impacts discussed in Draft EIR Section 5.5, *Air Quality*. The commenter notes that Mitigation Measures AQ-1 through AQ-14 are required to attempt to reduce VOC, NO_x, CO, PM_{10}, and $PM_{2.5}$ emissions to below acceptable South Coast Air Quality Management District (SCAQMD) levels. The commenter states that the SCAQMD's changes to Mitigation Measures AQ-1 through AQ-14 are provided in an attached document to the comment letter. Refer to Response PA 4-4.

PA 4-3 SCAQMD staff requests that the Lead Agency (City of Upland) provide the SCAQMD with written responses to all comments contained in the comment letter, prior to adoption of the Final EIR. CEQA Guidelines Section 15088, *Evaluation of and Response to Comments*, requires that the Lead Agency (City of Upland) provide a written proposed response to a public agency on comments made by that public agency at least ten days prior to certifying an EIR. Therefore, the City will provide the SCAQMD with a written proposed response to comments in accordance with CEQA Guidelines Section 15088.

PA 4-4 Refer to Response PA 4-2. The comment recommends text changes to Mitigation Measure AQ-1. Mitigation Measure AQ-1 on Draft EIR page 5.5-17 is revised in the Final EIR, as follows:

> **Mitigation Measures:**
>
> AQ-1 Prior to issuance of any Grading Permit, the Development Services Director and the Engineering/Land Development Division shall confirm that the Grading Plan, Building Plans, and specifications stipulate that, in compliance with SCAQMD Rule 403, excessive fugitive dust emissions shall be controlled by regular watering or other dust prevention measures, as specified in the SCAQMD's Rules and Regulations. In addition, SCAQMD Rule 402 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off-site. Implementation of the following measures would reduce short-term fugitive dust impacts on nearby sensitive receptors:

- All active portions of the construction site shall be watered twice daily to prevent excessive amounts of dust;
- Non-toxic soil stabilizers shall be applied to all inactive construction areas (previously graded areas inactive for 20 days or more, assuming no rain), according to manufacturers' specifications;
- All excavating and grading operations shall be suspended when wind gusts (as instantaneous gust) exceed 25 miles per hour;
- On-site vehicle speed shall be limited to 15 miles per hour;
- All on-site roads shall be paved as soon as feasible, watered twice daily, or chemically stabilized;
- ~~Visible dust beyond the property line which emanates from the project shall be prevented to the maximum extent feasible~~ Visible dust shall not cross the property line;
- All material transported off-site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust prior to departing the job site;
- Track-out devices shall be used at all construction site access points;
- All delivery truck tires shall be watered down and/or scraped down prior to departing the job site;
- A construction relations officer shall be appointed to act as a community liaison concerning on-site construction activity including resolution of issues related to fugitive dust generation;
- Streets shall be swept at the end of the day if visible soil material is carried onto adjacent paved public roads and use of SCAQMD Rule 1186 and 1186.1 certified street sweepers or roadway; and
- Replace ground cover in disturbed areas as quickly as possible.

PA 4-5 Refer to Response PA 4-2. The comment recommends text changes to Mitigation Measure AQ-3. Mitigation Measure AQ-3 on Draft EIR page 5.5-18 is revised in the Final EIR, as follows:

AQ-3 Prior to issuance of any Building Permit, the Development Services Director and the Engineering/Land Development Division shall confirm that the Building Plans and specifications include the following measures to reduce VOC emissions resulting from application of architectural coatings:

- Contractors shall use ~~high-pressure-low-volume (HPLV)~~ high-volume-low-pressure (HVLP) paint applicators with a minimum transfer efficiency of at least 50 percent;
- Use required coatings and solvents with a VOC content lower than required under Rule 1113;
- Construct/build with materials that do not require painting; and

- Use pre-painted construction materials.

PA 4-6 Refer to Response PA 4-2. The comment recommends text changes to Mitigation Measure AQ-13. Mitigation Measure AQ-3 on Draft EIR pages 5.5-26 and 5.5-27 is revised in the Final EIR, as follows:

AQ-13 New sensitive land uses such as <u>residential, schools,</u> ~~a~~ hospital<u>s</u>, medical offices, day care facilities, and fire stations to be located within the City shall not be located closer than 500 feet to the I-10 or SR-210 freeways, pursuant to the recommendations set forth in the CARB *Air Quality and Land Use Handbook.* If new sensitive land uses cannot meet this setback, they shall be designed and conditioned to include mechanical ventilation systems with fresh air filtration. For operable windows or other sources of ambient air filtration, installation of a central heating, ventilation, and air conditioning (HVAC) system that includes high efficiency filters for particulates (Minimum Efficiency Reporting Value [MERV] 13 or higher) or other similarly effective systems shall be required.

PA 4-7 Refer to Response PA 4-2. The comment recommends text changes to Mitigation Measure AQ-14. Mitigation Measure AQ-3 on Draft EIR page 5.5-27 is revised in the Final EIR, as follows:

AQ-14 New sensitive land uses such as residential, <u>schools,</u> ~~a~~ hospital<u>s</u>, medical offices, day care facilities, and fire stations shall not be located closer than 1,000 feet from any existing or proposed distribution center/warehouse facility which generates a minimum of 100 truck trips per day, or 40 truck trips with transport refrigeration units (TRUs) per day, or TRU operations exceeding 300 hours per week, pursuant to the recommendations set forth in the CARB *Air Quality and Land Use Handbook.* If new sensitive land uses cannot meet this setback, they shall be designed and conditioned to include mechanical ventilation systems with fresh air filtration. For operable windows or other sources of ambient air filtration, installation of a central heating, ventilation, and air conditioning (HVAC) system that includes high efficiency filters for particulates (Minimum Efficiency Reporting Value [MERV] 13 or higher) or other similarly effective systems shall be required.

PA 4-8 As noted on Draft EIR pages 5.5-26 and 5.5-27, Mitigation Measures AQ-13 and AQ-14 prohibit development of sensitive land uses near freeways and distribution/ warehouse facilities (i.e., within 500 and 1,000 feet, respectively), and are based on CARB Air Quality and Land Use Handbook recommendations. Further, as the Draft EIR is a programmatic analysis, development under the proposed Project would require future project/construction-level environmental analyses (including air quality). Air quality impacts and appropriate mitigation measures would be determined at that time.

PA 4-9 As noted above, the Draft EIR is a programmatic environmental analysis; specific development is not proposed at this time. As such, the quantity and types of construction equipment for future development projects are unknown. Future development under the proposed Project would require subsequent environmental analysis to disclose air quality impacts. Appropriate mitigation for short-term construction air quality impacts would be determined during the environmental review process for future projects. Therefore, the commenter's request to apply Tier 4 emission standards as mitigation for the proposed Project is not currently applicable.

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SAN BERNARDINO COUNTY

Department of Public Works

- Environmental & Construction • Flood Control
- Operations • Solid Waste Management
- Surveyor • Transportation

Gerry Newcombe
Director

April 22, 2015

File: 10(ENV)-4.01

Keri Johnson
Upland City Hall
Development Services Department
460 N. Euclid Avenue
Upland, CA. 91786
uplandnextsteps@ci.upland.ca.us

RE: CEQA – NOTICE OF AVAILABILITY OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE COMPREHENSIVE GENERAL PLAN UPDATE FOR THE CITY OF UPLAND

Ms. Johnson:

Thank you for giving the San Bernardino County Department of Public Works the opportunity to comment on the above-referenced project. **We received this request on March 09, 2015,** and pursuant to our review, the following comments are provided:

Water Resources Division (Mary Lou Mermilliod, PWE III, 909-387-8213):

1. In general, it appears that the draft has addressed the major concerns of the San Bernardino County Flood Control District (District). However, the District's recommendations are most often made for site specific conditions. Therefore, the recommendations made here are general in nature until such time as more detailed plans become available. **PA 5-1**

2. If encroachment onto to District right-of-way is anticipated, a permit shall be obtained from the District's Flood Control Operations Division, Permits/Operations/Support Section. Other on-site or off-site improvements may be required which cannot be determined at this time. **PA 5-2**

3. We recommend that the local jurisdictions establish adequate provisions for intercepting and conducting the accumulated drainage around or through the site in a manner which will not adversely affect adjacent or downstream properties. **PA 5-3**

4. We recommend that the City utilizes its most current regulations for construction within established floodplains. **PA 5-4**

Environmental Management Division (Theresa Sims, Ecological Resource Specialist, 909-387-7931):

1. In the EIR for the City of Upland, on page 22 under Biological Resources BIO-3, it states, "Prior to any ground disturbance and if deemed necessary by site-specific Biological Resources Assessment, a pre-construction Burrowing Owl Survey of the proposed development site shall be conducted to determine the presence/absence of the burrowing owl. The Survey shall be **PA 5-5**

BOARD OF SUPERVISORS
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conducted by a qualified Biologist according to the standard protocol established by CDFW and the Burrowing Owl Consortium (BOC). If burrowing owls are determined to be present on the development site, mitigation for potential impacts to owls shall follow the guidelines outlined by the BOC, including passive relocation during the non-breeding season. "

Comment 1: The City of Upland needs to be made aware that the ***Staff Report on Burrowing Owl Mitigation*** issued in March of 2012 is the most recent protocol and should be followed rather than the Burrowing Owl Consortium.

PA 5-5

If you have any questions, please contact the individual who provided the specific comment, as listed above.

Sincerely,

NIDHAM ARAM ALRAYES, MSCE, PE, QSD/P
Public Works Engineer III
Environmental Management

NAA:PE:nh/CEQAComment_Upland_DEIR-ComprehensiveGeneralPlanUpdate_2015-04-22-02.docx

RESPONSE TO COMMENT LETTER NO. PA-5
Nidham Aram Alrayes, MSCE, PE, AQD/P, Public Works Engineer III
San Bernardino County Department of Public Works
April 22, 2015

PA 5-1 The comment provides introductory statements and notes that recommendations made are general until detailed plans become available. No response is necessary.

PA 5-2 The comment communicates the requirement for an encroachment permit from the San Bernardino County Flood Control District (District), should encroachment into District right-of-way be required. Comment is so noted. Each future development project would be subject to compliance with the established regulatory framework (including the requirement to obtain an encroachment permit) at the time development applications are submitted.

PA 5-3 Refer to Draft EIR page 5.13.28 for a detailed discussion concerning potential drainage impacts. As discussed, new development projects associated with implementation of the proposed Project would be required to ensure project-specific and citywide drainage systems have adequate capacity to accommodate new development. The General Plan 2035 proposes Goals and Policies to ensure that project-related storm water mitigation techniques are employed and monitored. Future development projects would also be required to pay the storm drain development impact fee to finance public storm drain improvements in accordance with UMC Chapter 3.44. Compliance with the UMC and implementation of the General Plan Policies would ensure that Project implementation would not create or contribute to runoff that would exceed the storm water drainage systems.

PA 5-4 Each future development project would be subject to compliance with the established regulatory framework (including those pertaining to construction with floodplains) at the time development applications are submitted.

PA 5-5 BIO-3 (Draft EIR page 5.10-16) is revised in the Final EIR, as follows:

BIO-3 Prior to any ground disturbance and if deemed necessary by the site-specific Biological Resources Assessment, a pre-construction Burrowing Owl Survey of the proposed development site shall be conducted to determine the presence/absence of the burrowing owl. The Survey shall be conducted by a qualified Biologist according to the standard protocol established ~~by CDFW and the Burrowing Owl Consortium (BOC)~~ in the *Staff Report on Burrowing Owl Mitigation* (California Department of Fish and Game [Wildlife] March 7, 2012). If burrowing owls are determined to be present on the development site, mitigation for potential impacts to owls shall follow the guidelines outlined ~~by the BOC~~ in the *Staff Report*, including passive relocation during the non-breeding season.

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY EDMUND G. BROWN Jr. Governor

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Serious drought
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May 11, 2015

File: 08-SBd-10-PM 1.7 and PM 4.0
08-SBd-210-PM 0.8 and PM 3.4

Keri Johnson
City of Upland
Development Services Department
460 N. Euclid Avenue
Upland, California 91786

Traffic Impact Analysis for the City of Upland General Plan and General Plan Draft Environmental Impact Report

Dear Mr. Johnson:

The California Department of Transportation (Caltrans) has received a Traffic Impact Analysis (TIA) for the City of Upland General Plan and General Plan Draft Environmental Impact Report (DEIR). The city of Upland is roughly bounded by 24th Street to the North Interstate 10 (I-10) to the South, Grove Avenue and the Cucamonga Creek Trail to the East, and the San Bernardino County/Los Angeles County Line to the West. The assessment evaluates the existing conditions; consists of existing counts collected in the study area, and General Plan (2035); consists of forecasted traffic volumes per the proposed General Plan. Intersection traffic counts for the study intersections were collected between 2004 and 2009. **PA 6-1**

Our areas of concern, pertaining to State facilities, include transportation/traffic issues in which the TIA identifies as having potentially significant impacts. Due to these potentially significant impacts on I-10 and State Route 210 (SR-210), we recommend the following to be analyzed in the preceding EIR:

- All state facilities, including intersections, impacted by the Project area, which include I-10 and SR-210 should be analyzed in the TIA. Where applicable, such as signalized intersections and ramp interchanges, a synchro analysis, merge/diverge analysis, and a queuing analysis is recommended. Traffic Analysis Scenarios should clearly be exhibited as exiting, existing + project, existing + project + ambient growth, and existing + project + ambient growth + cumulative. **The data used in the TIA should not be more than 2 years old. This shall be based on the SCAG 2012 RTP Model.** **PA 6-2**

Thank you for providing us this opportunity to review the TIA for the City of Upland General Plan and General Plan DEIR and for your consideration of these and future comments. These recommendations are preliminary and summarize our review of materials provided for our evaluation. If you have any questions regarding this letter, please contact Adrineh Melkonian (909) 806-3928 or myself at (909) 383-4557.

PA 6-2

Sincerely,

Mark Roberts

MARK ROBERTS
Office Chief
Intergovernmental Review, Community and Regional Planning

RESPONSE TO COMMENT LETTER NO. PA-6
Mark Roberts, Office Chief, Intergovernmental Review, Community and Regional Planning
California Department of Transportation, District 8
May 11, 2015

PA 6-1 The comment acknowledges the preparation of a Traffic Impact Analysis (TIA) for the proposed Project. The comment does not address the Draft EIR's adequacy. No response is necessary.

PA 6-2 The commenter specifically requests that the Draft EIR's TIA address the following:

- All state facilities including the I-10 and I-210;
- Apply Synchro Traffic Operations Software to analyze signalized intersections and ramp interchanges;
- Conduct a merge/diverge analysis;
- Conduct a queuing analysis;
- Analyze the following scenarios:
  - Existing plus project
  - Existing plus project plus ambient growth
  - Existing plus project plus project plus ambient growth plus cumulative
- Use data no less than 2 years old; and
- Use data from the 2012 SCAG RTP Model.

A review of the General Plan/Draft EIR TIA indicates that many of the key items requested by the commenter were already addressed in the analysis. Specific items included in the TIA are as follows:

- The TIA analyzed the I-210/Campus Avenue, the I-210/Mountain Avenue, the I-10/Mountain Avenue and the I-10/Mountain/Second Avenue/Euclid Avenue ramp intersections;

- Synchro software was used to analyze all of the intersection locations, including the ramp intersections; and

- The analysis also analyzed an Existing and Cumulative condition, as referenced in the comment letter.

However, it is acknowledged that some of the requested information was not included in the TIA. CEQA guidelines provide Lead Agencies with the discretion to prepare technical studies using methodologies and data tailored to the location situation. For example, the analysis used a local validated and calibrated travel demand model to forecast traffic conditions within the City of Upland rather than the regional SCAG RTP Model, which lacks sufficient detail within the City of Upland. Additionally, no queuing or merge/diverge analysis was conducted as the detailed intersection analysis

of the ramp interchanges was determined to provide sufficient information regarding impacts at these locations.

The commenter also notes that traffic counts ranging from 2004 to 2009 were employed in this study. While some older data was included for reference, the majority of the traffic counts were obtained in 2008 and 2009 when the work on the General Plan began. Work continued on the General Plan until 2012 when the NOP was issued. The use of these older traffic counts is appropriate for the following reasons:

- There are no specific requirements within CEQA stating that baseline data or other elements of the plan are invalid past a certain date. Therefore, the City has discretion to include or exclude data based on the circumstances specific to Upland rather than a specific standard;

- The general guideline for CEQA is that data should be representative of conditions at the time the NOP is released. At the time of the NOP, traffic counts for 2008 and 2009 would have been representative of conditions within the City for 2012;

- The City of Upland is a mature City which has experienced limited growth over the period in which the traffic counts were collected. Population data from the US Census and other sources indicates that the City has experienced modest growth over the past 15 years, with annual growth rates of less than one percent;

- The City's roadway network is also mature in that there have been limited changes in the roadway configurations, meaning that data collected on traffic patterns in 2008 and 2009 are representative of conditions for future periods; and

- The assessment of impacts considers not just existing data but also future travel patterns, future development, changes in through traffic, growth outside of the City of Upland, and other factors assessed through the City's Travel Model. As such, the use of older traffic counts does not unduly influence the assessment of impacts and mitigations, which is the primary purpose of the traffic analysis.

It is also noted that Caltrans was given the opportunity to provide comment on the NOP when it was released in 2012 prior to preparation of the Draft EIR. That venue would have been an appropriate opportunity to provide detailed comments on the TIA. As no comments were forthcoming from Caltrans at that time, the TIA was prepared based on the best available data. Given the items discussed above, the TIA completed for the General Plan and Draft EIR is considered to be adequate for use in the CEQA process and will not be updated.

PA 6-3 This is a concluding comment and does not address the Draft EIR's adequacy. No response is necessary.

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY EDMUND G. BROWN Jr., Governor

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June 22, 2015

File: 08-SBd-10-PM 1.7/4.0
08-SBd-210-PM 0.8/3.4

Keri Johnson
City of Upland
Development Services Department
460 N. Euclid Avenue
Upland, CA 91786

Dear Mr. Johnson:

City of Upland Comprehensive General Plan and Zoning Code Update, Cable Airport Land Use Compatibility Plan, and Climate Action Plan

Thank you for the opportunity to review and comment on the Environmental Impact Report (EIR) for the City's General Plan Update (General Plan 2035) and Zoning Code Update (ZCU), Cable Airport Land Use Compatibility Plan (CALUCP), and Climate Action Plan (CAP). The City encompasses approximately 15 square miles of land generally bounded by the San Gabriel Mountains on the north, Grove Avenue and the Interstate 10 (I-10) on the south, Rancho Cucamonga on the east, and the Los Angeles County line on the west and additional approximately three square miles (1,969 acres) of unincorporated areas within the City's "Sphere of Influence" (SOI).

PA 7-1

The proposed General Plan 2035 involves an update/reorganization of existing elements and addition of two elements. It consists of the following elements: Land Use, Community Character and Urban Design, Economic Sustainability, Circulation, Open Space and Conservation, Safety, Public Facilities and Services, Community Health, and Housing (adopted as part of a separate process).

The Zoning Code is adopted to implement the Upland General Plan and to protect and promote the health, safety, and welfare of Upland residents. The Zoning Ordinance and the General Plan shall be consistent with one another. If there are inconsistencies between the Zoning Ordinance and the General Plan, the General Plan governs. The Zoning Ordinance is used in conjunction with the Cable Airport Land Use Compatibility Plan to regulate uses and structures in the airport influence area of Cable Airport.

Cable Airport encompasses 105 acres situated in the southwest portion of Upland, at 1749 West 13th Street. Also, the CAP is intended to address the main sources of the emissions that cause climate change, which include emissions from the energy consumed in buildings and for transportation, as well as the solid waste sent to landfills. The purpose of the CAP is to guide the development, enhancement, and ultimately the implementation of actions that will reduce the City's GHG emissions. **PA 7-1**

The Department of Transportation (Department) is a responsible agency on this project, has reviewed the plans dated on March 2015 and has the following recommendations:

1. This General Plan Update appears to be a major milestone and a new direction for the City. We encourage the City to embark a safe, sustainable, integrated and efficient transportation system and complete street to enhance California's economy and livability within a mixed use development. The Department supports the General Plan that fosters a transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit vehicles, truckers, and motorists, appropriate to the function and context of the facility specifically Foothill Boulevard Commercial/Residential Mixed Use project (Complete Street Implementation action Plan 2.0). **PA 7-2**

2. The General Plan, specifically the Circulation element, should include language requiring the City to develop policies (a) stressing coordination between the City and Caltrans early in the land use and transportation planning process and (b) requiring new development to defraying all or a portion of the cost of transportation facilities related to the development project through the Development Impact Fee (Gov. Code § 66000(b). **PA 7-3**

3. The Department has an interest in working cooperatively to establish a Traffic Impact Fee (TIF) program within the City of Upland. Local development project applicants would pay their "fair share" to an established fund for future transportation improvement projects. Similar to the City's Project Impacts and Mitigation Measures as described in Section 5.4.3-44 of the Program EIR and according to Upland Municipal code (UMC) Section 3.44.030, the Development Mitigation can include mitigation for the State Highway System or a new TIF program may be considered. If a traffic impact fee program has been developed, the Department would like a copy for our records. If an existing TIF program will be amended or a new TIF program is being considered, the Department would like an opportunity to participate in the process. **PA 7-4**

4. Noting the Performance Criteria - Level of Service (LOS) Standards for Congestion Management Plan (CMP) Intersections within Upland as listed in Section 5.4.4 of the EIR, the General Plan should also acknowledge the Departments' standard of maintaining a target LOS at the transition between LOS D and LOS E on State highway facilities. For future projects that may impact State facilities, the Department recommends the City continue to work with the Department on thresholds of significance related to all State facilities that experience unacceptable LOS (worse than the operating standard of LOS D). **PA 7-5**

5. The Department supports a General Plan that promotes efficient land-use pattern to (a) support mobility, facilitate transit and non-motorized transportation, and reduce dependency on single-occupant vehicle trips; (b) accommodate Strategic Growth by concentrating growth in strategic locations and offer adequate supply of mixed-use housing and Transit-Oriented Development; and (c) endorse a stable and livable environment. The Department recognizes that non-motorized travel is a vital element of the transportation system and therefore, encourages communities to make pedestrian and bicycle activity possible, thus expanding transportation options, and creating a streetscape that better serves a range of users. **PA 7-6**

6. State law (Public Utilities Code Section 21670-21679.5) dictates that an airport land use compatibility plan be based upon an airport master plan or airport layout plan. Provide the Department the Cable Airport Master Plan upon approval. The Department supports the CALUCP key features' compliance with the California Division of Aeronautics and the California Airport Land Use Planning Handbook to (a) avoid future compatibility conflicts by prohibiting new residential development incompatible with the proposed land uses, demanded setbacks, and height restriction as defined by Federal Aviation Administration to the extent that these areas are not already devoted to incompatible uses and (b) protect public health, safety, and welfare by ensuring the orderly modification on the airport and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within the influence area of the Cable Airport in response to noise, safety, airspace protection, and overflight compatibility criteria of the current and future airport activity. **PA 7-7**

7. In addition to Assembly Bill 32 (AB 32), Executive Order S-3-05 sets a series of target by which statewide emissions of Greenhouse Gas (GHG) to be reduced at 1990 levels by 2020 and 80 percent below 1990 level by 2050. The Department supports the CAP that fosters the reduction of GHG emissions that increase alternative transportation options, maximizes land use efficiency, improves job/Housing Balance, increases Mixed-Use Development opportunities, increases transit oriented development opportunities, and reduces trip length. Currently housing over 450 aircraft, Cable Airport's annual airport operations are forecast to increase approximately 152 percent **PA 7-8**

between 2009 and 2030 from 41,000 to 103,300 annual aircraft operations; therefore, the Department recommends the City to address aviation emission in both General Plan and CAP. **PA 7-8**

Please continue to keep us informed of this project and other future updates, which could potentially impact the State Highway System and interfacing Transportation Facilities. If you have any questions or need to contact us, please do not hesitate to contact Adrineh Melkonian (909) 806-3928 or myself at (909) 383-4557. **PA 7-9**

Sincerely,

MARK ROBERTS
Office Chief
Intergovernmental Review, Community and Regional Planning

RESPONSE TO COMMENT LETTER NO. PA-7
Mark Roberts, Office Chief, Intergovernmental Review, Community and Regional Planning
California Department of Transportation, District 8
June 22, 2015

PA 7-1 This is an introductory comment summarizing the Project and Climate Action Plan (CAP), and generally stating the provisions of the City of Upland General Plan and Municipal Code. The comment does not address the Draft EIR's adequacy. No response is necessary.

PA 7-2 In general, the comment supports the proposed project's transportation system. The comment does not raise significant environmental points or address the Draft EIR's adequacy. As such, no further response is necessary.

PA 7-3 The commenter requests that policies be added to the Circulation Element to promote early coordination between the City of Upland and Caltrans on land use and transportation planning. As noted on Draft EIR page 5.4-60, "…as required by UMC Section 3.44.030, *Street and Traffic Facilities Development Impact Fee*, upon issuance of all Building Permits for development within City boundaries, a Street and Traffic Facilities Development Fee would be imposed on developments to pay for traffic signal systems and related intersection improvements at major intersections throughout the City."

PA 7-4 The commenter suggests that the City of Upland and Caltrans establish a Traffic Impact Fee (TIF) program within the City. The commenter's suggestion has been noted and will be considered by the decision-makers during their deliberations on the Project.

PA 7-5 The commenter suggests that the General Plan include language regarding Caltrans' target of maintaining between LOS D and LOS E on State highway facilities. The commenter also recommends that the City continue working with Caltrans on thresholds of significance related to all State highway facilities that experience LOS D or worse for future projects. The comment has been noted and will be considered by the decision-makers during their deliberations on the Project.

PA 7-6 The comment generally states Caltrans' criteria for a successful General Plan concerning transportation. The comment does not address the Draft EIR's adequacy, and no further response is necessary.

PA 7-7 The commenter requests that the City provide Caltrans a copy of the Cable Airport Master Plan upon approval. The comment has been noted, and will be considered by the decision-makers during their deliberations on the Project.

PA 7-8 The commenter acknowledges and supports the CAP and General Plan that call for a reduction in greenhouse gas (GHG) emissions. The commenter requests that the CAP and General Plan address aviation emissions associated with the Cable Airport. GHG emissions from aviation fuel consumption at the Cable Airport are provided in CAP Appendix A, *GHG Emissions Data*. It is noted that the CAP and General Plan do not call for an increase in air travel service. The commenter's request to address aviation GHG emissions in the General Plan has been noted and will be considered by the decision-makers during their deliberations on the Project. The comment does not address the Draft EIR's adequacy, and no further response is necessary.

PA 7-9 This is a concluding statement and does not address the Draft EIR's adequacy. No further response is necessary.

CITY OF CLAREMONT

Tony Ramos, City Manager

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July 22, 2015

Rod Butler, City Manager
City of Upland
460 N Euclid Avenue
Upland, CA 91786

Dear Mr. Butler:

My office has reviewed the City of Upland's ("Upland") draft General Plan Update, Zoning Code Update, and Cable Airport Land Use Compatibility Plan Update ("CALUCP"), (collectively, "General Plan Update"), dated March 2015, and I have some concerns regarding the General Plans Update's proposed zoning classifications for three triangular shaped parcels located northwest of the Monte Vista Avenue and Foothill Boulevard intersection, within the City of Upland, running along Upland's boundary ("Parcels"). I ask that you direct staff to take the actions suggested in this letter.

Zoning of Parcels

The zoning classifications currently proposed for these triangular Parcels under the General Plan Update is Commercial Highway and Commercial/Industrial Mixed-Use, which we believe is inappropriate for these Parcels given the adjacent uses and development trends in the area. These uses and development trends include: (a) the contemplated adjacent residential retail and retail uses to be located on the Claremont side of our Cities' boundary; (b) Upland's contemplated residential and retail developments located adjacent to the Parcels, including the proposed residential development contemplated to the immediate southeast of the Parcels (i.e., Upland Crossing Specific Plan Area and the Enclave Specific Plan); and, (c) Claremont's residential, retail, and school uses located west of the Parcels. The site is also immediately adjacent to the Claremont Colleges, multi-modal transit options, and other similarly scaled residential/retail developments, which render these parcels suitable for residential and/or mixed uses, that match the character of the area.

PA 8-1

Based on this, and our review of the land use designations established in the General Plan Update, I ask that Upland zone these Parcels as Business/Residential Mixed-Use (B/R-MU). We think this zone is most consistent with the City of Claremont's zoning of the adjacent parcels owned by the same property owners, and will provide our cities

with the flexibility we will need to develop a project that meets the needs of both of our communities. PA 8-1

CALUCP

Finally, I also wanted to bring to your attention a concern of ours with respect to the CALUCP, which provides that residential uses are inappropriate in areas with airport related noise impacts between 65 and 60 db CNEL. Based on our experience developing in the area, and on state and federal regulations that address this issue, residential uses are typically perfectly suitable within areas with such noise impacts. Considering this, I ask that Upland revise the CALUCP accordingly. PA 8-2

Thank you in advance for your consideration of these requested changes. You may contact me at (909) 399-5441 if you have any questions or if you would like to discuss this further.

Sincerely,

Tony Ramos
City Manager

c: City Council

V /TRamos/Letters/Rod Butler-Upland CALUCP – JULY'15

RESPONSE TO COMMENT LETTER NO. PA-8
Tony Ramos, City Manager
City of Claremont
July 22, 2015

PA 8-1 This comment communicates the City of Claremont's concerns regarding three parcels located northwest of the Monte Vista Avenue/Foothill Boulevard intersection. Specifically, the City of Claremont opposes the proposed zoning of these parcels (Highway Commercial (HC) and Commercial/Industrial Mixed-Use (C/I-MU)) and requests that they be zoned Business/Residential Mixed-use (B/R-MU) instead. The City of Claremont also considers these parcels to be better suited for residential and/or mixed uses. The commenter does not specifically address the Draft EIR's adequacy or raise a significant environmental point. Therefore, no further response is necessary. Notwithstanding, the City decision-makers will consider these comments during their deliberations on the Project.

PA 8-2 The commenter suggests that residential development within the vicinity of an airport, and exposed to noise levels between 65 and 60 dbA CNEL is acceptable. The commenter requests that the CALUCP be revised to allow residential development within areas exposed to noise levels between 60 and 65 dBA CNEL. It is acknowledged that certain state and federal regulations consider residential uses normally/ conditionally acceptable within areas exposed to noise levels between 60 and 65 dBA CNEL. The comment pertains to the CALUCP, and does not raise significant environmental points or address the Draft EIR's adequacy. The commenter's request to amend the CALUCP has been noted and will be considered by the City's decision-makers during their deliberations on the Project.

JMBM Jeffer Mangels Butler & Mitchell LLP

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April 6, 2013

VIA EMAIL

Keri Johnson
Upland City Hall
Development Services Department
460 N. Euclid Avenue
Upland, California 91786

Re: Public Comment: Request for Extension of Public Comment Period on the General Plan Update and Environmental Impact Report

Dear Ms. Johnson:

Our firm represents the Clare Properties, LLC ("Clare"), an owner of real property located approximately at the intersection of Foothill Boulevard and Monte Vista Avenue in Upland.

The General Plan Update, Zoning Code Update, Airport Land Use Compatibility Plan Update, Climate Action Plan, and Draft Environmental Impact Report ("EIR") are cumbersome, complex documents that must attempt to address a range of novel issues and effects of the overall General Plan update (the "Project"), including the significant growth inducement potential within the planning area and the effects of the planned expansion of Cable Airport. These facts render the bare minimum 45-day public review period vastly insufficient for the level of review required. Therefore, we request that the City of Upland ***extend the current public review period for the Draft EIR by 30 days to Friday, May 22, 2015.*** PO 1-1

1. The Nature and Inherent Complexity of the Draft EIR Demands Additional Time.

The 45-day public comment period is the ***minimum*** provided by the California Environmental Quality Act ("CEQA") and simply does not contemplate a Draft SEIR of the kind circulated for the Project (*see* CEQA Guidelines ("Guidelines") § 15105). This document must somehow attempt to evaluate three major policy and regulation frameworks: updates to the General Plan, Zoning Code, and Airport Land Use Compatibility Plan. These tasks make for a complex, overwhelmingly cumbersome document that requires substantially more time than the bare minimum for the public and decision makers to review, understand, and provide intelligent comment. In addition to dealing with the Draft EIR, ***the public must review and compare the***

EIR with the updated policy and regulation documents in the review and comment period provided.

Simply put, the "unusual circumstances" referenced in Guidelines section 15105 are met merely by virtue of the nature and required scope of the Draft SEIR, as well as the need to compare the Draft SEIR to the previous Final EIR to determine the nature and extent of the relationship between both the projects and the analyses. As Guidelines section 15105 provides that "unusual circumstances" may properly extend public review period beyond 60 days, and that provision was also predicated upon a Draft EIR ranging from less than 150 to about 300 pages, rather than an approximately 1,400-page EIR, plus accompanying documents that also significantly exceed that range, a review period of 75 days is clearly warranted here.

PO 1-1

2. Extending the Public Comment Period is Sound Public Policy.

Ensuring adequate time for the public to review, understand, and comment on the Draft SEIR is crucial. Embedded within the assumptions of CEQA, as well as the City and State CEQA Guidelines is that the City would provide adequate time. As stated above, the Project, the cumbersome and inherently complex nature of the Draft SEIR, and the requirement to review the previous Final EIR, individually and collectively meet the test of "unusual circumstances" in the Guidelines, meriting additional time for public review beyond 60 days. Consequently, the City should provide the public and agencies an additional 30 days to review, understand, and comment on ***the EIR and three major policy and regulatory documents that comprise the Project.***

Please inform us at your earliest opportunity as to your decision. We look forward to the provision of sufficient time to review and comment on the Draft EIR. Please contact our office with any questions or concerns.

PO 1-2

Sincerely,

BENJAMIN M. REZNIK
SHERI BONSTELLE and
NEILL E. BROWER of
Jeffer Mangels Butler & Mitchell LLP

BMR:neb

cc: VIA E-MAIL:
Rod B. Butler, City Manager
Kimberley Hall Barlow, Esq., City Attorney (khb@jones-mayer.com)

RESPONSE TO COMMENT LETTER NO. PO-1
Benjamin M. Reznik
April 6, 2015

PO 1-1 The comment states that due to the variety of concurrent documents/actions (i.e., General Plan Update, Zoning Code Update, Airport Land Use Compatibility Plan Update, Climate Action Plan, and Draft EIR) being prepared by the City, the public comment period for the Draft EIR should be extended by 30 days. In accordance with Public Resources Section 21092 and CEQA Guidelines Section 15087, the City of Upland initially circulated the Draft EIR for a 45-day public review period that was scheduled to occur from March 9, 2015 to April 22, 2015. The City subsequently extended the public review period three times- to May 26, 2015, June 25, 2015, and July 22, 2015. Overall, the Draft EIR was circulated for a 136-day public review period that extended from March 9, 2015 to July 22, 2015. No further response is necessary.

PO 1-2 Please refer to Response PO 1-1.

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73949-2

April 8, 2015

VIA EMAIL (kjohnson@ci.upland.ca.us)

Keri Johnson
Senior Administrative Assistant
Upland City Hall
Development Services Department
460 N. Euclid Avenue
Upland, California 91786

Re: Request for Documents
City of Upland's General Plan Update and Environmental Impact Report

Dear Ms. Johnson:

During our preliminary review of the City of Upland's General Plan Update, Zoning Code Update, Airport Land Use Compatibility Plan Update ("Compatibility Plan"), Climate Action Plan, and Draft Environmental Impact Report ("EIR") (collectively, the "Project"), we identified several relevant documents and resources that are apparently not available in the public record at this time. To permit a complete and thorough review of the EIR and the related Project materials, the City must make available the following documents, each of which is described as informing the planning and environmental analysis associated with the Project:

- ***Cable Airport Master Plan (April 2011)***: The most recent Cable Airport Master Plan ("Master Plan") is a significant document that clearly informed the development of the draft Compatibility Plan and the Project as whole. To date, this document has not been made available to the public by the City of Upland ("City"). **PO 2-1**

- ***Master Plan Environmental Review Documents and Reports***: To the extent that any local, state, or federal environmental review was performed in connection with the development of the Master Plan, or its review and/or approval by the Federal Aviation Administration, we request that the City provide any relevant documents or reports produced as part of these reviews.

- ***Cable Airport Land Use Compatibility Plan:*** The September 2014 draft Compatibility Plan provided on the City's website omits the critical "Supporting Data" and

"Appendices" sections.[i] Please provide us with a complete copy of the Compatibility Plan with these significant sections included.

- ***Cable Airport's Conditional Use Permit:*** Please provide copies of Cable Airport's Conditional Use Permit, and any other relevant entitlements related to the operation, development, and use of the airport.

- ***Agricultural Maps:*** According to Table 5.11-1 in the EIR (*see* page 5.11-2), there exists 1,256 acres of Prime Farmland within the City. Based on our preliminary review of the EIR, we have been unable to locate a map or diagram that evidences where these farmlands exist within the City. To aid us in our review, we request your assistance in locating any maps or diagrams specifying where these "Prime Farmlands" are located within the City. **PO 2-1**

Review of these documents is crucial to any meaningful review of the EIR and Project materials, and a failure to make them readily available would prevent informed review and comment. As the comment period for this EIR closes on April 22, 2015, we would greatly appreciate your assistance in providing these materials as soon as possible. Thank you in advance for your assistance with this request. Please contact our office with any questions or concerns.

Sincerely,

BENJAMIN M. REZNIK
Jeffer Mangels Butler & Mitchell LLP

BMR:dff

cc: VIA E-MAIL:
Rod B. Butler, City Manager
Kimberley Hall Barlow, Esq., City Attorney (khb@jones-mayer.com)

[i] Link: http://www.uplandpl.lib.ca.us/asp/Site/Business/General-Planning-Zoning-Code/index.asp
Most recently accessed on April 8, 2014.

RESPONSE TO COMMENT LETTER NO. PO-2
Benjamin M. Reznik
April 8, 2015

PO 2-1 The comment requests that the City make a number of documents publicly available/reviewable to adequately review the General Plan Update, Zoning Code Update, Airport Land Use Compatibility Plan Update, Climate Action Plan, and Draft EIR. These documents include: Cable Airport Master Plan and any related environmental documents, Cable Airport Land Use Compatibility Plan, Cable Airport Conditional Use Permit, and agricultural maps of farmland within the City. The aforementioned documents were provided to Mr. Reznik/JMBM under separate cover. In addition, the documents are available for public review at the City of Upland, Development Services Department, at 460 North Euclid Avenue, Upland, California.

Exhibit 5.11-1, *Important Farmlands Map (2010)*, on Draft EIR page 5.11-3, inadvertently illustrated the properties that were zoned for agricultural uses. Exhibit 5.11-1 has been updated in the Final EIR and is now consistent with Table 5.11-1, *Important Farmlands (2010)*. Additionally, the Draft EIR text was also updated, as noted below:

Draft EIR page 5.11-2 and Table 5.11-1 are revised in the Final EIR, as follows:

> The FMMP maps include land that was used for agricultural production anytime in the four years prior to map preparation. Agricultural land is rated according to soil quality and irrigation status; the best quality land is called Prime Farmland. The Important Farmlands that are present in the City and Sphere of Influence (SOI) are outlined in Table 5.11-1, Important Farmlands (2010), and illustrated on Exhibit 5.11-1, *Important Farmlands Map (2010)*. Exhibit 5.11-1 and Table 5.11-1 are based on the Important Farmland maps ~~prepared by the State in 2010~~.[1]

[1] State of California Department of Conservation ~~Farmland Mapping and Monitoring Program Website, San Bernardino County Important Farmland 2010 Map Sheet 2 of 2, ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2010/sbd10_so.pdf, Accessed February 8, 2013 Important Farmland Finder Website, San Bernardino County~~ Important Farmland 2010 Map Sheet 2 of 2, ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2010/sbd10_so.pdfhttp://maps.conservation.ca.gov/ciff/ciff.html, Accessed ~~February 8, 2013~~April 15, 2015.

Table 5.11-1
Important Farmlands (2010)

Farmland Mapping Category	City (Acres)	Sphere of Influence (Acres)	Total Planning Area (Acres)
Urban Built Out Land	~~8,529~~ 9,775	909	9,438
Grazing Land	131	562	693
Farmland of Local Importance	0	0	0
Prime Farmland	~~1,256~~ 10	170	1,426
Farmland of Statewide Importance	0	0	0
Unique Farmland	17	0	17
Other Land	0	27	27
Total	***9,933***	***1,668***	***11,601***

Source: California Department of Conservation Farmland Mapping and Monitoring Program, San Bernardino County Important Farmland Data Availability, 2010.

Marian Nichols
814 N. First Ave.
Upland, CA 91786-3901
909-981-7619

One: I am concerned with the General Plan's proposal to increase the high-density housing in Upland.

Numerous studies have linked increased population density with increased aggression.

Some people believe that crowding increases crime and anti-social behavior.

PO 3-1

It is argued that human beings, while social animals, need significant amounts of space or they become agitated and aggressive.

In time, that behavior of the inhabitants of the beautiful brand new "housing projects", will stress Upland's police force.

Two: There will not be enough water to share with newcomers. And that will also bring on agitation and aggression, once again stressing Upland's police force.

Marian Nichols, longtime (lifetime) resident

Marian Nichols
814 N. First Ave.
Upland, 91786

PO 3-2

These are my two concerns.

RESPONSE TO COMMENT LETTER NO. PO-3
Marian Nichols
April 20, 2015

PO 3-1 The commenter generally states their concern with the proposed Project, including the incorporation of high-density housing in the City of Upland. The commenter does not address the Draft EIR's adequacy or raise a significant environmental point. The commenter also declares that the Project could result in increased crime and will stress the Upland police force. Concerning crime, safety is a high priority for the City of Upland as well as maintaining the community's quality of life and the provision of public services. These priorities are reflected in the proposed planning documents. While the City must accommodate housing needs per State law, the City is strategic about where and how new housing is developed, in a way that protects safety, quality of life and public services. New housing must meet minimum unit sizes, open space standards, safety provisions, design guidelines, etc. New housing is directed towards public transit facilities to reduce traffic and congestion that can cause frustration and impacts to the environment. New development would be required to contribute to an aesthetic pedestrian environment that will encourage outdoor activity and social interaction. New development must also pay fees that go towards public services such as schools, police and fire protection. The Police Department will continue to review new projects to ensure safety measures and adequate facilities are in place that will reduce potential for crime and the ability to respond in a timely manner to incidents when they do occur. Refer also to MR-2.

As noted on Draft EIR page 5.18-4, Upland Police Department service levels and staffing requirements would be evaluated as individual projects (under the proposed General Plan 2035) are proposed within the City to determine if additional staffing and/or facilities would be required. The Upland Police Department would effectively plan for increases in population and police protection service demand. Further, the City charges development impact fees for general government, fire and police are established upon issuance of all building permits for development within the boundaries of the City to pay for public improvements; see Upland Municipal Code (UMC) Section 3.44.050, *Other General Development Impact Fees*. Compliance with General Plan 2035 Goals PFS-1 and PFS-3 would ensure adequate public facilities, infrastructure, and services are available and that the community is kept safe through law enforcement and crime prevention. General Plan 2035 Policy ES-4.5 requires that Development Impact Fees be evaluated on a regular basis to ensure that increased demands on infrastructure and services as a result of new development are adequately funded. Compliance with General Plan 2035 Policy PFS-3.1 would ensure sufficient police staffing, performance levels, and facilities continue to be maintained to serve Upland's existing and future population. General Plan 2035 Policy PFS-3.3 would provide additional response units, staffing, and related capital improvements, as needed, to ensure quality service to the community as development and growth occur in the City. Thus, future development within the City would be subject to compliance

with General Plan 2035 Policies and Actions, which would ensure that police protection personnel, facilities, and equipment are available to serve new development. With adherence to the UMC and compliance with the proposed General Plan 2035 Policies and Actions, potential impacts associated with increased demand on police protection services with Project implementation would be reduced to a less than significant level.

PO 3-2 Refer to MR-5. The commenter states that there will not be enough water supply to support growth within the City as a result of the proposed Project. As discussed on Draft EIR page 5.15-16, the Upland 2010 UWMP indicates that there are sufficient water supplies and water shortage contingency plans to protect existing and future water needs. The City has identified future water supply projects to increase its water supply quantities while reducing dependence on imported water. Further, the Project anticipates a City population of 81,462 persons in 2035, which is slightly less (approximately 0.7 percent) than the 2035 population anticipated by the Upland 2010 UWMP (82,050 persons). Therefore, it is anticipated that adequate water supplies would be available to serve the growth anticipated by the Project. Future development would be reviewed by the City on a project-by-project basis to ensure adequate water supplies are available to accommodate future projects. The General Plan 2035 proposes Goals PFS-8 and PFS-9 in order to provide a reliable and adequate supply of water and support the use of water conservation measures and the provision of recycled water. Future development would also be subject to compliance with Senate Bills 610 and 221. Senate Bill 610 requires preparation of a Water Supply Assessment (WSA) for certain projects to evaluate water supplies that are or will be available during normal, single-dry and multiple-dry years during a 20-year projection to meet existing and planned future demands, including the demand associated with the project. Senate Bill 221 requires that a city/county condition approval of a subdivision map upon proof of sufficient water supply. Future development within the City would be subject to compliance with Senate Bills 221 and 610, and General Plan 2035 Policies and Actions, which would ensure that water supplies are available to serve new development.

To further clarify the requirement to comply with Senate Bill's 221 and 610, the discussion on Draft EIR page 5.15-17 is revised in the Final EIR, as follows:

> The Project anticipates a City population of 81,462 persons in 2035, which is slightly less (approximately 0.7 percent) than the 2035 population anticipated by the Upland 2010 UWMP (82,050 persons). Therefore, it is anticipated that adequate water supplies would be available to serve the growth anticipated by the Project. Future development would be reviewed by the City on a project-by-project basis to ensure adequate water supplies are available to accommodate future projects. The General Plan 2035 proposes Goals PFS-8 and PFS-9 in order to provide a reliable and adequate supply of water and support the use of water conservation measures and the provision of recycled water. <u>Future development would also be subject to compliance with Senate Bills 610 and 221. Senate Bill 610 requires preparation of a WSA for certain projects to evaluate water supplies that are or will be available</u>

during normal, single-dry and multiple-dry years during a 20-year projection to meet existing and planned future demands, including the demand associated with the project. Senate Bill 221 requires that the City condition approval of a subdivision map upon proof of sufficient water supply. Future development within the City would be subject to implementation of the General Plan 2035 Policies and Actions specified below, which would ensure that water supplies are available to serve new development.

With adherence to Senate Bills 610 and 221, the UMC and WMP, and ~~implementation of~~ the General Plan 2035 Policies and Actions, potential impacts associated with increased water demand resulting from Project implementation would be reduced to a less than significant level.

Refer to Response PO 3-1 for a discussion of impacts to Upland's police force.

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74462-2

April 20, 2015

VIA EMAIL (kjohnson@ci.upland.ca.us and sdolney@ci.upland.ca.us)

Gary Schwary, Chair and Members of the Planning Commission
City of Upland, Development Services Department
460 N. Euclid Avenue
Upland, California 91786

Re: Review of the Draft General Plan Update and Airport Compatibility Plan
April 22, 2015 Planning Commission Hearing

Dear Chair Schwary and Members of the Planning Commission:

This firm has been retained to represent Clare Properties, LLC ("Clare"), the owner of several acres of real property located at the northwest corner of Foothill Boulevard and Monte Vista Avenue in the City of Upland ("City"). Based on our preliminary review of the General Plan Update as currently proposed, it is apparent that our client's property will be substantially and detrimentally impacted by stricter and more burdensome limitations on its development rights. For this reason, our client has an interest in seeing the approval of this General Plan Update proceed with due caution and transparency for the City and the general public. **PO 4-1**

With respect to the upcoming April 22, 2015, City Planning Commission ("Commission") hearing, we understand that the Commission will hear information and public comment regarding the General Plan Update. To help inform the City's consideration, we anticipate providing comments that detail Clare's concerns with respect to the project, its potential impacts, and the evaluation and disclosure of those impacts, all within the newly extended DIER comment period concluding on May 22, 2015. **PO 4-2**

To assist in our review however, we require access to several significant pieces of information regarding a number of aspects of the General Plan Update that remain absent from the City's publicly accessible files. As detailed in our April 8, 2015 letter to the City (*See* **Exhibit A**), several documents relevant to this General Plan Update have not yet been made available to us or the general public. Two critically significant documents missing from the publicly accessible materials include (a) the April 2011, Cable Airport Master Plan, and (b) the "Supporting Data" and "Appendices" sections of the Cable Airport Land Use Compatibility Plan. As these documents clearly informed the General Plan Update's environmental analysis, their **PO 4-3**

unavailability hinders the public's ability to give the EIR a thorough review, despite any grant of additional time for review and comment. **PO 4-3**

Moreover, pursuant to the California Public Records Act, the City was required to notify our office within ten (10) calendar days of all documents and records responsive to the requests included in our April 8, 2015, letter. *Govt C §6253(c).* To date, the City has not provided the requested information, nor has it provided a substantive response advising us as to when such information will be made available. Given the time sensitive nature of this process, we respectfully request the Commission to direct staff to make these requested documents available to the public as soon as possible. If the City cannot swiftly make these documents available, we ask the Commission to extend the public review period for the project, as any meaningful review must include the documents. **PO 4-4**

Thank you in advance for your consideration and attentiveness to our concerns and inquiries. Please contact our office with any questions or concerns.

Sincerely,

BENJAMIN M. REZMIK and
DANIEL F. FREEDMAN of
Jeffer Mangels Butler & Mitchell LLP

BMR:dff
Enclosure

cc: VIA E-MAIL:
Rod B. Butler, City Manager (citymanager@ci.upland.ca.us)
Kimberley Hall Barlow, Esq., City Attorney (khb@jones-mayer.com)
Yolanda M. Summerhill, Esq., Deputy City Attorney (yms@jones-mayer.com)

APRIL 8, 2015 LETTER

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April 8, 2015

VIA EMAIL (kjohnson@ci.upland.ca.us)

Keri Johnson
Senior Administrative Assistant
Upland City Hall
Development Services Department
460 N. Euclid Avenue
Upland, California 91786

Re: Request for Documents
City of Upland's General Plan Update and Environmental Impact Report

Dear Ms. Johnson:

PO 4-5

During our preliminary review of the City of Upland's General Plan Update, Zoning Code Update, Airport Land Use Compatibility Plan Update ("Compatibility Plan"), Climate Action Plan, and Draft Environmental Impact Report ("EIR") (collectively, the "Project"), we identified several relevant documents and resources that are apparently not available in the public record at this time. To permit a complete and thorough review of the EIR and the related Project materials, the City must make available the following documents, each of which is described as informing the planning and environmental analysis associated with the Project:

- ***Cable Airport Master Plan (April 2011)***: The most recent Cable Airport Master Plan ("Master Plan") is a significant document that clearly informed the development of the draft Compatibility Plan and the Project as whole. To date, this document has not been made available to the public by the City of Upland ("City").

- ***Master Plan Environmental Review Documents and Reports:*** To the extent that any local, state, or federal environmental review was performed in connection with the development of the Master Plan, or its review and/or approval by the Federal Aviation Administration, we request that the City provide any relevant documents or reports produced as part of these reviews.

- ***Cable Airport Land Use Compatibility Plan:*** The September 2014 draft Compatibility Plan provided on the City's website omits the critical "Supporting Data" and

"Appendices" sections.[i] Please provide us with a complete copy of the Compatibility Plan with these significant sections included.

- ***Cable Airport's Conditional Use Permit:*** Please provide copies of Cable Airport's Conditional Use Permit, and any other relevant entitlements related to the operation, development, and use of the airport.

- ***Agricultural Maps:*** According to Table 5.11-1 in the EIR (*see* page 5.11-2), there exists 1,256 acres of Prime Farmland within the City. Based on our preliminary review of the EIR, we have been unable to locate a map or diagram that evidences where these farmlands exist within the City. To aid us in our review, we request your assistance in locating any maps or diagrams specifying where these "Prime Farmlands" are located within the City.

Review of these documents is crucial to any meaningful review of the EIR and Project materials, and a failure to make them readily available would prevent informed review and comment. As the comment period for this EIR closes on April 22, 2015, we would greatly appreciate your assistance in providing these materials as soon as possible. Thank you in advance for your assistance with this request. Please contact our office with any questions or concerns. **PO 4-5**

Sincerely,

BENJAMIN M. REZNIK
Jeffer Mangels Butler & Mitchell LLP

BMR:dff

cc: VIA E-MAIL:
Rod B. Butler, City Manager
Kimberley Hall Barlow, Esq., City Attorney (khb@jones-mayer.com)

[i] Link: http://www.uplandpl.lib.ca.us/asp/Site/Business/General-Planning-Zoning-Code/index.asp
Most recently accessed on April 8, 2014.

RESPONSE TO COMMENT LETTER NO. PO-4
Benjamin M. Reznik
April 20, 2015

PO 4-1 The commenter states that the Project will substantially impact their property through stricter limitations on development rights. The commenter's concern has been noted, and will be considered by the City's decision-makers during their deliberations on the Project.

PO 4-2 The commenter states their intent to provide comments during the April 22, 2015 City Planning Commission hearing with regard to the proposed Project and Draft EIR. This comment does not address the Draft EIR's adequacy. No further response is necessary.

PO 4-3 Refer to Response PO 2-1.

PO 4-4 Refer to Responses PO 1-1 and PO 2-1.

PO 4-5 This comment is an attachment of Comment Letter PO-2; see above. Refer to Response PO 2-1. No further response is necessary.

Keri Johnson

From: reggie orr [reggietoddorr1@gmail.com]
Sent: Monday, April 20, 2015 7:10 PM
To: Upland Nextsteps
Subject: Upland General Plan

My name is Reginald Todd, I am a resident here in Upland and have been for many years. Let me start by making it very clear as to how disappointed I am to be writing this, especially in such a rushed manner. Residents of cities expect their governing and elected officials to be transparent and do only what is best for the residents. The simple fact that I only learned of the General Plan for Upland via social media is absurd. Not only did I discover this at random, I discovered it just a few days before a city council meeting is scheduled to take place. Of course this was made public under technical standards by placing a small notice in the paper and pinning a notice to a bulletin board at city hall, but those are nothing short of the bare minimum to cover your own rear ends and avoid any liability of failing to notify the public. This plan is a plan that will ruin this city. Never has high density low income housing been effective at bolstering a city's economy or stimulating its growth. Maybe the city will grow in numbers of residents but it is a well known fact that the quality of residents that live in these "projects" are not the type that upland is known for having. Low income housing projects will foster an environment of more crime, drugs and an overall downgrade in the quality of living in upland. As more people are affected negatively by this they will move only driving the city further and further down. This project, The Plan includes having up to 8,000 new residents including low income residents who are supposed to work in the retail businesses that they live above. what is this, communist Russia or China? Low income residents being treated as slaves living above the very places they work?
This concept has been tried elsewhere and failed. The plan has it worked out so Developers can earn a "Density Bonus" if they pack more poor people into their development project...and can build up to 30 units per acre? this is all just terribly ridiculous. I need not mention the proposal to close foothill and do everything possible to eliminate driving and encouraging citizens to walk more. Grown adults do not need government, local, regional or national to interject themselves to the point of ruining a wonderful city to promote individual health. Every man and woman can be fit in their own way if he or she so chooses. I do not need to dissect the entire plan to make it clear I object whole heartedly to this deplorable plan. We do not need a Cabrini-Green housing project of any sort in this city. I grew up here and upland is a city of higher standard, it needs to remain that way.

PO 5-1

PO 5-2

PO 5-3

PO 5-4

Thank you for your time

RESPONSE TO COMMENT LETTER NO. PO-5
Reginald Todd
April 20, 2015

PO 5-1 The commenter states their concern with the public noticing process for the proposed Project. The Draft EIR has been noticed in compliance with CEQA Guidelines Sections 15082 and 15085. Refer to Response PO 1-1.

PO 5-2 The commenter expresses their discontent with the proposed Project, and states the Project's inclusion of high-density housing will not bolster the City's economy, and will not stimulate its growth. Refer to MR-2. As noted on Draft EIR pages 5.2-14 and 5.2-15, the proposed Project is anticipated to increase the Planning Area's housing stock by 11 percent (3,026 dwelling units) and employment by 95 percent (11,787 jobs), resulting in a forecast jobs/housing ratio of approximately 0.80.[2] The General Plan 2035 would improve the Planning Area's jobs/housing balance by providing more employment opportunities for residents to potentially work in the area. Planning area residents who currently commute to work in Riverside or Los Angeles Counties could potentially remain in the area to work due to the availability of approximately 11,787 new jobs. Therefore, the Project would beneficially impact the City's jobs/housing balance, by improving the jobs/housing ratio when compared to existing conditions. The commenter's concerns are noted and will be considered by the City's decision-makers during their deliberations on the Project.

Refer to Response PO 3-1 for a discussion of impacts pertaining to crime and Upland's police force. In addition, Draft EIR pages 5.18-5 to 5.18-7 discuss the Project's numerous policies and actions the City would enforce to promote a safe community.

PO 5-3 The commenter makes a comparison statement regarding the proposed residential uses for the Project. This comment does not address the Draft EIR's adequacy. No response is necessary. The commenter's concerns are noted and will be considered by the City's decision-makers during their deliberations on the Project.

PO 5-4 Refer to MR-4 and MR-10. The commenter claims that Foothill Boulevard would be closed down. As discussed in Section 5.4, *Transportation and Traffic*, Foothill Boulevard would be improved to increase efficiency at congested intersections; refer also to Mitigation Measure TRA-1 (Draft EIR pages 5.4-62 and 5.4-63). The commenter objects to the Project's Policies, Actions, and other plans for increasing pedestrian walkability and connectivity within the City. This statement does not address the Draft EIR's adequacy. The commenter's concerns are noted and will be considered by the City's decision-makers during their deliberations on the Project.

[2] Based on 24,245 jobs and 30,300 dwelling units (as of 2035).

Keri Johnson

From: Barbara Tyler [tyleroses@yahoo.com]
Sent: Monday, April 20, 2015 4:26 PM
To: Upland Nextsteps
Subject: Trying to "Urbanize" our city??

Hi City Council Members,
It has come to my attention that you are in the process of attempting to surrepititiously and irresponsibly change the nature of our beautiful community in the name of so-called "urbanization," by which you mean:
*more general and generic high-density housing,
*more low-income high-density housing,
*reduced private transportation
*forced increase in use of public transportation.
*and even changing and limiting the roads we use!
I stridently object to this.
I have also found that these plans are being made without widespread publicity and information for the citizens of Upland.

PO 6-1

I request that the residents have consistent, full, and repeated information about every single one of your ideas as well as information about the SOURCE you used for them.

PO 6-2

I want every one of your ideas freely and openly discussed at every City council meeting, and also special meetings for the residents must be held in addition to those.

PO 6-3

Your "plan" is NOT appropriate for the residents of this city...maybe not for ANY city in the United States of America.

PO 6-4

Sincerely,

Barbara Tyler
Upland, CA

RESPONSE TO COMMENT LETTER NO. PO-6
Barbara Tyler
April 20, 2015

PO 6-1 The comment provides information and objects to the proposed Project. The commenter does not address the Draft EIR's adequacy or raise a significant environmental point. The commenter's concerns are noted and will be considered by the City's decision-makers during their deliberations on the Project.

The commenter also states their concern with the public noticing process for the proposed Project; refer to Responses PO 1-1 and PO 2-1.

PO 6-2 The commenter requests that all ideas, information, and sources for information in preparation of the Project be available to the public. With regard to the Draft EIR, a sources cited subsection is provided at the end of each environmental section of the Draft EIR (i.e., Sections 5.1 through 5.22). Also, refer to Draft EIR Section 10.0, *References* for a list of preparers and organizations/individuals contacted in preparation of the project and Draft EIR.

PO 6-3 The commenter requests that all ideas for the proposed Project be fully disclosed at every City Council meeting, and that residents be provided additional special meetings regarding the Project. The comment does not address the Draft EIR's adequacy or raise a significant environmental point. The commenter's concerns are noted and will be considered by the City's decision-makers during their deliberations on the Project.

PO 6-4 The commenter expresses their dissatisfaction with the Project in a concluding statement. The comment does not address the Draft EIR's adequacy. No response is necessary. The commenter's concerns are noted and will be considered by the City's decision-makers during their deliberations on the Project.

The City of Upland is about to change big time!

View this email in your browser



Dear Neighbors,

I'm an Upland resident and together with many concerned citizens, I am inviting you to join us in putting a stop to the approval of the new General Plan for our city.

You may have received a public notice flier in your water bill as I did, telling of the completion of a new General Plan. It boasts that the Plan was completed *"as a result of ongoing community participation"*. PO 7-1

I contacted neighbors and friends and none were aware of these meetings. I went to the City web site and downloaded the Plan and began to read the over 2,000 pages.

I was shocked. The Plan is designed to promote high density, low income housing and public transportation hubs. It is also designed to change our behavior. From the plan: *"Promote a balanced transportation system that promotes the use of public transportation and bicycles, reduces congestion, and helps encourage residents to engage in healthy and active lifestyles."* It is NOT the role of government to get involved in our personal choices or even *"encourage"* us to exercise. PO 7-2

There is much more I want you to read about.

Please go to a new web site that some concerned citizens have donated to us to help navigate through the issues. http://donturbanizeupland.com

The General Plan documents are available on the site to download. Read information that we discovered and how the City did NOT make an honest effort to inform citizens of the process. PO 7-3

The site will be updated with ACTION ITEMS that we will need help with. It will announce meetings and important deadlines.

Currently WE NEED YOUR HELP by attending the Planning Commission meeting THIS WEDNESDAY, April 22 at City Hall at 6:30 pm. We need "standing room only" so PO 7-4

they will know we are serious.

Our next step is to demand that the City Council stop the approval process and hold a Town Hall meeting so we may voice our concerns. This Plan will change the very character of Upland and force new values on us based on political philosophies.

Join Us!! Help us stop this TRANSFORMATION of Upland.

A Fellow Citizen



San Bernardino Sentinel Reports Concerns for Upland General Plan
Check out this GREAT article on Upland's General Plan. The Sentinel hits the nail on the head!! Read More...



What's The Deal?
The Upland Planning Department and an outside Environmental and Urban Planning Company have created a new General Plan for Upland - “Upland’s Next Steps”. Read More...



HELP! IMMEDIATE ACTIONS NEEDED.
1. CLEAR YOUR CALENDAR AND ATTEND Planning Commission Public Hearing, Wed., April 22, 6:30 pm City Hall. Bring everyone Read More...

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RESPONSE TO COMMENT LETTER NO. PO-7
Don't Urbanize Upland
April 21, 2015

PO 7-1 Refer to Response PO 1-1 concerning the Project's compliance with noticing requirements.

PO 7-2 Refer to MR-10. The commenter acknowledges the Project's inclusion of high-density housing and promoting a multimodal transportation network. The comment also suggests that the Project is designed to change the behavior of Upland citizens. These comments address the General Plan's merits and not the EIR's adequacy. The commenter's concerns have been noted, and will be considered by the City's decision-makers during their deliberations on the Project.

PO 7-3 The comment provides a link to the Don't Urbanize Upland website, and suggests navigating/reading website articles regarding the Project's noticing process. The comment does not address the Draft EIR's adequacy. The commenter's concerns have been noted, and will be considered by the City's decision-makers during their deliberations on the Project.

PO 7-4 The comment calls for other Upland citizens to attend Planning Commission and City Council hearings to challenge the Project. The comment does not address the Draft EIR's adequacy. The commenter's concerns have been noted, and will be considered by the City's decision-makers during their deliberations on the Project.

Upland General Plan Update
Questions 4/22/2015 Planning Commission Meeting
Dean Mills – 311 Julia Ct., Upland

Upland City government is still under the shadow of corruption from a previous mayor and previous city manager. Both were involved in the General Plan Update process at some time, so it is critically important that there be sunshine and complete transparency now on the planning process and recommendations. Upland residents deserve to have complete and total access to the true facts about the future of their "small town" city. **PO 8-1**

1. The United States Supreme Court's 2005 ruling in *Kelo v. New London* allowed the city government to take Susette Kelo's home so a developer could replace it with condos and stores. It's possible that a private property owner on Foothill or some other part of the city won't sell to a developer and thus stops the project. What guarantee is there that the City will not use Eminent Domain to seize the property and resell it to a developer? **PO 8-2**

2. Why was the Uplandnextsteps.org web site taken down?

3. The Uplandnextsteps.org web site said the topics were Documents, Presentations, Maps and Stakeholder Interview Summary Memo. Where is the interview summary memo and how do we see it? Where are all the survey results? **PO 8-3**

4. Need a chart of all items in the General Plan Update (GPU) that are required by law, with citations, and all items or issues in the GPU that are optional, with detailed reasons why they were included. In the February 25, 2015 Planning Commission minutes there is a mention that optional elements have been included in the plans. **PO 8-4**

5. There needs to be a current financially constrained analysis of each plan element, and put on the City's website for public viewing. **PO 8-5**

6. Can you guarantee that our property taxes and sales taxes will not go up because of the GPU? **PO 8-6**

7. Since Cable Airport is a private business, who paid for cost of studying and preparing the whole Cable Airport plan? **PO 8-7**

8. In the Planning Commission Report dated April 22, 2015, under Changes to Permitted Land Use for Single Family Residential, specifically, what types and **PO 8-8**

kinds of government facilities would now be allowed in a single family residential zone? **PO 8-8**

9. The GPU private school policy on traffic and off-street parking requirements, with its associated land acquisition, is such a high cost barrier that it effectively eliminates new private school development. They should have a waiver or exclusion. **PO 8-9**

10. What promises, agreements or informal understandings have been made by any City employee or elected official or any City related department or agency, to any individual, company, organization, agency or any other entity or party, on any issue related to or covered in the GPU or related documents? **PO 8-10**

11. Give details on all the various and related future developer impact fees expected to be assessed under the GPU and how the fees will be calculated, how specifically the funds will be used or put in reserve, and under what conditions can any fee be waived or reduced? Compare the anticipated fees to the anticipated future costs of providing the services. **PO 8-11**

12. Are there any contingency or trigger events in the plan and how are they activated and the consequences? **PO 8-12**

13. Under the GPU or other city ordinances, are there any provisions for City loans, City grants or other assistance of City resources to any private developer? **PO 8-13**

14. Need a list of all development incentives, direct or indirect, offered to developers or any other party as a result of the GPU or other City measures.

15. To better understand the GPU planning process and issues, we need to have all prior Planning Commission minutes put on the City website. **PO 8-14**

16. In the Planning Commission Report dated April 22, 2015, under Extension of Public Review Period, it states that the Public Review Draft of the EIR, GPU, *ZCU, CAP and CALUCP were released for a 45-day review period beginning* March 9, 2015 through April 22, 2015. The utility bill notice only said the Draft EIR was for public review and not the other documents. This seems to very confusing and misleading. What can be done in the name of transparency to allow more time for the residents to review and get specific answers to questions in the other documents not specifically or fully addressed in the EIR? **PO 8-15**

RESPONSE TO COMMENT LETTER NO. PO-8
Dean Mills
April 22, 2015

PO 8-1 The commenter addresses the Upland City government ethics, and requests that the Project's planning process be completely transparent for Upland residents. The Draft EIR provides environmental analysis on a number of topical areas with regard to the Project, and is a publicly reviewable document; see Response PO 1-1. Questions and or comments on the proposed Project and Draft EIR were received during the public comment period and are addressed in this Final EIR. Additional comments can be presented at the upcoming Planning Commission and City Council hearings. The comment does not address the Draft EIR's adequacy. No further response is necessary.

PO 8-2 The commenter discusses an example court case related to eminent domain, and provides a question for the City pertaining to eminent domain in the City of Upland. The commenter's concerns do not address the Draft EIR's adequacy. Therefore, no response is necessary. Eminent domain is the power of local, state or federal government agencies to take private property for public use so long as the government pays just compensation. The government can exercise its power of eminent domain even if the owner does not wish to sell his or her property. Traditional examples of public uses for which the government might exercise its power of eminent domain include such things as schools, roads, libraries, police stations, fire stations, and similar public uses. With the demise of redevelopment agencies in 2012, local governments lost the tool of eminent domain for private projects, which previously allowed cities to purchase blighted property and facilitate their redevelopment, in order to increase property values and tax revenue. Under current legislation, the City of Upland cannot take private property and sell it to a developer for private purposes.

PO 8-3 The City opted to use the main City website to post documents related to the General Plan rather than the Uplandnexsteps.com website. Staff has recently posted stakeholder interview summary notes on the City's launched website at http://www.ci.upland.ca.us/#Planning, in response to this comment. The comment does not address the Draft EIR's adequacy. No further response is necessary.

PO 8-4 The commenter requests items, citations, issues, and detailed reasons for information within the GPU. It is assumed this comment pertains to general plan elements. As discussed in Section 3.5.1.2, *Contents of the General Plan 2035*, the General Plan 2035 includes the legally required General Plan elements and the additional elements that address components the community considers important, as outlined below.

- Land Use Element;
- Community Character and Urban Design Element;
- Economic Sustainability Element;
- Circulation Element;

- Open Space and Conservation Element;
- Safety Element;
- Public Facilities and Services Element;
- Community Health Element*; and
- Housing Element.

The seven mandated elements, as specified in California Government Code (CGC) Section 65302 are: land use; circulation; housing; conservation; open space; noise; and safety. According to the State of California General Plan Guidelines (Governor's Office of Planning and Research, 2003), State law offers considerable flexibility to go beyond the mandatory general plan elements. CGC Section 65303 enables a county or city to adopt "any other elements or address any other subjects, which, in the judgment of the legislative body, relate to the physical development of the county or city." Once adopted, an additional element carries the same legal weight as any of the seven mandatory elements and must be consistent with all other elements, as required by CGC 65300.5.

PO 8-5 The commenter suggests that a financial analysis for each General Plan element be made available on the City of Upland's website. The comment does not address the Draft EIR's adequacy. No response is necessary.

PO 8-6 Property taxes are tied to property values. If property values increase as a result of the implementation of the General Plan, property taxes may increase. Sales taxes are not related to the GPU.

PO 8-7 The City paid for the cost of the General Plan. The requirements for land use compatibility planning around airports in California are defined in the California State Aeronautics Act (Section 21670 of the Public Utilities Code). As stated in the Introduction to the Airport Land Use Compatibility Plan, the Division of Aeronautics places the City of Upland as the responsible agency for compatibility planning around the airport.

PO 8-8 This commenter's question regarding government facilities in single-family residential areas (as discussed in the April 22, 2015, Planning Commission Report) does not directly relate to the Draft EIR's adequacy. As defined in ZCU Part 7, examples of government facilities include community recreation center, post office, library, fire station and other uses that are owned and operated by a government agency to provide service to the public.

PO 8-9 The commenter suggests a waiver/exclusion due to the high cost barrier from the Project's private school policies on traffic and off-street parking requirements, and land acquisition costs. Private and public schools are held to the same standard with respect to traffic as specified in Policy PFS-4.10: "Require private school sites to provide adequate on-site pick-up and drop-off areas and more than one access point to prevent school-related traffic congestion on the fronting and surrounding roadways, and

encourage the school districts to meet similar design standards for traffic mitigation." Parking reductions may be granted if a parking study can demonstrate a reduced need, or if the school is located near public transit, in which case a parking reduction of 20 percent of required parking may be granted as provided for in ZCU Chapter 17.12.

PO 8-10 The comment poses a question regarding potential agreements, promises, or informal understandings between the City and/or other parties/agencies in connection with the proposed Project. The comment does not raise significant environmental points or address the Draft EIR's adequacy. As such, no further response is necessary.

PO 8-11 The commenter requests detailed information on various future developer impact fees under the proposed Project. As discussed in Draft EIR Sections 5.1 through 5.22, and as required by the City's 2015 Master Fee Schedule, future developments would be subject to payment of development impact fees, in order to offset the costs associated with providing the necessary services. Impact fees are payments required either of 1) new development for the purpose of providing new or expanded public capital facilities required to serve that development, or, 2) of those who are most likely to benefit from the public facilities provided therefrom. A fee cannot be imposed to address existing deficiencies except where they are exacerbated by new development. Impact fees shift more of the costs of financing public facilities from the general taxpayer to the beneficiaries of those new facilities. Different projects require different impact fees depending on the type and size of the project, and the associated impact on capital facilities. The City of Upland has a range of fees, including fees for parks, traffic, and public facilities, in accordance with the 2015 Master Fee Schedule.

The City calculates impact fees based on the incremental value of the land attributable to the higher and better use made possible by the new public facilities. There is a required "nexus" or reasonable relationship between the future build-out of the development, the benefits incurred by the development and the capital needs to support that growth. The amount of the fee is a proportionate fair share of the costs of the improvements made necessary by the development and cannot exceed the cost of the improvements.

Impact fee assessments are based on the General Plan, and used in conjunction with the City's Capital Improvement Plan, to ensure that adequate infrastructure is in place to accommodate growth where and when it is anticipated. The City will be reassessing impact fees as part of the implementation of the General Plan. The adoption of the General Plan is a pre-requisite to the imposition of impact fees to ensure that fees from new development are not used to finance improvements that are legitimately in the purview of the City and will benefit the community-at-large. Impact fees are reviewed at least every two years to determine whether an adjustment is required.

Impact fees are segregated from the General Fund and used solely for the purposes for which the fee is established. The fees collected are required to be expended within a reasonable timeframe to ensure that needed improvements are implemented. Impact

fees may be waived or reduced if the developer directly funds and installs a capital improvement for which the fee is required, such as the installation of a traffic signal. Impact fee payments are typically required to be made as a condition of approval of the development, either at the time the building or occupancy permit is issued.

PO 8-12 The Draft EIR identifies the impacts resulting from Project implementation, and lists policies and/or mitigation measures which serve to reduce impacts, with information regarding when certain mitigation measures would be triggered. For example, prior to issuance of each building permit, future development projects that are determined through preparation of a Traffic Impact Analysis (Policy CIR-1.5) to impact a specified intersection shall make a fair contribution toward implementation of the improvements identified in the EIR. In this example, the mitigation is triggered prior to the issuance of building permits. The General Plan Update is largely "self-mitigating," meaning policies are in place to reduce Project impacts to less than significant levels.

PO 8-13 Developer incentives as referred to in the Zoning Code or General Plan may be interpreted to mean waivers or reductions in Code requirements that are granted in exchange for certain community benefits. Chapter 17.17 (Density Bonus Program) and Chapter 17.18 (Community Benefit Program) identify the incentives for the development of affordable housing and other projects that add value to the community (i.e., employment-generating uses, mixed-use development, community open space, green building practices, public art and outdoor dining). With the demise of redevelopment agencies, it is difficult for cities to provide financial assistance. Instead of loans or grants, the City may provide incentives to facilitate desired development, such as economic development revenue sharing agreements.

PO 8-14 The commenter requests that all Planning Commission minutes be posted on the City's website. Prior Planning Commission minutes are posted on the City's website at http://www.ci.upland.ca.us/#Planning. The commenter's request does not pertain to the Draft EIR's adequacy. No response is necessary.

PO 8-15 The commenter requests more time to review the Project and other related documents used/addressed in the Draft EIR. All documents are available for review on the City website. Refer to Response PO 2-1.

Planning Commission Meeting April 22, 2015

Submitted by Marilyn Mills

Regarding the General Plan "Our Next Steps..."

Since the last meeting, I have read all of the General Plan and its components even a good deal of the EIR.

I have researched the major changes proposed and even researched the companies who wrote this plan, Design Community and PlaceWorks. I have read past minutes of the Planning Commission and have read documents that have researched Governor Schwartzenegger's Global Warming Bill, AB32 and other subsequent legislation which this Plan seeks to broadly implement.

I have read studies from well known research groups which have researched AB32. I have read newspaper articles that document the results of other cities that have tried to implement this same plan, did so against the will of their own residents, and the plan failed terribly for the residents – the developers all and politicians all won.

ALL of my research POINTS TO THE FACT that, the very foundation of Upland's Next Steps, supports a political philosophy and agenda. This Plan is political and is designed to change behavior in the direction of that political agenda. **PO 9-1**

It is Earth Day. I will now go on record that I love the earth, in fact, I reverence the Earth as one of God's amazing creations. We must all be stewards of our part of the Earth. Individuals can believe whatever they want about the Earths cycles. But for staff, the Planning Commission and City Council to use the General Plan to promote some one's political beliefs or agenda is not acceptable. Staff was not hired, the PC not appointed and the Council not elected to implement any personal or political agendas. You are in your positions to be an honest representative and servant of the people.

All of my research and all of my reading leads me to know without a doubt that this plan is BAD for Upland. I completely reject this plan as do the majority of citizens I have talked to. It needs to be discarded and re-written to reflect the true Character and Values of Upland. It can still include ways to be good stewards of the Earth in Upland.

These questions are for the Commissioners not staff.

I have done my research and would like to pose these questions to encourage the Commissioners to do research also so you will see that this Plan is driven by a political philosophy that is not acceptable to us nor is its claims proven to be true and workable. **PO 9-2**

1. *In a Planning Commission meeting (during the Zoning Code Update Workshop) on* April 24, 2013, staff presented the idea that under new zoning, developers could raize and then rebuild shopping centers along Foothill bringing the building forward to the **PO 9-3**

street. Commissioners Velto and Schwary both objected and asked why. Staff's response was "the new vision was no longer catering to the automobile; there would be a multiuse path along Foothill to have pedestrians and bicycles utilize the street." This is absolutely absurd. If the Commissioners objected to this vision, why is it still in the plan? **PO 9-3**

2. Are you aware that the National Board of Realtors and other groups have examined the additional consumer expenditures for housing in California, associated with "Smart Growth" policies which includes high density, transit oriented development? They have estimated the amount to be $1.5 trillion dollars annually in our state in additional housing costs. One example: Developers pass on the added impact costs to the consumers. **PO 9-4**

NOTE: Newspaper article documenting LA's failed "smart growth" plan that made developers rich and the majority of residents still did not work where they lived.

3. The current crime statistics for Upland and other cities traditionally show that crimes are concentrated in high density areas and not in single family homes. How do you justify building so many new high density units? What costs are anticipated for the Upland Police and Fire with up to 8,000 new residents as the plan lists? **PO 9-5**

4. Studies have been done showing that there has been a decline in biking and walking in many areas of California. Some studies show new interest when areas are first developed but the number decreases over time. Has the Commission taken these studies into review when planning for major new bike lanes and taking the access roads along Foothill out to widen sidewalks for more pedestrians? How do you justify this big cost to the city? How will these changes be paid for? **PO 9-6**

5. Minutes from the same Planning Commission meeting of April 24, 2013 reveal that staff was asked by the Commission if putting added bikes and pedestrians together along Foothill was safe. Staff answered "yes." This is not supported by statistics. Currently in California the highest accident/fatality rates for bicyclists are in urban cities. How do you justify promoting bike use and urbanization together with this study and call it safe? **PO 9-7**

6. The General Plan proposes "mixed use" buildings along Foothill – retail stores below and apartments above allowing for people to work where they live to reduce the need to drive. In reality, people who have minimum wage retail jobs cannot afford an apartment unless it is low income subsidized housing and they are on food stamps. Is this what the Planning Commission had in mind? Because that is what the reality is. These "pack and stacks" also have not been shown to be self-sustaining. How do you justify building these all along Foothill. (NOTE: LA and Pomona have tried a similar urbanization plan and failed.) **PO 9-8**

(Note: see LA Weekly Newspaper February 27, 2008)

7. Some City leaders have said that bus and train ridership is up and that after 8 years busses and trains are self sustaining. This just isn't supported by the actual facts. In 2011 ridership only covered 25% of the public transportation costs statewide. This new plan promotes public transportation. What will be the increases in new taxes that Uplanders will incur with added public transportation? **PO 9-9**

8. Public Transportation, bicycles and walking are the main modes of transportation promoted by the plan. Do each of you on the Commission plan to give up using your car to follow the "healthy lifestyle" the plan is promoting? **PO 9-10**

9. Are you willing to have a Town Hall meeting where residents can voice their concerns and give ideas for a new plan?

A survey of 3,600 people in San Bernardino County (posted on their web site) asked citizens what were their top three priorities for the county 1. Higher quantity and quality of jobs, 2. More open and honest government, 3. Improve public safety. They chose words that described their Vision of the future "safe, clean and prosperous." They did not say urbanization, walking, bicycles. Staff "interpreted" clean as meaning "sustainable" and prosperous to mean "environmental". Words were added that were not choices. A more urban lifestyle was a choice on the survey and NO ONE chose it. What they did NOT like about the county was lack of employment opportunities, SB Counties overall image, and quality of roads. **PO 9-11**

13. Since 2008, the Planning Commission has been told that the residents want this plan. Now that you have read the plan, can you honestly say you believe what you were told? **PO 9-12**

14. I request that the minutes of the workshops and questions asked should be made public. **PO 9-13**

RESPONSE TO COMMENT LETTER NO. PO-9
Marilyn Mills
April 22, 2015

PO 9-1 The commenter states they have conducted extensive research concerning the Project, including reading Planning Commission minutes, Assembly Bill 32 (AB32) and related studies, and newspaper articles. The commenter suggests that the Project is politically influenced and is bad for the community. The comment does not address the Draft EIR's adequacy. No further response is necessary. The commenter's statements are noted and will be considered by the City's decision-makers during their deliberations on the Project.

PO 9-2 Refer to Response PO 9-1. The commenter states she has questions for the Planning Commission, and encourages the Commissioners to conduct additional research prior to adoption of the Project. The comment does not address the Draft EIR's adequacy. No further response is necessary.

PO 9-3 The commenter notes a discussion during the April 24, 2013 Planning Commission meeting regarding development along Foothill Boulevard and incorporation of multi-use pedestrian/bicycle path. The comment addresses the General Plan's merits and not the Draft EIR's adequacy. No further response is necessary. The commenter's statements are noted and will be considered by the City's decision-makers during their deliberations on the Project.

PO 9-4 The commenter provides questions and information regarding failed smart growth policies for high density housing and transit-oriented development. It is unclear what "expenditures for housing" the commenter refers to. In response to the commenter's concern regarding residents working where they live, mixed-use is different from live/work units. The goal of mixed-use development is to provide complementary uses in close proximity and close to transit opportunities to reduce the need to drive between uses. Mixed-use development in Upland is linked to the goal of reducing automobile travel as a means to address air quality and traffic-related impacts. Through high-quality mixed-use developments, other benefits are also achieved, such as an enhanced pedestrian environment.

PO 9-5 Refer to Responses PO 3-1 and PO 5-2.

PO 9-6 Please refer to MR-8 and MR-9. The commenter suggests that the Project's proposed pedestrian and bicycle facilities could experience a decline in usage over time. The commenter also provides questions to the Planning Commission regarding the financial cost/burden of constructing bike lanes, widening sidewalks, etc. that would occur as a result of the Project. Supporting all modes of transportation is important to the City for many reasons. Removing the service road is proposed in order to increase safety

for all modes of transportation. This will be an incremental change as new development occurs and as funds become available.

PO 9-7 The commenter suggests that adding bicycle lanes and increased pedestrians along Foothill Boulevard is not safe. The purpose of bicycle lanes along Foothill Boulevard is to improve safety for bicyclists. Currently there is no bike lane and the City cannot prohibit bicyclists from biking this corridor.

PO 9-8 The commenter discusses proposed mixed-use buildings along Foothill Boulevard and questions their rationale. As stated on Draft EIR page 5.2-11, "…mixed-use designations…are intended to foster developments that provide a mix of related land uses within close proximity and walking distance in order to encourage more walking and to reduce traffic and greenhouse gas emissions associated with driving." The Zoning Code and General Plan have designated areas for mixed-use development to continue to allow a wide range of uses that are already permitted on Foothill Boulevard and to ensure that mixed-uses are well designed, well-integrated and in scale with the surrounding neighborhood. Mixed-use is linked to the goal of reducing automobile travel as a means to address air quality and traffic-related impacts. Through high-quality mixed-use developments, other benefits are also achieved, such as an enhanced pedestrian environment. High quality and high-paying employment generating uses are not equated with commercial and retail uses typically found in a commercial/residential mixed-use project. The City has designated other areas in the City for employment-generating uses.

PO 9-9 The comment addresses bus and train ridership in the City of Upland. As noted by the commenter, the Project promotes the use of public transportation. The commenter provides a question with regard to tax increases to Upland residents due to added public transportation from the proposed Project. In response, the City is strategically targeting growth to areas where existing public transportation is already available in order to increase ridership, maximize the capacity of available services, reduce traffic congestion on the roadway, and improve air quality through a reduction in vehicle miles traveled. As more people have access to convenient public transportation, ridership will continue to increase and the system will become more sustainable. There is a cost to tax payers to build roads as well as transit. Investing in public transportation supports City, regional and statewide goals related to air quality and greenhouse gas reductions. Vehicles are the number one cause of GHG in the City of Upland, and such emissions pose risks to the health and wellbeing of Upland's residents and environment.

PO 9-10 The commenter provides a question to the Planning Commission regarding alternative modes of transportation associated with the Project, and questions the commissioner's plans. This is a personal decision. Many people enjoy driving as their only mode of transportation. Others desire the option and access to other modes of transportation when needed. Some do not have vehicles by personal choice, cost, age, health or any

number of reasons and rely on public transportation as their primary means of mobility. Refer also to MR 10.

PO 9-11 The commenter requests that the City have a Town Hall meeting to discuss the citizens' concerns with the Project. The City had a Public Meeting on July 22, 2015. The comment also summarizes an online survey conducted by San Bernardino County, and compares it to the Project. The commenter suggests the Project is promoting a more urban lifestyle, which was not identified in the online survey. The commenter suggests that the proposed Project has misinterpreted the wants and needs of San Bernardino County residents. The comment does not the Draft EIR's adequacy. The commenter's concerns are noted and will be considered by the City's decision-makers during their deliberations on the Project.

PO 9-12 The commenter poses a question to the Planning Commission with regard to the proposed Project. The comment does not address the Draft EIR's adequacy. No response is necessary.

PO 9-13 The commenter requests the minutes and questions of the Project workshops be made public. Minutes and questions of prior workshops are posted on the City's website at http://www.ci.upland.ca.us/#Planning. The commenter's request does not pertain to the Draft EIR's adequacy.

WALTON

874 N. 10th Ave. • Upland, California 91786 • (909)949-7483 • notlaw_17@msn.com

April 22, 2015

City of Upland
c/o Keri Johnson
Upland City Hall
Development Services Department
460 N. Euclid Ave.
Upland, CA 91786

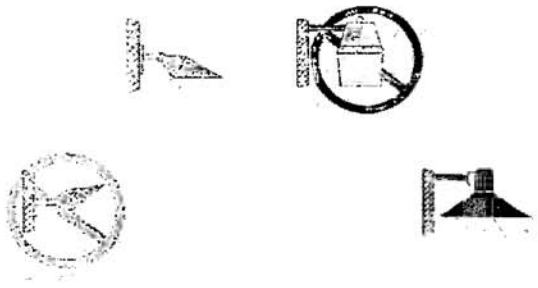


Dear City of Upland:

Thank you for your role in preparing the March 2015 Public Review Draft of the Program Environmental Impact Report (DEIR) for the proposed Upland Project EAR-1480/SCH#2012041006, which includes the Comprehensive General Plan Update for the City of Upland (GPU 08-03). With Natasha being a wildlife biologist and both of us being concerned about the quality of life in Upland, we are very happy that you have included some policies to help preserve open space, encourage environmental conservation practices, and discourage environmental pollution. However, we would like to add a few comments that could encourage you to address particular issues or clarify certain aspects of the DEIR and GPU 08-03. **PO 10-1**

Light Pollution

Thank you for addressing specific types of pollution, such as noise, in the GPU 08-03. However, please also address light pollution in this plan. Light pollution can be reduced by promoting shielded,"dark-sky-friendly," lighting for our city's outdoor lighting needs. Examples of shielded lighting can be seen in the diagram below (the top left and bottom right lamp figures). **PO 10-2**



Shielded outdoor lighting can benefit our city by helping to:

- Reduce light pollution, thus allowing for a darker night sky to see the few stars that we can still see.
- Reduce glare, thus allowing us to better see areas that were meant to be lit.
- Save energy and money since the downward focus of light requires a lesser wattage lamp.
- Protect wildlife, such as birds and other animals, that are known to become disoriented by lights at night.
- Promote better health by decreasing the negative effects of night-time lighting on our natural sleep-wake cycle.

Please also consider encouraging motion-activated or heat (infrared)-activated lighting for outdoor lighting in our community that is intended to be left on all night.

For more information on how to use outdoor lighting more effectively and learn more about the effects of night-time lighting, please review the three following and enclosed light pollution documents:

PO 10-2

- Practical Guide to Residential Lighting: three pages compiled from this pamphlet available online from the International Dark-Sky Association (IDA) at www.darksky.org.
- Practical Guide for Lighting: http://www.darksky.org/assets/documents/MMPG.pdf
- Missing the Dark: Health Effects of Light Pollution: http://www.ncbi.nlm.nih.gov/pmc/articles/PMC2627884

City Trees

We are very glad that GPU 08-03 discusses maintaining a street tree canopy, yet the report does not specify the type of street trees that should be planted. Please promote the planting of large street tree species (≥50 feet in height) more than smaller street tree species in our city, and encourage new street plans to allow for the planting of such large shade trees. Please review the following and enclosed *Los Angeles Times* article discussing the many benefits of having city trees with large canopies, like native oaks (*Quercus* species), over small trees, like the crape myrtle.

PO 10-3

- No Safe Arbor in the City: http://articles.latimes.com/print/2004/mar/08/entertainment/et-trees8

Please also consider adding language to this report to promote the preservation of our large mature trees that occupy both public and private property in Upland. Such language could be borrowed from tree ordinances that have been adopted by other cities in southern California. Please review the following and enclosed document pertaining to Pasadena's tree protection ordinance.

- Chapter 8.52 – City Trees and Tree Protection Ordinance http://cityofpasadena.net/PublicWorks/Pasadena_Tree_Protection_Ordinance/

Solid Waste Generation

Thank you for including policies for Goal PFS-14 on how to reduce the generation of solid waste in Upland. Please, however, include a specific policy that would promote the reduction of solid waste produced by private businesses and public services, such as restaurants and school cafeterias, that use a lot of disposable products to serve their foods.

PO 10-4

Wildlife Habitat and Movement Corridors

Although a few wildlife species are included in the Wildlife Habitat and Movement Corridors Section (p 5.10-6) of the DEIR, please recognize that there are many potential areas for more species of native wildlife to occupy habitat in Upland. For example, urban trees provide habitat and corridors for many birds like red-shouldered hawks and bushtits in our neighborhood, and over fifteen native bird species visit our own backyard each year. The Pomona Valley Audubon Society (www.pomonavalleyaudubon.org) has also documented at least 46 bird species alone in Upland's Memorial Park during their annual Christmas Bird Counts. Undeveloped habitat and

PO 10-5

water basins (some of which can be found near Campus Ave, near the rock quarries, or under transmission lines) also have a lot of potential to support many types of wildlife since water and/or some native vegetation still exists in these areas. Please contact local biological experts to provide you with more comprehensive species lists of native animals seen and/or expected in the Upland area. **PO 10-5**

We hope that you decide to address all of the above concerns in your Final Draft of the Program Environmental Impact Report (DEIR) for the proposed Upland Project EAR-1480/SCH#2012041006. Please feel free to contact us with any questions or concerns. **PO 10-6**

Thank you for your time and consideration.

Sincerely,

Natasha Walton

Natasha Walton, M.S.

Erik Walton

Erik Walton

Enclosures (5)

Compiled by N. Walton from the "Practical Guide to Residential Lighting"

What you and your neighbors should know about dark sky friendly lighting

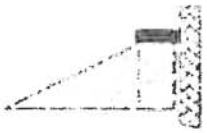
Safety

Studies have indicated that there is no conclusive correlation between night lighting and crime.* Most property crime is still committed during the day, or inside lit buildings. Outside illumination can draw attention to the building or facility and help a criminal see what they are doing. Lights triggered by motion sensors are much more effective in indicating the presence of an intruder.



This fully shielded lighting with motion sensors safely lights the walkway with a pleasant ambience.

IDA believes that outdoor lighting should provide real security, not just the feeling of safety. Effective security lighting starts with determining and illuminating target areas such as entry points. Using shielded fixtures is beneficial in two ways. First, glare is decreased or eliminated. Uncomfortable or temporarily blinding, a glaring light can distract the eye and cast harsh shadows that create easy concealment opportunities for a trespasser. Second, shielded fixtures help you control both the placement and the amount of light. Entrances, windows, and gates can be the focal points of a lighting scheme that does not over illuminate, but allows adequate and uniform visibility that dissipates shadows.





Fully shielded lighting reduces excess light harmful to your night vision.

People can see more in soft lighting than they can in spotlights because they can see beyond the point of illumination. Our eyes can take up to 20 minutes to adjust to the dark—longer for aging eyes. Fully shielded lighting provides enough illumination to see your surroundings while reducing excess light harmful to your night vision.



Shielding reduces glare and points the light where it will do the most good.

Safety lighting for your home includes being able to see where you are walking. However, you do not need a floodlight or a single harsh lamp to create enough light. Shielded foot lamps along paths provide an alternative to harsh illumination. A smart lighting plan directs the light where you need it, so you don't have to choose between security and the preservation of the night sky.

Lights do not need to be bright to be effective. Effective lighting produces uniform coverage of the area, while glaring points of light can attract criminals by creating shadows in which to hide.

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* Sherman, Lawrence W., et al."Preventing Crime: What Works, What Doesn't, What's Promising" A Report to the United States Congress Chapter 7. 1997- http://www.ncjrs.gov/works/chapter7.htm

PO 10-7

Energy and cost savings



A floodlight run amok



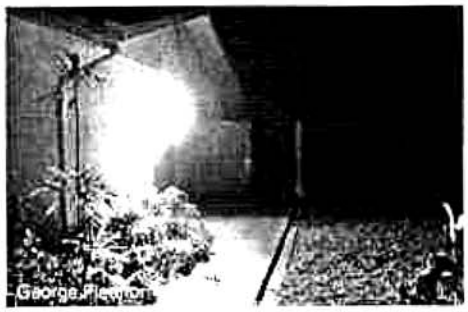
By shielding the light (right side), the bulb was reduced from 60 watts to 40 watts – a 33% savings

Dark sky friendly lighting fixtures can be less expensive to operate than traditional outdoor lights. Shielding the fixture so no light escapes above a 90 degree angle concentrates the light exactly where it is needed. In their Consumers Guide to Home Energy Savings, the American Council for an Energy-Efficient Economy (ACEEE)† endorses IDA approved outdoor fixtures that can "save energy as well as light pollution that can keep your property safe without disturbing dark hours."

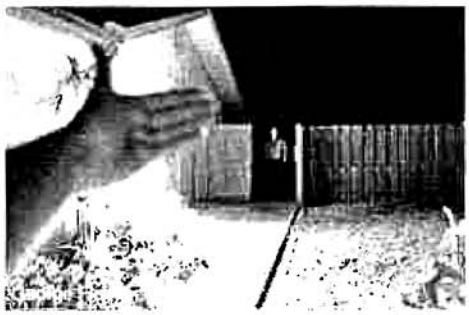
The downward concentration of light created by fully shielded fixtures typically requires a lesser wattage lamp than traditional lighting because every bit of illumination is directed where it can make a difference. A lesser wattage lamp can now be used effectively because you aren't lighting the sky or your porch roof as well as your steps. Cost savings on your utility bill will pay for the fixture within the year. Switching from a 75-watt incandescent bulb (cost: $0.75) to a 20-watt compact fluorescent (CFL) bulb (cost: $4.00) can save money the first year if it is used only two hours every day. Switching to a CFL that is on for up to 12 hours a day can save over $200.00 over five years†. Why pay for light that is not being used? Approximately 30% of the energy produced by every unshielded bulb is used to illuminate the sky. This wasted energy costs $2.2 billion annually in the United States alone.

Additional energy savers include putting timers, dimmers, and motion sensors on outdoor lighting. These features allow you to use the light when you need it without constant use "just in case" you need it.

PO 10-7



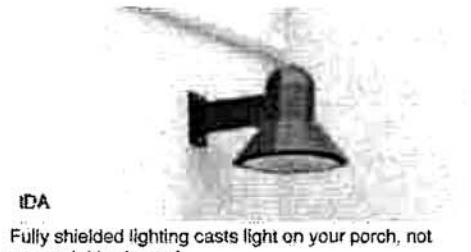
The glare from an unshielded light creates deep shadows



The glare from the light hid a possible attacker.



Fixture shields can be made from household objects. This shield is made from a rain gutter.



Fully shielded lighting casts light on your porch, not your neighbor's yard.

† Values according to the American Council for an Energy-Efficient Economy (ACEEE): http://www.aceee.org/consumer/guide.htm

Fixture Seal of Approval

IDA's certification program, called the Fixture Seal of Approval, was created in 2005 to promote environmentally responsible outdoor lighting. The Fixture Seal of Approval provides objective, third-party certification for luminaires that minimize glare, reduce light trespass, and don't pollute the night sky. IDA evaluates the photometric data of any luminaire submitted by its manufacturer. Fixtures that do not emit any light above a 90 degree angle earn the FSA certification.

Previously open exclusively to industrial lighting fixtures, certification has recently been extended to residential lighting fixtures for outdoor use. The criteria of not emitting light above a 90 degree angle remains stringent, ensuring dark sky compliance. The FSA page on the IDA Web site (under the Policy/Programs tab) provides a list of approved fixtures and manufacturers, as well as vendors who distribute dark sky friendly fixtures.

Wildlife

From bird feeders to firefly chases, many people like to experience wildlife in their backyard. But bright light throughout the night can have calamitous effects on animals, insects, and plants. As humans expand into more rural areas, our light pollution produces a continual state of "twilight" in the habitats around us. This twilight affects the mating habits, feeding patterns, and navigational skills of mammals, birds, amphibians, reptiles, and insects. Even certain trees are induced to shed their leaves out of cycle, disrupting the basis of the food chain. Scientists and researchers are only now beginning to understand the long term impacts of artificial light at night on ecosystems. Smart lighting choices can help restore the environmental balance in your neighborhood.



Insects are attracted to the white light of floodlights

PO 10-7

Upon discovering the magnitude of fatal bird collisions, some cities are initiating mitigation procedures. The Lights Out Toronto campaign, established in 2006 in Toronto, Canada calls for residents to turn out any unnecessary lights for the protection of migratory birds. In addition, the city has issued bird friendly development guidelines for all new buildings, which include the control of unnecessary artificial light. In September 2008, Boston, MA, USA began a two-month initiative to conserve electricity by shutting off lights at 34 city skyscrapers. A stated purpose of this project was the protection of migrating birds. Chicago, IL and New York, NY USA also participate in a "Lights Out" during migration season.



Note from N. Walton (Biologist): Many bird species are known to use stars to navigate when they migrate at night, so artificial lights can cause them to become disoriented and fly into buildings.

As awareness of the danger of artificial light to sea turtles grows, an increasing number of communities are restricting coastal illumination. Countries all over the world have passed ordinances that control the amount and type of light used in coastal environments. As the list grows, hatchling sea turtles are starting to be able to find the sea without the help of human volunteers to guide them. Learn more about local and regional action by visiting www.turtles.org.

Another Note from N. Walton: Hatchling sea turtles are attracted to the reflection of the night sky on the ocean, but artificial lights can disorient them and lead them away from the ocean.

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Environ Health Perspect. 2009 Jan; 117(1): A20–A27. PMCID: PMC2627884
Environews
Focus

Missing the Dark: Health Effects of Light Pollution

Ron Chepesiuk

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In 1879, Thomas Edison's incandescent light bulbs first illuminated a New York street, and the modern era of electric lighting began. Since then, the world has become awash in electric light. Powerful lamps light up streets, yards, parking lots, and billboards. Sports facilities blaze with light that is visible for tens of miles. Business and office building windows glow throughout the night. According to the Tucson, Arizona–based International Dark-Sky Association (IDA), the sky glow of Los Angeles is visible from an airplane 200 miles away. In most of the world's large urban centers, stargazing is something that happens at a planetarium. Indeed, when a 1994 earthquake knocked out the power in Los Angeles, many anxious residents called local emergency centers to report seeing a strange "giant, silvery cloud" in the dark sky. What they were really seeing—for the first time—was the Milky Way, long obliterated by the urban sky glow.

PO 10-7

None of this is to say that electric lights are inherently bad. Artificial light has benefited society by, for instance, extending the length of the productive day, offering more time not just for working but also for recreational activities that require light. But when artificial outdoor lighting becomes inefficient, annoying, and unnecessary, it is known as light pollution. Many environmentalists, naturalists, and medical researchers consider light pollution to be one of the fastest growing and most pervasive forms of environmental pollution. And a growing body of scientific research suggests that light pollution can have lasting adverse effects on both human and wildlife health.

When does nuisance light become a health hazard? Richard Stevens, a professor and cancer epidemiologist at the University of Connecticut Health Center in Farmington, Connecticut, says light photons must hit the retina for biologic effects to occur. "However, in an environment where there is much artificial light at night—such as Manhattan or Las Vegas—there is much more opportunity for exposure of the retina to photons that might disrupt circadian rhythm," he says. "So I think it is not only 'night owls' who get those photons. Almost all of us awaken during the night for periods of time, and unless we have blackout shades there is some electric lighting coming in our windows. It is not clear how much is too much; that is an important part of the research now."

According to "The First World Atlas of the Artificial Night Sky Brightness," a report on global light pollution published in volume 328, issue 3 (2001) of the *Monthly Notices of the Royal Astronomical Society*, two-thirds of the U.S. population and more than one-half of the European population have already lost the ability to see the Milky Way with the naked eye. Moreover, 63% of the world population and 99% of the population of the

European Union and the United States (excluding Alaska and Hawaii) live in areas where the night sky is brighter than the threshold for light-polluted status set by the International Astronomical Union—that is, the artificial sky brightness is greater than 10% of the natural sky brightness above 45° of elevation.

Light pollution comes in many forms, including sky glow, light trespass, glare, and over illumination. Sky glow is the bright halo that appears over urban areas at night, a product of light being scattered by water droplets or particles in the air. Light trespass occurs when unwanted artificial light from, for instance, a floodlight or streetlight spills onto an adjacent property, lighting an area that would otherwise be dark. Glare is created by light that shines horizontally. Overillumination refers to the use of artificial light well beyond what is required for a specific activity, such as keeping the lights on all night in an empty office building.

Distracted by the Light

Go to:

The ecologic effects of artificial light have been well documented. Light pollution has been shown to affect both flora and fauna. For instance, prolonged exposure to artificial light prevents many trees from adjusting to seasonal variations, according to Winslow Briggs's chapter on plant responses in the 2006 book *Ecological Consequences of Artificial Night Lighting*. This, in turn, has implications for the wildlife that depend on trees for their natural habitat. Research on insects, turtles, birds, fish, reptiles, and other wildlife species shows that light pollution can alter behaviors, foraging areas, and breeding cycles, and not just in urban centers but in rural areas as well.

Sea turtles provide one dramatic example of how artificial light on beaches can disrupt behavior. Many species of sea turtles lay their eggs on beaches, with females returning for decades to the beaches where they were born to nest. When these beaches are brightly lit at night, females may be discouraged from nesting in them; they can also be disoriented by lights and wander onto nearby roadways, where they risk being struck by vehicles.

Moreover, sea turtle hatchlings normally navigate toward the sea by orienting away from the elevated, dark silhouette of the landward horizon, according to a study published by Michael Salmon of Florida Atlantic University and colleagues in volume 122, number 1–2 (1992) of *Behaviour*. When there are artificial bright lights on the beach, newly hatched turtles become disoriented and navigate toward the artificial light source, never finding the sea.

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Jean Higgins, an environmental specialist with the Florida Wildlife Conservation Commission Imperiled Species Management Section, says disorientation also contributes to dehydration and exhaustion in hatchlings. "It's hard to say if the ones that have made it into the water aren't more susceptible to predation at this later point," she says.

Bright electric lights can also disrupt the behavior of birds. About 200 species of birds fly their migration patterns at night over North America, and especially during inclement weather with low cloud cover, they routinely are confused during passage by brightly lit buildings, communication towers, and other structures. "Light attracts birds and disorients them," explains Michael Mesure, executive director of the Toronto-based Fatal Light Awareness Program (FLAP), which works to safeguard migratory birds in the urban environment. "It is a serious situation because many species that collide frequently are known to be in long-term decline and some are already designated officially as threatened."

Each year in New York City alone, about 10,000 migratory birds are injured or killed crashing into skyscrapers and high-rise buildings, says Glenn Phillips, executive director of the New York City Audubon Society. The estimates as to the number of birds dying from collisions across North America annually range from 98 million to close to a billion. The U.S. Fish and Wildlife Service estimates 5–50 million birds die each year from collisions with communication towers.

Turtles and birds are not the only wildlife affected by artificial nighttime lighting. Frogs have been found to inhibit their mating calls when they are exposed to excessive light at night, reducing their reproductive capacity. The feeding behavior of bats also is altered by artificial light. Researchers have blamed light pollution for

declines in populations of North American moths, according to *Ecological Consequences of Artificial Night Lighting*. Almost all small rodents and carnivores, 80% of marsupials, and 20% of primates are nocturnal. "We are just now understanding the nocturnality of many creatures," says Chad Moore, Night Sky Program manager with the National Park Service. "Not protecting the night will destroy the habitat of many animals."

Resetting the Circadian Clock

Go to:

The health effects of light pollution have not been as well defined for humans as for wildlife, although a compelling amount of epidemiologic evidence points to a consistent association between exposure to indoor artificial nighttime light and health problems such as breast cancer, says George Brainard, a professor of neurology at Jefferson Medical College, Thomas Jefferson University in Philadelphia. "That association does not prove that artificial light causes the problem. On the other hand, controlled laboratory studies do show that exposure to light during the night can disrupt circadian and neuroendocrine physiology, thereby accelerating tumor growth."

The 24-hour day/night cycle, known as the circadian clock, affects physiologic processes in almost all organisms. These processes include brain wave patterns, hormone production, cell regulation, and other biologic activities. Disruption of the circadian clock is linked to several medical disorders in humans, including depression, insomnia, cardiovascular disease, and cancer, says Paolo Sassone-Corsi, chairman of the Pharmacology Department at the University of California, Irvine, who has done extensive research on the circadian clock. "Studies show that the circadian cycle controls from ten to fifteen percent of our genes," he explains. "So the disruption of the circadian cycle can cause a lot of health problems."

On 14–15 September 2006 the National Institute of Environmental Health Sciences (NIEHS) sponsored a meeting that focused on how best to conduct research on possible connections between artificial lighting and human health. A report of that meeting in the September 2007 issue of *EHP* stated, "One of the defining characteristics of life in the modern world is the altered patterns of light and dark in the built environment made possible by use of electric power." The meeting report authors noted it may not be entirely coincidental that dramatic increases in the risk of breast and prostate cancers, obesity, and early-onset diabetes have mirrored the dramatic changes in the amount and pattern of artificial light generated during the night and day in modern societies over recent decades. "The science underlying these hypotheses has a solid base," they wrote, "and is currently moving forward rapidly."

PO 10-7

The connection between artificial light and sleep disorders is a fairly intuitive one. Difficulties with adjusting the circadian clock can lead to a number of sleep disorders, including shift-work sleep disorder, which affects people who rotate shifts or work at night, and delayed sleep–phase syndrome, in which people tend to fall asleep very late at night and have difficulty waking up in time for work, school, or social engagements.

The sleep pattern that was the norm before the invention of electric lights is no longer the norm in countries where artificial light extends the day. In the 2005 book *At Day's Close: Night in Times Past*, historian Roger Ekirch of Virginia Polytechnic Institute described how before the Industrial Age people slept in two 4-hour shifts ("first sleep" and "second sleep") separated by a late-night period of quiet wakefulness.

Thomas A. Wehr, a psychiatrist at the National Institute of Mental Health, has studied whether humans would revert back to the two-shift sleep pattern if they were not exposed to the longer photoperiod afforded by artificial lighting. In the June 1992 *Journal of Sleep Research*, Wehr reported his findings on eight healthy men, whose light/dark schedule was shifted from their customary 16 hours of light and 8 hours of dark to a schedule in which they were exposed to natural and electric light for 10 hours, then darkness for 14 hours to simulate natural durations of day and night in winter. The subjects did indeed revert to the two-shift pattern, sleeping in two sessions of about 4 hours each separated by 1–3 hours of quiet wakefulness.

Beyond Sleep Disorders

Go to:

Alteration of the circadian clock can branch into other effects besides sleep disorders. A team of Vanderbilt University researchers considered the possibility that constant artificial light exposure in neonatal intensive care units could impair the developing circadian rhythm of premature babies. In a study published in the August 2006 issue of *Pediatric Research*, they exposed newborn mice (comparable in development to 13-week-old human fetuses) to constant artificial light for several weeks. The exposed mice were were unable to maintain a coherent circadian cycle at age 3 weeks (comparable to a full-term human neonate). Mice exposed for an additional 4 weeks were unable to establish a regular activity cycle. The researchers concluded that excessive artificial light exposure early in life might contribute to an increased risk of depression and other mood disorders in humans. Lead researcher Douglas McMahon notes, "All this is speculative at this time, but certainly the data would indicate that human infants benefit from the synchronizing effect of a normal light/dark cycle."

Since 1995, studies in such journals as *Epidemiology, Cancer Causes and Control*, the *Journal of the National Cancer Institute*, and *Aviation Space Environmental Medicine*, among others, have examined female employees working a rotating night shift and found that an elevated breast cancer risk is associated with occupational exposure to artificial light at night. Mariana Figueiro, program director at the Lighting Research Center of Rensselaer Polytechnic Institute in Troy, New York, notes that permanent shift workers may be less likely to be disrupted by night work because their circadian rhythm can readjust to the night work as long as light/dark patterns are controlled.

In a study published in the 17 October 2001 *Journal of the National Cancer Institute*, Harvard University epidemiologist Eva S. Schernhammer and colleagues from Brigham and Women's Hospital in Boston used data from the 1988 Nurses' Health Study (NHS), which surveyed 121,701 registered female nurses on a range of health issues. Schernhammer and her colleagues found an association between breast cancer and shift work that was restricted to women who had worked 30 or more years on rotating night shifts (0.5% of the study population).

PO 10-7

In another study of the NHS cohort, Schernhammer and colleagues also found elevated breast cancer risk associated with rotating night shift work. Discussing this finding in the January 2006 issue of *Epidemiology*, they wrote that shift work was associated with only a modest increased breast cancer risk among the women studied. The researchers further wrote, however, that their study's findings "in combination with the results of earlier work, reduce the likelihood that this association is due solely to chance."

Schernhammer and her colleagues have also used their NHS cohort to investigate the connection between artificial light, night work, and colorectal cancer. In the 4 June 2003 issue of the *Journal of the National Cancer Institute*, they reported that nurses who worked night shifts at least 3 times a month for 15 years or more had a 35% increased risk of colorectal cancer. This is the first significant evidence so far linking night work and colorectal cancer, so it's too early to draw conclusions about a causal association. "There is even less evidence about colorectal cancer and the larger subject of light pollution," explains Stevens. "That does not mean there is no effect, but rather, there is not enough evidence to render a verdict at this time."

The research on the shift work/cancer relationship is not conclusive, but it was enough for the International Agency for Research on Cancer (IARC) to classify shift work as a probable human carcinogen in 2007. "The IARC didn't definitely call night shift work a carcinogen," Brainard says. "It's still too soon to go there, but there is enough evidence to raise the flag. That's why more research is still needed."

The Role of Melatonin

Go to:

Brainard and a growing number of researchers believe that melatonin may be the key to understanding the shift work/breast cancer risk association. Melatonin, a hormone produced by the pineal gland, is secreted at night and is known for helping to regulate the body's biologic clock. Melatonin triggers a host of biologic activities, possibly including a nocturnal reduction in the body's production of estrogen. The body produces melatonin at night, and melatonin levels drop precipitously in the presence of artificial or natural light. Numerous studies

suggest that decreasing nocturnal melatonin production levels increases an individual's risk of developing cancer. [For more information on melatonin, see "Benefits of Sunlight: A Bright Spot for Human Health," *EHP* 116:A160–A167 (2008).]

One groundbreaking study published in the 1 December 2005 issue of *Cancer Research* implicated melatonin deficiency in what the report authors called a rational biologic explanation for the increased breast cancer risk in female night shift workers. The study involved female volunteers whose blood was collected under three different conditions: during daylight hours, during the night after 2 hours of complete darkness, and during the night after exposure to 90 minutes of artificial light. The blood was injected into human breast tumors that were transplanted into rats. The tumors infused with melatonin-deficient blood collected after exposure to light during the night were found to grow at the same speed as those infused with daytime blood. The blood collected after exposure to darkness slowed tumor growth.

"We now know that light suppresses melatonin, but we are not saying it is the only risk factor," says first author David Blask, a research scientist at the Bassett Healthcare Research Institute in Cooperstown, New York. "But light is a risk factor that may explain [previously unexplainable phenomena]. So we need to seriously consider it."

The National Cancer Institute estimates that 1 in 8 women will be diagnosed with breast cancer at some time during her life. We can attribute only about half of all breast cancer cases to known risk factors, says Brainard. Meanwhile, he says, the breast cancer rate keeps climbing—incidence increased by more than 40% between 1973 and 1998, according to the Breast Cancer Fund—and "we need to understand what's going on as soon as possible."

Linking Light Pollution to Human Health

Go to:

PO 10-7

The evidence that indoor artificial light at night influences human health is fairly strong, but how does this relate to light pollution? The work in this area has just begun, but two studies in Israel have yielded some intriguing findings. Stevens was part of a study team that used satellite photos to gauge the level of nighttime artificial light in 147 communities in Israel, then overlaid the photos with a map detailing the distribution of breast cancer cases. The results showed a statistically significant correlation between outdoor artificial light at night and breast cancer, even when controlling for population density, affluence, and air pollution. Women living in neighborhoods where it was bright enough to read a book outside at midnight had a 73% higher risk of developing breast cancer than those residing in areas with the least outdoor artificial lighting. However, lung cancer risk was not affected. The findings appeared in the January 2008 issue of *Chronobiology International*.

"It may turn out that artificial light exposure at night increases risk, but not entirely by the melatonin mechanism, so we need to do more studies of 'clock' genes—nine have so far been identified—and light exposure in rodent models and humans," Stevens says. Clock genes carry the genetic instructions to produce protein products that control circadian rhythm. Research needs to be done not just on the light pollution–cancer connection but also on several other diseases that may be influenced by light and dark.

Travis Longcore, co-editor of *Ecological Consequences of Artificial Night Lighting* and a research associate professor at the University of Southern California Center for Sustainable Cities, suggests two ways outdoor light pollution may contribute to artificial light–associated health effects in humans. "From a human health perspective, it seems that we are concerned with whatever increases artificial light exposure indoors at night," he says. "The effect of outdoor lighting on indoor exposure could be either direct or indirect. In the direct impact scenario, the artificial light from outside reaches people inside at night at levels that affect production of hormones. In an indirect impact it would disturb people inside, who then turn on lights and expose themselves to more light."

"The public needs to know about the factors causing [light pollution], but research is not going at the pace it should," Blask says. Susan Golden, distinguished professor at the Center for Research on Biological Clocks of

Texas A&M University in College Station, Texas, agrees. She says, "Light pollution is still way down the list of important environmental issues needing study. That's why it's so hard to get funds to research the issue."

"The policy implications of unnecessary light at night are enormous," says Stevens in reference to the health and energy ramifications [for more on the energy impact of light pollution, see "Switch On the Night: Policies for Smarter Lighting," p. A28 this issue]. "It is fully as important an issue as global warming." Moreover, he says, artificial light is a ubiquitous environmental agent. "Almost everyone in modern society uses electric light to reduce the natural daily dark period by extending light into the evening or before sunrise in the morning," he says. "On that basis, we are all exposed to electric light at night, whereas before electricity, and still in much of the developing world, people get twelve hours of dark whether they are asleep or not."

Sources believe that the meeting at the NIEHS in September 2006 was a promising beginning for moving forward on the light pollution issue. "Ten years ago, scientists thought something was there, but couldn't put a finger on it," says Leslie Reinlib, a program director at the NIEHS who helped organize the meeting. "Now we are really just at the tip of the iceberg, but we do have something that's scientific and can be measured."

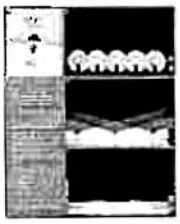
The 23 participants at the NIEHS-sponsored meeting identified a research agenda for further study that included the functioning of the circadian clock, epidemiologic studies to define the artificial light exposure/disease relationship, the role of melatonin in artificial light–induced disease, and development of interventions and treatments to reduce the impact of light pollution on disease. "It was a very significant meeting," Brainard says. "It's the first time the National Institutes of Health sponsored a broad multidisciplinary look at the light-environmental question with the intent of moving to the next step."

PO 10-7





Glare, overillumination, and sky glow (which makes the sky over a city look orange, yellow, or pink) are all forms of light pollution. These photos were taken in Goodwood, Ontario, a small town about 45 minutes northeast of Toronto during and the night ...

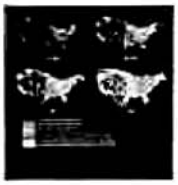


How Outdoor Lighting Translates into Light Pollution



Turtle hatchlings instinctively orient away from the dark silhouette of the nighttime shore. Here hatchlings have been temporarily distracted by a bright lamp. Hatchlings and mother turtles distracted by shorefront lights can wander onto nearby roadways. ...

Increase in Artificial Night Sky Brightness in North America





The International Agency for Research on Cancer has classified shift work as a probable human carcinogen. A study in the December 2008 issue of Sleep found that use of light exposure therapy, sunglasses, and a strict sleep schedule may help night-shift ...

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The Nation | COLUMN ONE

No Safe Arbor in the City

Trees are disappearing from urban areas. Most people don't realize the significance of the loss, but one man is fighting for a place in the shade.

March 08, 2004 | John Balzar | Times Staff Writer

Eric Oldar doesn't have to go far to find the alarming evidence. He lifts his sizable 6-foot-5 frame out of his office chair, walks 20 paces to the door, steps outside and glumly eyes the culprit: a spindly crape myrtle tree. A whole row of them bordering the Riverside parking lot.

Actually, crape myrtles aren't trees. They are shrubs that grow to look something like trees in miniature.

And that, in short, is the problem. That is what puts a knot in Oldar's jaw and leaves him muttering: "People want quality lives and communities -- they say so. But subtly, all around them, they're losing one of the essentials."

Our grand city trees are disappearing.

The towering trees that provide us cooling shade and save on air conditioning; the trees that give roost to birds; the broad-shouldered trees that soak up the heavy rains before they gather into floodwaters; the trees that cleanse our air and muffle the roar of metropolitan life; the great trees that inspire the poet in our battered urban hearts; the trees that soften the sharp corners of crowded living and connect us to the majesty of nature -- the trees are going away.

In their place: pygmy stands of crape myrtles, or clumps of even smaller bushes. Or just beds of redwood chips scattered atop plastic sheeting to make sure that even weeds don't grow.

"We're eliminating trees," says Oldar with a deep sigh. "We're letting them become trivialized; without really paying attention, we're letting them disappear."

Oldar is a forester and a pioneer in California's tiny urban forestry program, which is tucked away with firefighters in the state Department of Forestry. He has devoted most of his 27-year career to promoting urban forests, a concept that makes all the sense in the world if we think about it, which, let's agree, not many of us do. How many of us were even aware that Sunday was Arbor Day in California, the day for celebrating and planting trees?

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In our mind's eye, if not in reality, cities of the United States are made glorious by their trees, and always have been. In the imagination of entrepreneurs, the city groves are a vast, untapped and profitable stock of spectacular hardwoods and softwoods for furniture, floors and home architectural details.

In truth, though, our cities are turning from green into gray -- at an alarming rate and with surprisingly costly consequences:

* According to American Forests, the nation's oldest citizen conservation organization and self-proclaimed "voice of the trees," the nation's urban areas as defined by the Census Bureau have lost 21% of their tree cover in the last decade. Viewed over longer time spans, the news is even worse. For instance, Washington, a city renowned for its blossoming cherry trees, has sacrificed 60% of its heavy tree canopy in the last generation.

* Even before the recent wildfires, San Diego and surrounding communities had lost 27% of their green canopy in less than 20 years. In an extensive study using satellite imagery, scientists at American Forests calculated that the trend, if unchecked, could cost taxpayers $164 million to manage future storm-water runoff. Added pollution that trees would otherwise absorb could make it more difficult for the region to attain clean-air standards.

* A joint study by state and federal forestry agencies determined that California cities have about 177 million trees and 242 million empty planting sites. The potential savings is huge. Three good trees planted around your house can reduce air-conditioning costs 20% or more.

* In a project sponsored by NASA, meteorologists determined that clearing trees had made temperatures in Atlanta 5 to 8 degrees higher than in outlying areas. This has created an urban "heat island" that generates increasingly violent thunderstorms over the city and its suburbs, contributing to flooding.

* And the topper: Incalculable millions are spent to process valuable tons of trees as common garbage. According to studies by the U.S. Forest Service and the International Society of Arboriculture, more potentially usable wood fiber is produced in urban areas each year than is harvested from U.S. national forests -- much of it sent into an already overburdened waste stream.

The numbers grow mind-numbing. Potential energy savings run into the billions of dollars if we would only shade ourselves under more trees -- $3.6 billion annually in California alone, according to a study by the U.S. Department of Agriculture. The savings from needless flood control is even greater. And global warming? Trees sequester epic amounts of carbon, which is the culprit in making our atmosphere a heat-trapping greenhouse. In other words, it's not just the size of the car we drive but the number of trees we plant that may shape tomorrow's weather.

To visit Oldar's cluttered, 10-by-12 office near the 91 Freeway is to tumble down a rabbit hole. The simple logic behind trees in our cities is inarguable; so too are the mindless forces that work against them.

That makes Oldar a man of divided spirits. What other do-gooder state bureaucrat can so easily describe a painless, profitable, easily grasped solution for a broad civic problem? This is not poverty or racial prejudice or traffic congestion -- troubles that seem to defy our capacity to envision workable solutions. Here, we can all save money and make daily life quieter, more beautiful, indeed more natural, for hardly any effort at all. Oldar's round face seems to light up. He is an unstoppable optimist.

More than 80 years ago, Helen Hoyt put it this way in her poem "Ellis Park":

I take your trees, And your breeze, Your greenness, Your cleanness, Some of your shade, some of your sky, Some of your calm as I go by....

But then Oldar outlines the maddening obstacles in the path of shady, greener cities -- all of them described in reports, videos, pamphlets, satellite photos and books that he piles up in a truly scary-large stack almost as high as his desk. Most of these documents contain some version of the old buck-passing excuse: I don't know, I don't care, it's not my responsibility. Oldar sags in his chair with an expression of impossibility on his face, a born-again pessimist.

For what it's worth, California is a national leader in the campaign to save city trees. The state's 1978 law on the subject says this: "Trees serve as a vital resource in the urban environment and as an important psychological link with nature for the urban dweller. Trees are a valuable economic asset ... play an important role in energy conservation ... reduce air pollution ... increase property values ... attract business...." And so forth.

Here and there -- and it's pretty obvious where: Beverly Hills, San Marino, Claremont to name three -- individual communities continue to promote and protect their tree-scapes.

Other municipalities are awakening. San Diego has undertaken a 20-year replanting program. In the last few years, the city of Los Angeles has begun planting more curbside trees than it cuts down, and just last week announced that a $1-million federal-state transportation grant would be used to plant 3,500 more trees -- utilizing crape myrtles only when planting space demands it.

"We're planting trees greater than 40 feet whenever possible. It is extremely important for our environment to have a healthy urban forest of large-canopy trees," says Melinda Bartlett of the Los Angeles Environmental Affairs Department.

Elsewhere, though, trees tend to occupy far lower rungs of the municipal priority list, notwithstanding common sense or the law.

In Oldar's idealized vision of California's future, the challenge is not quite as simple as planting trees. But almost. It must be the right tree in the proper place -- no single-species urban forest monocultures that are prone to attacks like Dutch elm disease or the insect assault that has killed 30,000 eucalyptus trees in Los Angeles in the last 18 months. Plantings need to be spaced out so that entire neighborhoods of trees don't reach maturity and begin to die off at once, as is happening now in post-World War II subdivisions.

Municipal leaders and those higher up the governmental organizational chain must update master plans and ordinances to recognize the manifold value of trees, Oldar continues. Governments need to jump-start the budding enterprise of utilizing -- and bringing to market -- the wondrous woods produced by urban trees as they reach maturity and need to be replaced.

One example: Acacia trees by the hundreds, or even thousands, are chopped up and dispatched to California landfills at who-knows-what expense to municipal governments. It is not that different from city councils' hiring crews to "dispose" of underground oil reserves by pumping them into sewers. In Hawaii, by contrast, the sister tree to California's acacia is the imperiled koa, whose wood, increasingly rare, fetches from $17.50 to $50 per board foot, which is a chunk of tree smaller than a breadboard, only 12 inches square and 1 inch thick. **PO 10-7**

From a briefcase under his desk, Oldar produces samples of 35 other exotic and valuable woods that are common hereabouts and now burdening landfills instead of being used for furniture, home building or even for fuel to generate energy.

Stephen M. Bratkovich, a forester with the U.S. Forest Service in St. Paul, Minn., has drawn from published studies to calculate that cities produce about 3.8 billion board feet of usable logs each year due to natural mortality, disease, storm blow-downs and development -- more wood than harvested from all of the country's 147 million acres of national forestlands.

Much of it, probably most, is sent to landfills or turned into low-value products like wood chips. Bratkovich has calculated that if all these logs were sawed into 12-inch-wide boards and laid end to end, they would make 120 round-trip paths from Los Angeles to New York.

Hoping to turn the situation around in California, the state now grubstakes entrepreneurs to try their hand at salvaging urban woods. The state Department of Forestry and Fire Protection sponsors an annual four-day Urban Forestry Academy for municipal officials. The state helps support a vast website, www.ufei.org, that guides consumers and government officials in what kind of trees to plant and, potentially, where the resulting wood can be sold and purchased. Last autumn, the group American Forests urged every city to establish the goal of increasing its tree canopy by 10%.

Still, California remains headed down what Oldar calls "an insidious slope": Great shade trees are vanishing, leaving pygmy urban forests and gray-scapes.

Why?

Oldar rips into the topic with the zeal of a chainsaw: Municipal governments manage trees but have no incentive or requirement to promote energy conservation, storm-water management or pollution abatement. That's the chore of other agencies.

On the other hand, local governments are required by law to reduce the volume of waste they send to landfills. They are charged with repairing sidewalks and curbs damaged by tree roots. As a consequence, trees have become a costly nuisance, not an asset to local officials. Who can blame them for the current trend to plant smaller shrubs, like the crape myrtle?

As for the potential value of wasted lumber, cities consider this merely theoretical, if they consider it at all. The hidebound lumber distribution system in the U.S. is dominated by giant chain operations that have little interest in sundry lots of variety woods produced in urban forests.

Meanwhile, developers, trying to maximize densities, also are planting bushes instead of trees. Ditto homeowners with a mind to expand their houses to the property lines. Thus, the crape myrtle, Lagerstroemia indica, is now the most popular tree in urban California -- an idea that strikes Oldar like a thumb in the eye.

"I call them crap myrtles," he grumbles. "They have their place, but should we get carried away and say this is the only tree? What does that tell us about the future?"

Standing outside his office, he surveys the skinny row of 12-foot-tall myrtles. "See any signs of birds there? Any nests?" He pivots 180 degrees and looks heavenward to the top of a shapely sycamore, where a large nest is silhouetted against the sky. In the summer, these trees would tell another important story -- that the crape myrtles generate hardly enough shade to cover the bonnet of a compact car while one lone sycamore shelters the forestry department offices all afternoon.

Added up block by block, the consequences can be startling. In the various studies of tree cover in Atlanta, scientists measured the downtown air temperature at 86 degrees, while comparative surface temperatures were 85 to 90 degrees in the shade of trees and 127 to 129 in direct sun. In one seven-house development built by Atlanta's Habitat for Humanity, scientists determined that homeowners would save $951 in energy and $268 in storm drainage charges each year if adequate trees were planted and allowed to mature.

Meanwhile, Oldar says, municipal and regional park departments are increasingly preoccupied with recreational developments -- tennis courts, softball fields, recreation centers and the like, not trees.

These days, even homeowners cannot be counted on to keep their neighborhoods green -- and the truth is that private citizens shoulder much of the burden as urban foresters. In Los Angeles, the city government owns 1.5 million to 2 million trees, while businesses and homeowners are responsible for perhaps 10 million.

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And while many citizens are happy to tell pollsters all the virtues of tree-lined streets, in practice a good many favor trees everywhere but on their own property, worried about storm damage or tree roots clogging their pipes or squirrels tangling with their house cats or the mess of leaves in autumn. More and more, they turn over yardwork to gardeners who are untrained in tree care.

"I have one of the few homes on my block with any substantial number of trees left," Oldar sadly concedes about his neighborhood in Ontario.

In arid climates like Southern California, the fresh water necessary for all types of vegetation is increasingly part of the civic conversation, or should be. In this, trees generally fare well -- with many varieties requiring only about one-third the water of a lawn, and then, in turn, providing shade that conserves soil moisture for other plants.

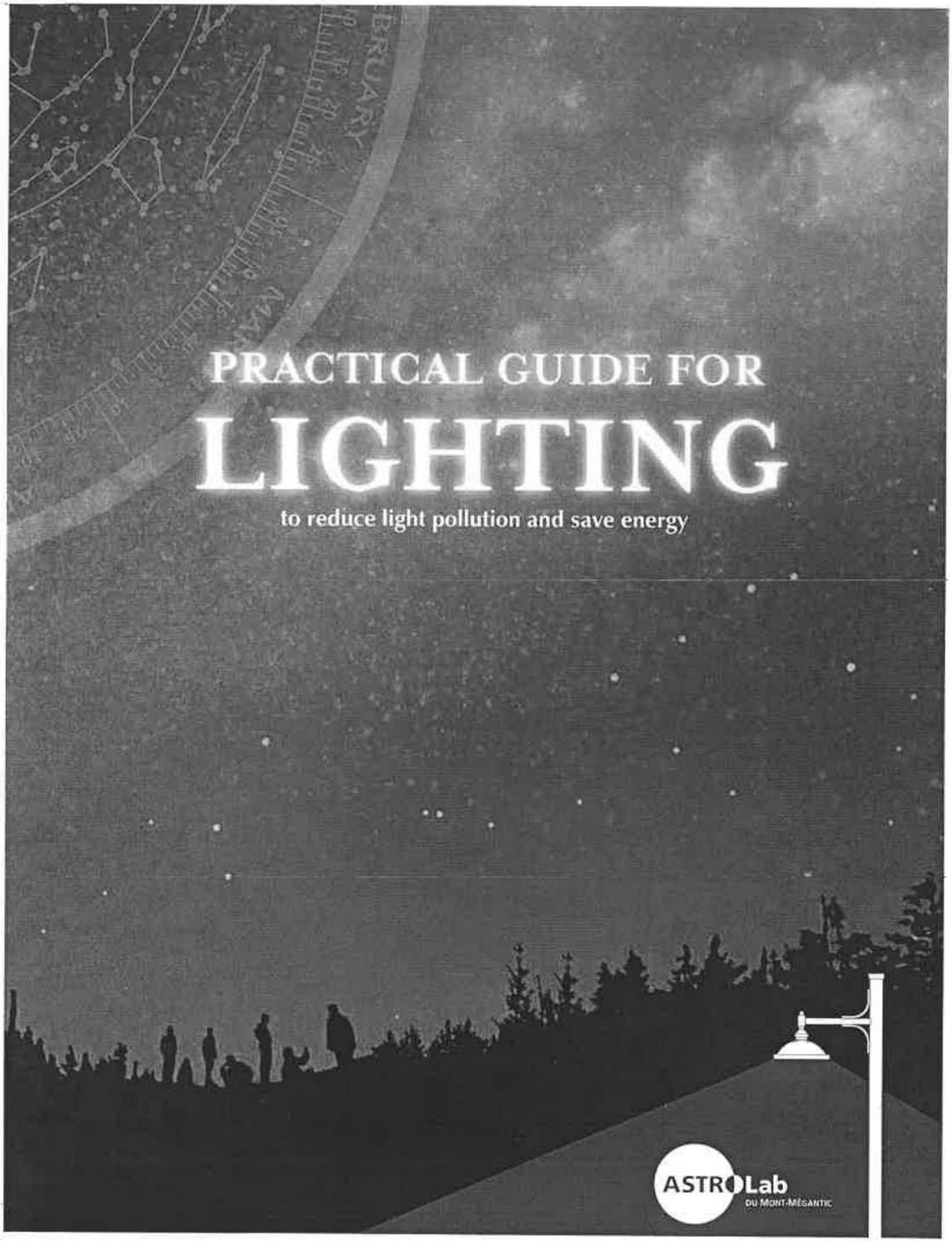
Asked to look ahead, Oldar, the father of two, remains a man divided. It is entirely plausible, he says, for a common-sense turnabout. Once Californians begin to recognize what is happening, it would take only reasonable effort to increase the shade-tree canopy to 25% or 30% of our residential landscape.

"That's realistic, and that's what I'd like to see," he says. "What I fear is the mind-set of doing nothing, that people won't appreciate trees generally."

In that case, trees may wind up like covered bridges, a quaint part of America's past. Within a generation, perhaps only 6% of our cities will be shaded by trees -- with the corresponding reduction in the quality of our lives.

"That," Oldar says quietly, "is what I fear for my kids. They'll wake up in the future and wonder: Where did it all go?"

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PRACTICAL GUIDE FOR
LIGHTING
to reduce light pollution and save energy
ASTROLab
DU MONT-MÉGANTIC

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**"My star will be just one of the stars, for you.
And so you will love to watch all the stars in the heavens."**

— The Little Prince, Antoine de Saint Exupéry

Satellite image of global light pollution.
Source: P. Cinzano, F. Falchi (University of Padova),
C. D. Elvidge (NOAA National Geophysical Data Center, Boulder)
Royal Astronomical Society

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Until the 19th Century, people only used the full moon, torches and simple lanterns to see at night. With the advent of gas and later electricity, night lighting has become more permanent and widespread, with the result that light pollution has slowly emerged. Light pollution can be defined as any modification of the natural light environment, especially that which causes some sort of nuisance. The most well-known forms of light pollution include sky glow, light trespass and glare.

Inefficient and excessive night lighting causes significant loss of energy globally. In North America, the energy wasted in illuminating the sky costs about a billion dollars. Here in Quebec, more light is produced per inhabitant than anywhere else in the world. It has thus been estimated that over 50 million dollars could be saved annually in this province by improving lighting management and cutting energy consumption by over 700 GWh/year.

Because of the multiple problems deriving from light pollution, astronomers, engineers, architects, designers and luminaire manufacturers have all come together to redefine requirements and draft solutions for outdoor illumination. Several municipalities near Mt. Megantic have adopted innovative regulations to combat the growing concerns over light pollution.

This practical guide follows that trend and is based on recent trials in the Mt. Megantic region. Although it is primarily intended for lighting professionals and suppliers, the general public will also find advice for simple actions that will reduce light pollution and energy consumption. The first part of the guide explains basic ideas regarding efficient management of exterior lighting and offers useful tips on how to determine the level of illuminance required and how to select an appropriate luminaire.

The second part provides examples of different lighting applications so that the reader can design a lighting system that not only offers excellent visibility but also limits over-illumination. The document ends with a glossary of technical terms used.

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LIGHT POLLUTION AND STAR GAZING

Stars are less visible when the sky is illuminated and only 3% of stars can be seen today from most cities and suburbs. One must now travel several hundreds of kilometers from an urban centre to witness a clear, starry sky. This is one of the major consequences of light pollution, which not only affects the work of astronomers but also deprives city dwellers of the possibility of enjoying the beautiful night sky.

A dark sky is essential to astrophysicists for the observation of celestial objects, particularly those of faint luminosity. Light pollution in the Eastern Townships seriously threatens studies at the Mt. Megantic Observatory, the most important astrophysical research centre in Canada. This pollution also restricts educational and tourist activities at the ASTROLab in the Mt. Megantic provincial park.



These two photos were taken in a Toronto suburb during a widespread electrical blackout (on the left) and after electricity was restored (on the right). The Milky Way is clearly visible in the dark sky but completely obscured with light pollution.
Source: Todd Carlson

PLANNING AN EFFICIENT LIGHTING SYSTEM

Today there exists a vast choice in luminaires that have been designed to reduce both energy consumption and light pollution. To fully benefit from the newest technologies, however, a radical change in everyday habits is required.

I. ASSESS YOUR REQUIREMENTS

Night lighting fulfills the dual needs of seeing and being seen. This is the first question you should ask yourself: Is lighting really needed?

If so, then go on to define your requirements:

- **What** areas or objects should be illuminated?
- **How much** illuminance is needed?
- **When** is the lighting necessary?

By following the recommendations in this guide (and by respecting the regulations in force in your municipality), you can determine the appropriate illumination for your requirements.



It is useless to illuminate the rear of a building if it is not visited at night.

II. DIRECT LIGHT WHERE IT IS NEEDED

Remember that only certain areas need to be illuminated. Concentrate lighting in these places only. Following this simple principle has several positive consequences. It:

1. saves energy,
2. decreases light pollution,
3. reduces light trespass,
4. increases safety.

Casting light upwards to the sky or onto adjacent areas is a waste of energy. If we were to think of luminaires as taps and leaking light rays as drops of water, we would never tolerate such an extravagance!

III. AVOID GLARE

Glare occurs when the eyes are exposed to a relatively bright source of light compared to background lighting levels, which results in contraction of the pupils. Visual perception is greatest when illumination is uniform and so contrasting glare significantly reduces visual performance and visibility. Avoid producing glare by noting levels of ambient lighting and carefully controlling how beams of light are directed.

A luminaire that emits a concentrated beam of light offers better visibility than one that shines light in all directions. In certain cases, the effects of glare can compromise safety.





Source : Lumec

This begins with conscientious planning of lighting systems so that they will economize light, energy and money.



Uniform lighting of an area is not always necessary. In some cases, it is possible to manage the night environment by placing visual markers to orient travellers.

IV. PLAN YOUR LIGHTING SYSTEM ACCORDING TO PRE-DEFINED NEEDS

Once you have defined your lighting requirements, you are ready to plan your lighting system:

- First, assess the environmental lighting level (roadway luminaires, signs etc.) to see how it could help fulfill your needs;
- Next, determine whether complete illumination is necessary or whether a series of accent lights could suffice;
- Find the best locations for installing luminaires;
- Choose luminaires according to their photometric report;
- Determine the minimum bulb strengths required, taking into account the surface area to be illuminated and the number, type, height and location of luminaires to be used.

You can check your lighting plan using point-by-point *illuminance calculations*. These values are generally available from manufacturers, distributors, engineers and architects.

Feel free to use the examples in this guide as inspirations!

CHOOSING THE RIGHT LIGHTING COMPONENTS

Several lighting devices (bulbs and luminaires) can be utilized to build the lighting system you have planned. Once again, you should let the economizing principle be your guide.

1. CHOOSING THE RIGHT BULB

Sky glow above cities is mainly caused by white light. That is why it is recommended to reduce the use of bulbs that emit white light and to utilize low-power bulbs whenever possible. In addition, certain types of bulbs consume more energy than others with the same light output. You should therefore choose bulbs with a high *lamp efficacy*.

Table 1 shows a classification of the different types of light bulbs available with respect to lamp efficacy. Recommended uses according to the regulations in force in the region of Mt. Megantic and the City of Sherbrooke are also included. **Table 2** demonstrates the relationship between input power and luminous flux for these bulbs.

LAMP EFFICACY ↑

TYPE OF BULB	Usage Recommendation	Lamp Luminous Efficacy (lm/W)
High-pressure sodium (HPS)	Yes	~ 100
Metal halide (MH)	No, some exceptions	~ 85
Compact fluorescent (CFL)	Yes, if less than 20 W	~ 60
Mercury vapour (MV) (1)	No	~ 40
Incandescent/ Halogen	Yes, if less than 100 W	~ 15

Table 1. Classification of the main types of bulbs according to lamp efficacy.

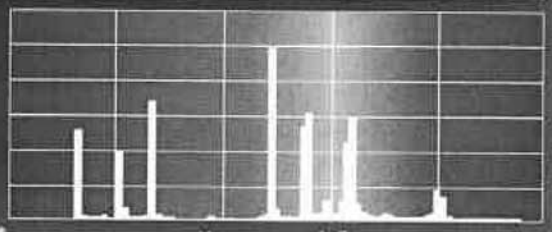
INPUT POWER (W)	15-20	35	50	70	100	150	250
LUMINOUS FLUX (lm)							
	-	2,000	4,000	6,000	9,600	16,000	24,000
	-	1,600	3,400	5,000	8,000	12,000	20,000
	900-1,200	-	-	-	-	-	-
	-	-	2,000	3,000	4,000	6,000	10,000
	100	-	600	1,000	1,500	2,300	-

Table 2. Relationship between input power and luminous flux for the main types of bulbs.

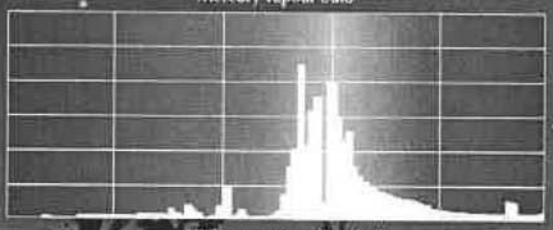
WHITE LIGHT POLLUTES!

Light in the sky is visible due to reflexion off air borne particules (dust, aerosols, humidity) and diffusion by the atmoshere. Diffusion increases as the wave length of light decreases. Thus blue light is more diffused than yellow light, which is more diffused than red light. This explains why blue light contributes disproportionately to concealment of the stars.

The relative intensity of the different colours that make up light varies from one type of bulb to another. The figures above represent the light spectra of a mercury vapour bulb (on the left) and a high-pressure sodium bulb (on the right). Light emitted by the mercury vapour bulb is very white and contains much more blue than the sodium bulb, which is more yellow. This means that the mercury vapour bulb pollutes more than the sodium bulb.



Mercury vapour bulb



High-pressure sodium bulb

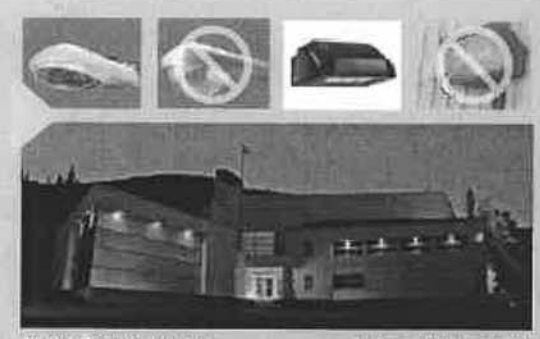
Choose devices with the highest energy efficiency and durability possible. These components will not only provide improved quality of lighting but also respect the night environment.

II. CHOOSING THE RIGHT LUMINAIRE

Avoid lighting up the sky

Remember that light directed towards the sky does not improve night vision. Choose luminaires **emitting less than 1% of luminous flux** above the horizon. This can be verified in the photometric report. Examples of good choices include those:

- having a flat lens and a shield that completely shades the upper surface of the bulb;
- classified as full cutoff (FCO) by IESNA;
- installed under balconies, eaves, etc.



ASTROLab of Mt. Mégantic Source: Guillaume Poulin

Choose a luminaire with a high efficiency

The efficiency of a luminaire is the ratio of the luminous flux of a luminaire to the luminous flux of the bulb, expressed as a percentage. You should thus choose the most efficient luminaires. **Table 3** shows typical efficiencies of luminaires that direct minimal amounts of luminous flux to the sky.

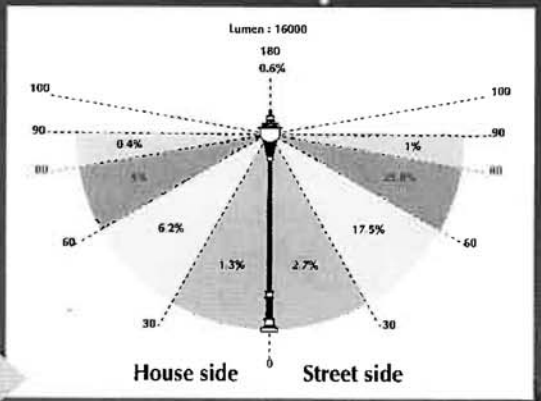
However, don't forget that only some of the light produced by a luminaire falls on the ground, since the rest is either lost in space or as heat. Take, for example, a wall sconce having an efficiency of 60% and a bulb of 6,000 lm. If 15 % of the luminous flux is directed upwards, then 45% of the flux is directed downwards. Thus, of the 6,000 lm originally emitted by the bulb, 3,600 lm leave the luminaire and only 2,700 lm are actually available for lighting the ground.

Aim the light where it is needed most

Use the photometric report to determine the distribution of the luminous flux on the ground around the luminaire and then choose a luminaire that fits your specific requirements.

TYPE OF LUMINAIRE	Efficiency
Functional roadway luminaire	75% to 85%
Decorative roadway luminaire	60% to 80%
Wall sconce	60% to 85%

Table 3 Typical efficiencies of good luminaires



When choosing a roadway luminaire, maximize the proportion of light emitted along the the street side of the road and minimize the proportion emitted on the house side.

CHOOSING ILLUMINANCE ACCORDING TO THE APPLICATION

Excessive illuminance constitutes light pollution and a waste of energy. It is always preferable to produce a moderate yet uniform illuminance. This allows the eye to adapt to ambient light levels while ensuring the required visibility.

Minimize illuminance

Table 4 indicates recommended illuminance levels for the main types of exterior lighting applications. These recommendations for rural and urban milieus have been approved by the IESNA and correspond to regulations adopted by the region of Mt. Megantic and the City of Sherbrooke to preserve research activities at the Observatory.

Extinguish lights when not in use

Darkness is incorrectly associated with crime. Artificial lighting, especially when very intense, creates a false feeling of security.

For this reason, non-residential lighting should be switched off after 11 p.m. or when not in use. Public spaces that are frequented at night, however, should stay illuminated.

AVERAGE MAINTAINED ILLUMINANCE (LUX)		
LIGHTING APPLICATION	Rural or semi-rural situation	Urban situation
Commercial display areas		
Automobile dealerships	50 à 75	100
Other sales areas	40	60
Storage areas	10	15
Loading, handling or work areas	40	50
Pedestrian and cycling zones	4	6
Building entrances	40	50
Roadways[1] (According to use)	4 à 12	6 à 17
Parking lots	10 à 15	15 à 25
Service stations		
Pumping areas	50	100
Surrounding areas	20	30

[1] No road should be lighted outside city limits, except at intersections.

Table 4: Recommended illuminance for main exterior lighting applications.



The full moon provides very low but uniform illumination (~0.1 lux) that does not generate glare.
Source: Éric Ladouceur

ILLUMINANCE CALCULATIONS

To design a lighting system that is efficient and respects the night environment, one needs to determine the specific illuminance pattern that will be produced. This information may be found in the detailed, point-by-point illuminance calculations, which produce a plot of illuminance onto a surface area. Once the components of the system have been installed and turned on, the actual illuminance can then be measured using a light meter.

Don't forget that the performance of luminaires decreases with time due to numerous factors, such as wear, dirt deposits, leaking of the seal, type of bulb, etc. This phenomenon is accounted for through the inclusion of a maintenance or light loss factor.

Look for the following information in the point-by-point calculation summary:

- maintained illuminance on the ground: average, minimum and maximum (Eavg, Emin, Emax);
- uniformity of the lighting, as determined from Eavg/ Emin ;
- number and input power (W) of the bulbs;
- the light loss factor used.

The figure below shows a typical point-by-point layout and summary.

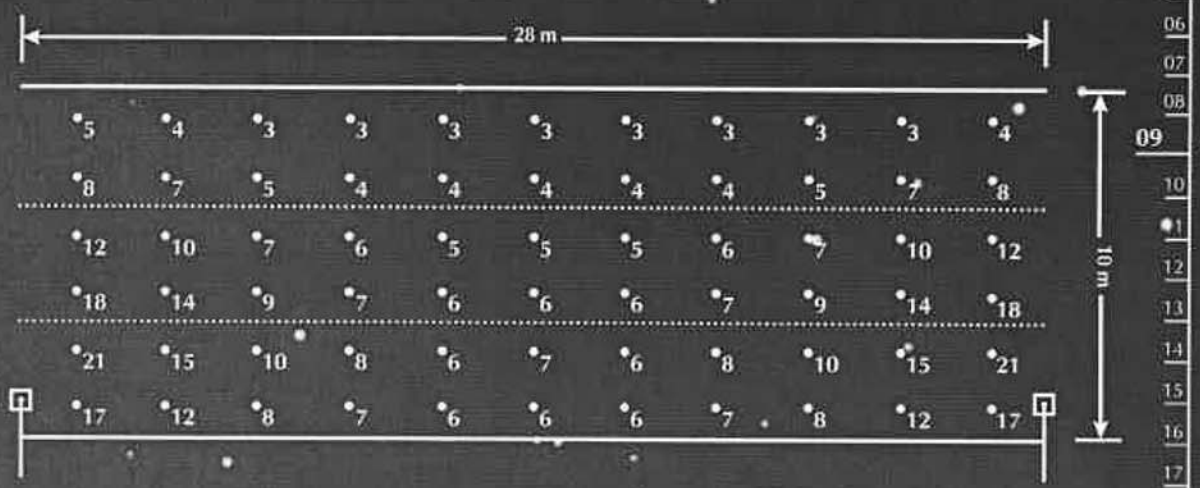
TECHNICAL SUMMARY FOR THE LUMINAIRES

Symbol	Model	Flux(lm)	LLF[1]	IESNA Cut-off class
	Helios Type 2 70w	6,400	0,8	cutoff

[1]Light loss factor

ILLUMINANCE CALCULATIONS RESULTS

Average illuminance Eavg (lux)	Maximum illuminance Emax (lux)	Minimum illuminance Emin (lux)	Uniformity Eavg/Emin
8	21	3	2,68





Example of a point-by-point layout with two roadway luminaires along a street. Each point on the grid corresponds to an illuminance value in lux.

ROADWAYS

The lighting of a roadway must be designed to protect the safety of all users. Quality of illumination is extremely important in the following situations: busy pedestrian zones, places where pedestrians come into proximity with vehicles and intersections. In order to create good visibility, illuminance should also be uniform, that is, the ratio of average to minimum illuminance should not exceed 6.

LES ZONES URBAINES

Streets in city centres typically contain high densities of both cars and pedestrians. Illuminance of these roadways should correspond to the greatest recommended average illuminance, i e., 17 lux.

HYDRO SHERBROOKE AND THE UNIVERSITY OF SHERBROOKE TRANSFORM THE CAMPUS SECTOR

Before the conversion



Before the conversion



The campus exit from the University of Sherbrooke connects to the University Boulevard. These two roadways each contain four lanes and are lighted by double-headed luminaires from a height of 9 m. The lampposts are spaced 25 m apart on the exit highway and 40 m apart on the boulevard. Before conversion (photo on left), the campus exit was intensely illuminated (75 lux) by 400 W high-pressure sodium lamps. The University Boulevard (photo on right) received less illuminance (17 lux), but the 250 W high-pressure sodium bulbs emitted a high proportion of luminous flux towards the sky and in the glare zone.

After the conversion



Installation of new Helios luminaires allowed for maintenance of the standardized 17-lux illuminance level using only 150 W high-pressure sodium bulbs. Replacing all 90 luminaires along the routes adjacent to the university led to an energy saving of about 100,000 kWh/year.

RURAL AND RESIDENTIAL AREAS

Roadways in rural areas are less busy than in built-up areas and, as a result, lower illuminance is required. In certain residential sectors, it is sometimes sufficient to only illuminate intersections of roads.

THE TOWN OF LA PATRIE ALTERS THE ROADWAY LIGHTING SYSTEM

Before the conversion



The town of La Patrie is situated at the foot of Mt. Megantic. The main road, which is approximately 12 m wide, used to be illuminated by a series of luminaires that were 8 m high and 30 m apart. These luminaires did not control any of the distribution of the luminous flux and supplied an excessive illuminance of 15 to 20 lux on the ground using 150 W high-pressure sodium lamps.

After the conversion



Thanks to the lighting conversion program of the Mt. Megantic ASTROLab, Helios type luminaires fitted with 70 W high-pressure sodium lamps were used to replace the old luminaires. The careful control of luminous flux now assures that the luminaires do not illuminate the sky or the walls of nearby houses. Also, the roadway is more discretely illuminated at 8 to 10 lux.



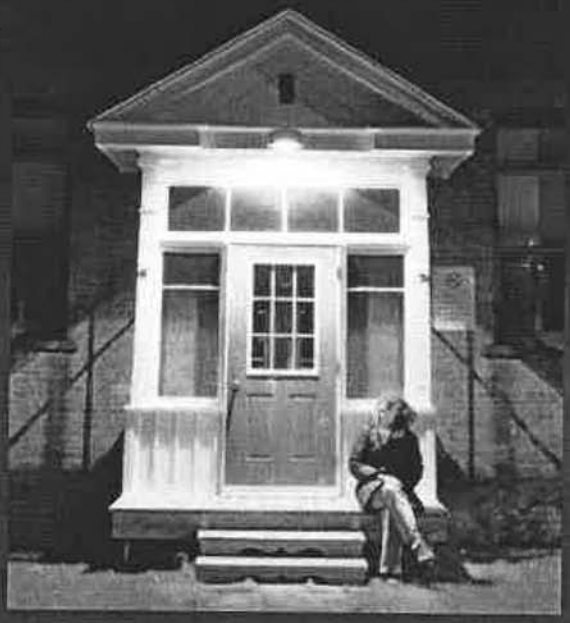
The Helios roadway luminaire by Lumec is classified as cutoff by IESNA. The sag lens permits a downward efficiency of 83% and restricts less than 1% of the luminous flux from reaching the sky.

BUILDING FACADES AND SURROUNDINGS

Building facades and surrounding areas are often illuminated at night. This type of lighting serves several purposes. It can illuminate commercial signs, building entrances and adjacent parking areas.

High-power wall sconces or floodlights are often utilized to this end. However, these fixtures are inefficient, produce glare and usually direct over 15% of the luminous flux to the sky. In order to decrease light pollution and save energy, choose a moderate lighting system that will allow clients to safely enter buildings without producing over-illumination.

ONLY 35 W TO SEE CLEARLY!



The entrance to this school is sufficiently illuminated by a full cutoff FPM luminaire by Keene that utilizes a 35 W high-pressure sodium bulb. Here we see all the characteristics of an appropriate lighting fixture: good visibility, energy efficiency, concentrated light and pleasing design.

MODERATION AND STYLE LOOK GOOD TOGETHER!



The illumination of the front facade of this bakery makes for a safe entrance. It is therefore not necessary to install extra luminaires in the parking area. The discrete lighting provided by the recessed luminaires in the eaves adds lots of style to the building. This example shows that one need not over-illuminate a business to promote it.

Source: Guillaume Poulin

BUSINESSES LEAD THE WAY!

Before the conversion



This funeral home in Lac Megantic was illuminated by 13 wall sconces fitted with 150 W (11 bulbs) or 400 W (2 bulbs) high-pressure sodium lamps.

After the conversion



Following the lighting conversion program of the Mt. Megantic ASTROLab, the same business only uses 70 W bulbs, which reduces energy consumption by 1,500 W. Also, certain wall sconces were repositioned to be above, rather than below, the areas to be illuminated. This stopped directing light to the sky.



The FPM luminaire by Keene is classified as full cutoff by IESNA. No luminous flux is emitted towards the sky and downward efficiency is 60%.



PARKING LOTS AND SHOPPING CENTRES

Replacing the 21 luminaires in the parking lots of the University of Sherbrooke reduced the total power consumed by a factor of four. Each fixture used to contain four high-pressure sodium bulbs and was replaced by a single floodlight of the same power (400 W). The illuminance on the ground was maintained at 15 lux and savings add up to 120,000 kWh/year.

Before the conversion



After the conversion





Source: Guillaume Poulin

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These two photos demonstrate good planning for urban lighting. In both cases, the lighting fixtures do not direct light to the sky nor beyond the limits of the commercial property.

A SERVICE STATION THAT DOESN'T ILLUMINATE NEIGHBOURING PROPERTIES!



This gas station provides adequate lighting without glare, by using recessed luminaires in the ceiling of the roof.

A DEALER WHO SETS A GOOD EXAMPLE!



This dealer displays the rows of cars with luminaires that take 400 W metal halide lamps. The luminaires supply an average illuminance of about 60 lux to the ground. This is four times less than that normally generated for this type of application using floodlights of 1,000 to 1,500 W. In addition, it is strongly recommended to extinguish at least some of the lighting outside business hours. Reducing illuminance levels and occasionally turning off the lights in a dealership with 32 such luminaires could save 115,000 kWh/year, which would result in a difference of about $10,000 per year. The initial investment will be quickly returned!

LOADING AND HANDLING ZONES

Although it is generally preferable to use moderate lighting, certain circumstances require increased illuminance levels. This applies notably to agricultural and industrial situations and businesses having exterior loading zones. It is necessary, however, to be careful not to exceed actual requirements.

Before the conversion



This sawmill used to illuminate the loading zones with mercury vapour security lights. Defects in the lighting system are literally glaring.

After the conversion



Now the new high-performance RW-115 luminaires illuminate the sawmill with 150 W bulbs. The company gains through energy savings and improved safety.

The high-performance luminaires of the series RW-115 by AEL are classified as full cutoff by IESNA.

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The use of security lighting and floodlights is currently widespread for this type of application. These luminaires waste energy because not only do they create glare but they also direct up to 50% of the light output towards the sky. Floodlights typically utilize 400 W mercury vapour bulbs or 1,000 W halogen lamps. Mercury vapour bulbs have an efficacy that is one fourth that of high-pressure sodium bulbs. Also, mercury vapour bulbs have high lumen depreciation over time.



Before converting the lighting system, this factory produced glaring and polluting light with its 21 mercury vapour lamps (400 W each).



The factory currently illuminates its buildings with luminaires that offer improved control of the luminous flux and utilize 70 W high-pressure sodium bulbs. This conversion reduced energy consumption by 32,000 kWh/year. Given that electricity costs $0.08 per kWh in Quebec, this represents an annual saving of $2,500.

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The rapid and constant increase in light pollution in the region of Mt. Megantic led the Observatory and ASTROLab to search for solutions to this important problem.

Thus it was in 2003 that the ASTROLab established a light pollution abatement project. This project involved sensitizing the public, encouraging regulations and converting luminaires.

Significant media coverage has promoted a greater awareness in the general public of the Eastern Townships and Quebec. Exterior lighting regulations are now in effect in 34 municipalities of the Haut St. François and Granit MRCs, as well as in the City of Sherbrooke. In addition, all three levels of government and several related organisms have supported the project, in order to encourage new expertise in energy efficiency and sustainable development. These financial contributions have allowed the ASTROLab to launch an ambitious public and private lighting conversion program, which has resulted in:

- an approximate 25% reduction in light pollution at Mt. Megantic;
- an energy saving of 1.5 million kWh/year,
- a unique showcase of how efficiency works in the management of night lighting.

The combination of all these actions has borne fruit. Not only has the region of Mt. Megantic begun to rediscover the stars, but also it has been designated as the first International Dark Sky Reserve in the world!

The town of La Patrie in 2006.

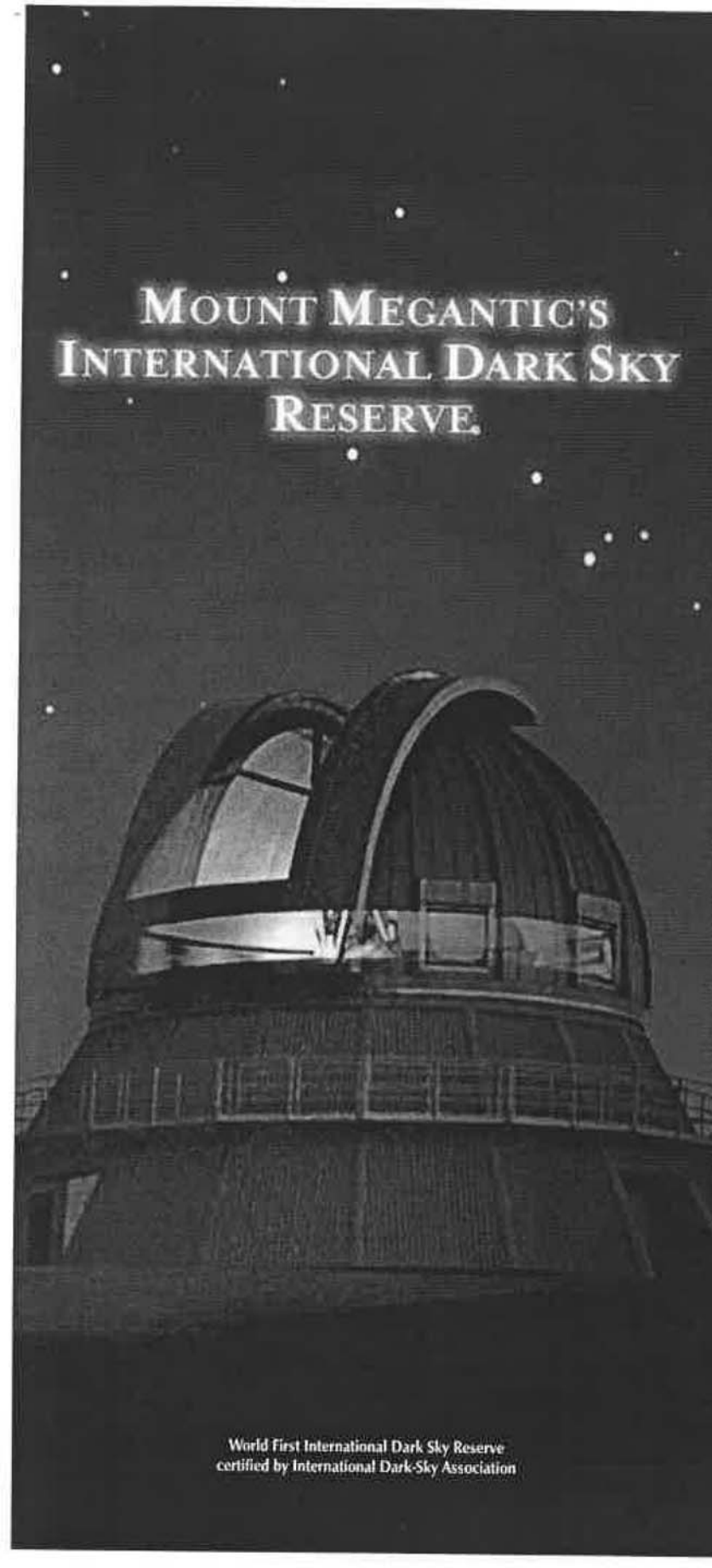


The town of La Patrie in 2008.



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MOUNT MEGANTIC'S INTERNATIONAL DARK SKY RESERVE



World First International Dark Sky Reserve
certified by International Dark-Sky Association

IESNA CLASSIFICATION
The design of a luminaire determines how the light will be emitted into the environment. Since designs vary widely, the distribution pattern of luminous flux around the luminaire can also vary greatly. The IESNA (Illuminating Engineering Society of North America) has established a cutoff classification system of luminaires according to the proportion of light emitted towards the sky and also in the potential glare zone (in the 10° angle below the horizon). The different classifications are full cutoff, cutoff, semi cut-off and non cutoff.

ILLUMINANCE
The ratio between luminous flux and the illuminated surface area in lux (lumens per square meter) or footcandles (lumens per square foot). Illuminance can be measured with a light meter or calculated according to characteristics of the lighting system.

INITIAL AND MAINTAINED ILLUMINANCE
Initial illuminance is the light output rating of a lamp before applying the light loss factor. This rating applies when the lamp is first installed. Maintained illuminance is the light output rating of a lamp after applying the light loss factor and corresponds to the average illuminance level expected over the long term.

LAMP EFFICACY
The ratio between luminous flux and the electrical power consumed by a lamp, expressed in lumens per watt (lm/W).

LIGHT LOSS FACTOR
This factor is used to calculate average maintained illuminance, or simply the "average illuminance". This factor accounts for the various effects and processes that alter luminous flux over time: lumen depreciation of the bulb, dirt deposits on the luminaire, leaking of the seal, decay of the ballast, etc. For real world measurements, the light output of a lamp is set to the expected long-term output value by multiplying the initial light output by the light loss factor to obtain the average illuminance. Light loss factors typically range from 0.6 to 0.9.

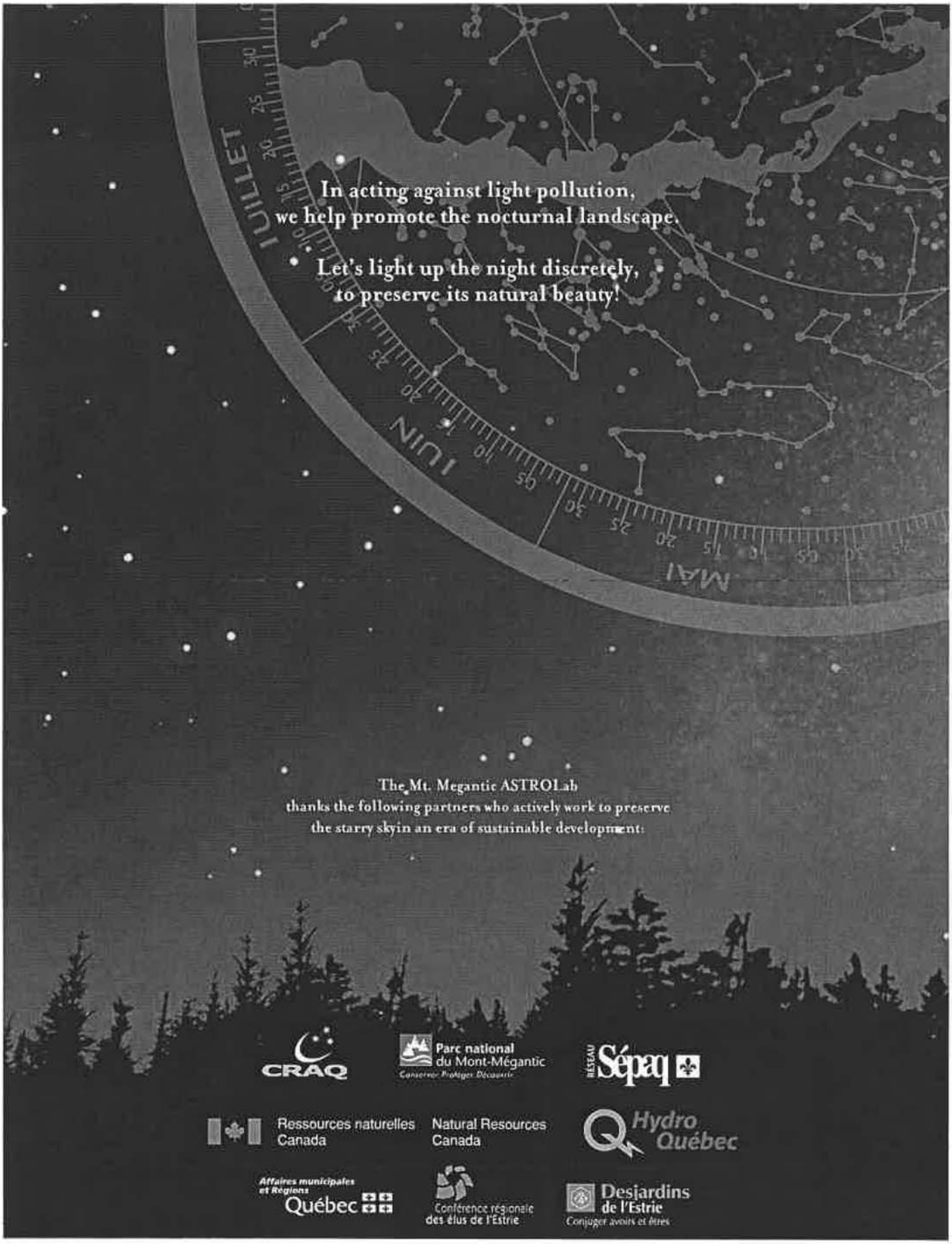
LIGHT TRESPASS
A condition in which undesired light is cast on a property or a dwelling. Light trespass is harmful when it negatively affects the well-being or activities of individuals at that place. All lighting that spills outside a property, even if it does not directly bother someone, must be considered a waste of energy.

LUMINOUS FLUX
The total amount of light emitted by a bulb in all directions as perceived by the human eye, measured in lumens (lm). This value is marked on bulb packages as "light output".

PHOTOMETRIC REPORT
A technical report describing the principal characteristics of a luminaire, especially how the light is emitted. The report contains data relating to the manufacture of the luminaire, including:

- percentage of luminous flux emitted above the horizon;
- percentage of luminous flux illuminating the ground;
- distribution of luminous flux in a horizontal plane around the luminaire;
- IESNA classification.

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In acting against light pollution,
we help promote the nocturnal landscape.
Let's light up the night discretely,
to preserve its natural beauty!
The Mt. Megantic ASTROLab
thanks the following partners who actively work to preserve
the starry skyin an era of sustainable development:
CRAQ
Parc national du Mont-Mégantic
Conserver. Protéger. Découvrir.
Réseau Sépaq
Ressources naturelles Canada
Natural Resources Canada
Hydro Québec
Affaires municipales et Régions
Québec
Conférence régionale des élus de l'Estrie
Desjardins de l'Estrie
Conjuguer avoirs et êtres

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Chapter 8.52 - CITY TREES AND TREE PROTECTION ORDINANCE

Sections:

8.52.010 - Short title.
8.52.015 - Purposes of ordinance.
8.52.020 - Definitions.
8.52.025 - Applicability.
8.52.030 - City manager responsibilities.
8.52.032 - Tree protection guidelines.
8.52.040 - Consultation policy.
8.52.050 - Design commission.
8.52.060 - Protection policy.
8.52.065 - Designation of landmark trees.
8.52.066 - Designation of native and specimen trees.
8.52.070 - Private property tree removal and landmark tree pruning permits—Applications.
8.52.075 - Private property tree removal and landmark tree pruning permits—Issuance.
8.52.076 - Work on public trees.
8.52.077 - Tree relocation.
8.52.080 - Exemptions—No permit required for certain pruning and removal.
8.52.085 - Prohibited acts.
8.52.090 - Sidewalk and street repair.
8.52.100 - Hazards—Private property.
8.52.110 - Protection of trees during improvements.
8.52.120 - Attachments to street trees.
8.52.140 - Interference.
8.52.150 - Notice of public tree removal.
8.52.155 - Prosecution of violations.
8.52.160 - Penalties and administrative proceedings.
8.52.165 - Remedies not exclusive.

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8.52.010 - Short title.

This chapter shall be known as the "city trees and tree protection ordinance."

(Ord. 6896 § 2 (part), 2002)

8.52.015 - Purposes of ordinance.

Pasadena is graced by the presence of thousands of mature trees that contribute long-term aesthetic, environmental, and economic benefits to the city. Aesthetically, trees offer dimensions in the form of color, shape, texture, scale and variety. Mature trees are often integral components of many historic sites and their presence contributes to the site's cultural and historic significance.

Environmental benefits derived by trees include the filtering of air pollutants; increasing atmospheric oxygen levels; stabilizing soils; reducing heat convection; decreasing wind speed; and reducing the negative effects of solar glare. The biological diversity of wildlife and plant communities is enhanced by the favorable conditions created by trees.

The economic benefits derived from trees include increased property values, and additional revenue generated by businesses, visitors and new residents attracted to the urban forest image of the city. Trees are a major capital asset to the city and like any valuable asset they require appropriate care and protection.

Therefore, it is the purpose of this ordinance to:

A. Preserve and grow Pasadena's canopy cover by protecting landmark, native and specimen trees on specified areas of private property and expanding the protection of street trees and trees on public property.

B. Safeguard the City's urban forest by providing for the regulation of the protection, planting, maintenance and removal of trees in the city.

C. Protect the visual and aesthetic character of the city.

D. Improve and enhance property values by conserving and adding to the distinctive and unique aesthetic character of the many areas of Pasadena.

E. Improve the quality of life for residents, visitors and wildlife.

F. Create favorable conditions for the protection of designated landmark, native and specimen trees, for the benefit of current and future residents of Pasadena.

G. Maintain and enhance the general health, safety and welfare of the city and its residents by assisting in counteracting air pollution and in minimizing soil erosion and other related environmental damage. **PO 10-7**

H. Protect and maintain healthy trees in the land use planning processes as set forth herein.

I. Establish procedures and practices for fulfilling the purposes of this city tree and tree protection ordinance.

(Ord. 6896 § 2 (part), 2002)

8.52.020 - Definitions.

For the purposes of this chapter, the following terms are defined as follows:

A. "City" shall mean the city of Pasadena.

B. "City manager" means the city manager and such representative as he or she may designate in writing.

C. "Diameter-at-breast-height (DBH)" means the diameter of the tree 4½ feet above ground on the uphill side of the tree. If a tree forks below breast height, it is considered "a multi-trunk." A measuring tape can be used to measure tree trunk circumference and then the circumstance divided by 3.14 to determine diameter.

D. "Established corner yard" means the area between the side property line and the principal structure on a lot.

E. "Established front yard" means the area between the front property line and the principal

structure on a lot.

F. "Hazard" or "hazardous" means a tree, or part of a tree, that has a high potential for failure and falling on a nearby object because of dead or dying branches, roots or trunk.

G. "Injure" means any act or omission which substantially affects or seriously jeopardizes the health of a living tree, in the determination of the city manager.

H. "Landmark tree" means a tree designated as a landmark under Chapter 17.62 of this code as a tree of historic or cultural significance and of importance to the community due to any of the following factors: It is one of the largest or oldest trees of the species located in the city; it has historical significance due to an association with a historic building, site, street, person or event; or it is a defining landmark or significant outstanding feature of a neighborhood.

I. "Landmark-eligible tree" means a tree which meets the criteria for designation as a landmark tree, as determined by the review authority.

J. "Located" or "location" of a tree means that place where any portion of the trunk of a tree is found at natural grade.

K. "Maintain" or "maintenance" means pruning, trimming, spraying, fertilizing, watering, treating for disease or injury or any other similar act which promotes growth, health, beauty and life of trees.

L. "Master street tree plan" means the comprehensive street tree plan approved by the city council, which lists the official street tree to be planted or replaced for all streets or sections of streets within the city. **PO 10-7**

M. "Mature tree" means an otherwise non-protected tree with a diameter-at-breast-height (DBH) of 19 inches or greater.

N. "Median" or "traffic island" means a raised area within a street not used for vehicular traffic.

O. "Multi-trunk" means any tree with multiple trunks attributed to a single tree. Each trunk shall be measured at a height of 4½ feet above natural grade, and the combined areas of the trunks shall be used to determine the tree's size for the purposes of this ordinance.

P. "Native tree" means any tree with a trunk more than 8 inches in diameter at a height of 4 ½ feet above natural grade that is one of the following species: Quercus agrifolia (Coast live oak), Quercus engelmannii (Engelmann oak), Quercus chrysolepis (Canyon oak), Platanus racemosa (California sycamore), Juglans californica (California walnut), Quercus berberidifolia (Scrub oak), Quercus lobata (Valley oak), Umbellularia californica (California bay), Populus fremontii (Cottonwood), Alnus rhombifolia (California alder), Populus trichocarpa (Black cottonwood), Salix lasiolepis (Arroyo willow), and Aesculus californica (California buckeye).

Q. "Official street tree" means an approved species of street tree designated in the master street tree plan.

R. "Parkway" means an area between the property line and the face of the curb, or an area between the property line and the area where the face of the curb would ordinarily be located.

S. "Property owner" means the person listed as the owner in fee simple of a lot or parcel with

the office of county recorder or lawfully exercising the power of the property owner with respect to said lot or parcel.

T. "Protected tree" means a native, specimen, landmark, landmark-eligible, mature (except for the trees in RS or RM-12 zones), or public tree.

U. "Pruning" means the removal of dead, dying, diseased, live interfering, and weak branches according to the most recent standards of the International Society of Arboriculture.

V. "Public benefit" means a public purpose, service or use which affects residents as a community and not merely as particular individuals.

W. "Public tree" means a tree located in a place or area under ownership or control of the city including but without limitation streets, parkways, open space, parkland and including city owned property under the operational control of another entity by virtue of a lease, license, operating or other agreement.

X. "Replacement matrix" means the table of requirements for replanting replacement trees on private property when removing protected tree/s per Finding 6 in Section 8.52.075

Y. "Specimen tree" means any tree meeting the criteria established by resolution of the city council by species and size of tree which is thereby presumed to possess distinctive form, size or age, and to be an outstanding specimen of a desirable species and to warrant the protections of this chapter.

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Z. "Street" means any public right of way regardless of whether it is described as a street, avenue, road, boulevard, drive, lane, court, place, alley, or by any other such designation.

AA. "Street tree" means any public tree whose trunk is located primarily within any parkway, public sidewalk, street median, traffic island or other right of way under the ownership or control of the city by easement, license, fee title or other permissive grant of use.

BB. "Tree" means a woody plant that has a single main trunk with clear apical dominance (i.e., one primary stem is significantly larger than the secondary stem/s).

(Ord. 6896 § 2 (part), 2002)

(Ord. No. 7184, § 2, 3-15-2010)

8.52.025 - Applicability.

The provisions of this chapter providing protection for specific trees shall apply as follows, unless excepted by provisions of this chapter.

A. Native and specimen trees located in the established front yard, required side yard, established corner yard, or required rear yard of all property located in a single-family residential or RM-12 multifamily residential zone, and in all areas of all other zoning districts within the city.

B. Landmark trees and trees that meet the criteria for designation as a landmark as determined by the review authority.

C. Public trees located at all places within the city.

D. Mature trees in all zoning districts except for trees on properties subject to the RS or RM-12 development standards.

(Ord. 6896 § 2 (part), 2002)

(Ord. No. 7184, § 3, 3-15-2010)

8.52.030 - City manager responsibilities.

The city manager shall:

A. By use of city employees, private contractors or authorized volunteers, plant, maintain and otherwise care for, or, if necessary, remove public trees.

B. Prepare an annual program for tree planting and tree care in public places of the city;

C. Recommend to the city council changes or additions to the master street tree plan as needed;

D. Inspect the planting, maintenance and removal of all public trees;

E. Develop maintenance standards as they relate to trees in public places.

F. Make determinations on public tree removal based upon tree reports prepared by certified arborists, other relevant facts, and upon established public tree removal criteria;

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G. Review development and construction plans as they affect mature, landmark, landmark-eligible, native, public and specimen trees;

H. Act as advisor to the design commission of the city;

I. Prepare and submit the tree protection guidelines, and the specimen tree list, and any revisions thereto to the city council for adoption by resolution;

J. Issue permits and make determinations specified under this chapter;

K. Maintain a comprehensive inventory of public trees; and

L. Act as the enforcement official who is designated to issue a compliance order or an administrative citation to enforce this chapter pursuant to Chapter 1.25 or 1.26, respectively, of this code.

(Ord. 6896 § 2 (part), 2002)

(Ord. No. 7184, § 4, 3-15-2010)

8.52.032 - Tree protection guidelines.

Tree protection guidelines are the standards and specifications for the protection of trees under this chapter. The tree protection guidelines, and any revision thereto, shall be effective as of the date of their adoption by resolution of the city council.

(Ord. 6896 § 2 (part), 2002)

8.52.040 - Consultation policy.

All departments, agencies and personnel of the city shall consult with the city manager prior to engaging in any action which would require the removal of, or which would otherwise substantially affect or seriously jeopardize the health of any existing public tree.

(Ord. 6896 § 2 (part), 2002)

8.52.050 - Design commission.

The design commission shall review, advise and make recommendations to the city council relating to the city's tree planting, maintenance and removal practices and proposed amendments to the master street tree plan.

(Ord. 6896 § 2 (part), 2002)

8.52.060 - Protection policy.

It shall be the policy of the city to protect and maintain mature and healthy trees. Special consideration shall be afforded mature, public, landmark, landmark-eligible, native and specimen trees as set forth in this chapter.

A. Incentives for the Preservation of Mature Trees. When considering an application for any permit or approval that preserves mature trees, a decision may be made through the design review process or other entitlement process to waive development standards or accept alternative solutions to assist in the preservation of these trees. The review authority or director, if there is no other review authority, may modify the development standards or accept alternative solutions to assist in the preservation of protected trees. Modifications may include a reduction to garden requirements, guest parking requirements, location of driveways and building height limits. The review authority may approve the modification of up to two development standards after first finding that:

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1. Applicant investigated alternative site designs and building footprints using existing development standards;

2. Tree/s to be preserved is/are in good health and condition (taking into account species and longevity) as determined by a certified arborist;

3. Project includes a well integrated and thoughtful design solution that enhances the property and its surroundings;

4. Project is not injurious to adjacent properties or uses, or detrimental to environmental quality, quality of life, or the health, safety, and welfare of the public; and

5. Project is consistent with the objectives and policies of the applicable design guidelines and the citywide design principles in the general plan.

(Ord. 6896 § 2 (part), 2002)

(Ord. No. 7184, § 5, 3-15-2010)

8.52.065 - Designation of landmark trees.

Any person or city agency may propose to the historic preservation commission that a tree meets the criteria set forth in Section 8.52.020 and should be designated as a landmark under Chapter 17.62 and, thereby, as a landmark tree under this Chapter 8.52.

(Ord. 6896 § 2 (part), 2002)

(Ord. No. 7184, § 6, 3-15-2010)

8.52.066 - Designation of native and specimen trees.

Designation of native, specimen and mature trees. All trees meeting the definition of native, specimen, landmark, landmark-eligible, or mature trees in Section 8.52.020 are automatically subject to the protections of this chapter, as of the effective date of the ordinance codified in this chapter.

(Ord. 6896 § 2 (part), 2002)

(Ord. No. 7184, § 7, 3-15-2010)

8.52.070 - Private property tree removal and landmark tree pruning permits—Applications.

A. Where other discretionary approval is requested: Where a property owner wishes to remove a tree protected under this ordinance as part of a plan for which a discretionary approval under Title 17 of this code is otherwise required, the application for discretionary approval shall also be deemed an application for a permit under this chapter to the decision maker for the discretionary approval. Any decision on the application for a permit shall be subject to the same procedures for appeal and call for review as a decision on the associated discretionary approval.

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B. Where no discretionary approval is requested: Where a property owner wishes to remove a tree protected under this ordinance on private property, and no other discretionary approval is required under Title 17 of this code, an application shall be made to the city manager or his/her designee for a permit according to the standard application procedures and submittal requirements set forth in Chapter 17.60 except that the decision shall be made in accordance with the time set forth in Section 8.52.075(B). A decision on an application shall be made according to the standards of this chapter and shall be subject to the same procedures for appeal and call for review set forth in Chapter 17.72 as if it were a decision of the director within the meaning of that chapter. No noticed public hearing shall be required for an application under this section unless otherwise required by another section of this code or state or federal law.

C. Landmark tree pruning. Any property owner desiring to prune a landmark tree located on their property shall make an application to the city manager on a form provided by the city to assure that the pruning shall be conducted according to the most recent standards of the International Society of Arboriculture.

(Ord. 6896 § 2 (part), 2002)

(Ord. No. 7184, § 8, 3-15-2010)

8.52.075 - Private property tree removal and landmark tree pruning permits—Issuance.

A. Any permit or approval which will result in injury to or removal of a mature, landmark,

landmark-eligible, native or specimen tree protected under this chapter shall be denied unless one of the following findings is made: (1) there is a public benefit as defined in Section 8.52.024(R), or a public health, safety or welfare benefit, to the injury or removal that outweighs the protection of the specific tree; or (2) the present condition of the tree is such that it is not reasonably likely to survive; or (3) tree is an objective feature of the tree that makes the tree not suitable for the protections of this chapter; or (4) there would be a substantial hardship to a private property owner in the enjoyment and use of real property if the injury or removal is not permitted; or (5) to not permit injury to or removal of a tree would constitute a taking of the underlying real property; or (6) the project, as defined in Section 17.12.020, includes a landscape design plan that emphasizes a tree canopy that is sustainable over the long term by adhering to the replacement matrix adopted by resolution of the city council and included in the associated administrative guidelines. Finding 6 shall not apply to permits or approvals seeking removal of a landmark tree and landmark-eligible trees. In addition, for removal of a landmark tree, any such permit or approval shall be denied unless procedures specified for removal of landmarks in Chapter 17.62 are first followed.

B. An application shall be granted, denied, or granted conditionally on the date of the associated discretionary decision, or, if none, within 15 business days after a complete application is made. The approval may be based on imposed conditions reasonably necessary to meet the standards of this chapter.

C. Alternative to Replacement Matrix Requirements. When using Finding 6 for removal of protected trees, the planting of required replacement trees on-site may be satisfied through the following alternative, in compliance with the city's regulations for the implementation of this chapter.

PO 10-7

1. Alternative Replacement Fee. The developer may request to pay a fee instead of planting on site up to 50 percent of the required number of replacement trees, as follows:

a. The amount of the fee shall be 100 percent of the appraised value of the tree/s that cannot be replaced.

i. Applicant must submit an application that includes: an appraisal by a certified arborist utilizing the most recent edition of the Guide for Plant Appraisal (published by the International Society of Arboriculture), the number replacement trees calculated using the replacement matrix, and a report by a certified arborist or landscape architect that determines that the number of required on-site replacement trees would inhibit healthy growth (e.g., overcrowding of new trees; interfere with roots and canopy of existing protected trees and street trees);

ii. Up to 50 percent of the required replacement trees must be planted on-site and the replacement fee shall be a maximum of 50 percent of the appraised value of all trees to be removed, prorated as necessary.

b. The review authority may approve an alternative replacement fee only after first making all of the following findings:

i. Applicant investigated alternative site designs and building footprints using existing development standards;

ii. Placing the required number of replacement trees on site with existing plan is not conducive to a sustainable landscape plan (e.g., overcrowding with existing or new trees; occluding important view corridors; disrupting the configuration of existing open

space; or a landscape design which has historic or aesthetic importance; interfering with existing site features—walls, driveways, berms, planting beds, pergolas—which have historic or aesthetic importance);

iii. A minimum of 50 percent of the required replacement trees are on-site and the spacing and selection of the proposed trees and the landscape design contributes to the city's long-term goals of a sustainable urban forest as determined by the city's arborist;

iv. Project includes a well integrated and thoughtful design solution that enhances the property and its surroundings;

v. Project is not injurious to adjacent properties or uses, or detrimental to environmental quality, quality of life, or the health, safety, and welfare of the public; and

vi. Project is consistent with the objectives and policies of the applicable design guidelines and the citywide design principles in the general plan.

c. One-half of the alternative replacement fee required by this subsection shall be paid (or alternate security provided in a form acceptable to the director of finance) before issuance of a building permit for any part of the project. The remainder of the fee shall be paid before a certificate of occupancy is issued for any portion of the project.

d. Fees collected in compliance with this section shall be specified for additional plantings that are above and beyond the city's regular planting programs.

PO 10-7

(Ord. 6896 § 2 (part), 2002)

(Ord. No. 7184, § 9, 3-15-2010)

8.52.076 - Work on public trees.

Public trees. No permits will be issued to any person or entity for pruning or removal of public trees, and all pruning and removal of public trees shall be undertaken by employees or contractors of the city pursuant to Section 8.52.080. Any person desiring to initiate special maintenance or removal of a public tree by the city, may make a written request to the city manager and pay the costs of service and replacement at rates set by resolution of the city council, should the request be granted. Any such request will be considered based on the provisions of this chapter, established public tree removal criteria, other ongoing public tree work and available resources.

(Ord. 6896 § 2 (part), 2002)

8.52.077 - Tree relocation.

If recommended by a certified arborist or landscape architect, proposals to relocate a protected tree shall be considered by the review authority if after receiving an approval, the applicant posts a performance bond (or alternate security provided in a form acceptable to the director of finance) in an amount equal to 100% of the appraised value of relocated tree/s, calculated using the most recent edition of the Guide for Plant Appraisal published by the International Society of Arboriculture) to ensure that the relocated trees are properly established and maintained for three years. Landmark trees are ineligible for relocation.

(Ord. No. 7184, § 11, 3-15-2010)

8.52.080 - Exemptions—No permit required for certain pruning and removal.

A. No permit is required to prune a native or specimen tree on private property as long as the tree is not injured.

B. No permit is required to prune, injure or remove a tree that is not explicitly protected by this chapter.

C. Where immediate action is required for the protection of life or property, no permit is required to remove or to injure a protected tree which has been determined to be hazardous, by the city manager or his/her designee, any police officer or any fire fighter, after inspection of the tree.

D. No permit is required for city employees or contractors of the city to do the following: to prune native, public or specimen trees under the direction of the city manager; to prune native, public or specimen trees as required for compliance with statewide regulations applicable to trees around electrical lines; to injure or remove native, public or specimen trees as the city manager has determined is necessary or prudent for the public health, safety or welfare provided advance notice is given by the city manager to the city council unless advance notice is not feasible, in which case notice will be given promptly thereafter. All tree removal shall be otherwise consistent with adopted public tree removal criteria.

E. No permit is required to prune, injure or remove a tree on a project for which a variance, conditional use permit or design review approval has been obtained from the city prior to the effective date of this chapter or for a project for which a valid building permit has been lawfully issued by the city prior to the effective date of this ordinance.

PO 10-7

F. No permit is required for any tree removal undertaken to cover the city-owned drainage channel known as the East Side Storm Drain as shown on Drawing No. 5095 on file in the offices of the city department of public works and transportation.

(Ord. 6896 § 2 (part), 2002)

(Ord. No. 7184, § 10, 3-15-2010)

8.52.085 - Prohibited acts.

The following are prohibited acts under this chapter unless expressly exempted:

A. Landmark Tree. To prune, injure, or to remove without a permit, a landmark tree located anywhere in the city.

B. Native Tree. To injure, or to remove without a permit, any native tree located in the established front yard, required side yard, established corner yard, or required rear yard of all property located in a single-family residential or RM-12 multifamily residential zone, and in all areas of all other zoning district anywhere in the city.

C. Public Tree. To prune, to injure or to remove a public tree located anywhere in the city.

D. Specimen Tree. To injure, or to remove without a permit, any specimen tree located in the established front yard, required side yard, established corner yard, or required rear yard of all property located in a single-family residential or RM-12 multifamily residential zone, and in all areas of all other zoning districts anywhere in the city.

E. Landmark-Eligible Tree. To injure, or to remove without a permit, any landmark-eligible tree located in the established front yard, required side yard, established corner yard, or required rear yard of all projects subject to RS and RM-12 development standards, and in all areas of all other zoning district anywhere in the city.

F. Mature Tree. To injure, or to remove without a permit, any mature tree located in any zone except projects subject to RS and RM-12 development standards.

G. To plant a tree of a species other than the official street tree in a parkway, median or traffic island, and a violator shall be subject to a civil penalty.

H. To fail to adhere to the terms and conditions of any permit issued under this chapter.

I. To fail to adhere to the terms of any tree protection plan imposed as a condition of any discretionary land use approval or development agreement with the city.

(Ord. 6896 § 2 (part), 2002)

(Ord. No. 7184, § 12, 3-15-2010)

8.52.090 - Sidewalk and street repair.

The repair of sidewalks, curbs, gutters or streets may create a need to prune tree roots to the extent that the tree is damaged or becomes unstable. When this occurs, the city manager, whose decision shall be final, shall give consideration to the following in lieu of action that may damage, destabilize or cause the removal of a tree:

PO 10-7

A. To not make such improvements;

B. To displace the sidewalk laterally away from the tree trunk, either locally for each tree, or uniformly along length of the street;

C. To displace the curb and gutter laterally into the paved roadway of the street, either locally, or uniformly along a length of the street, which in some cases may necessitate the prohibiting of street parking of vehicles at all times, provided such displacement does not create traffic hazard, or conditions adverse to proper street sweeping or drainage;

D. To defer repairs with temporary asphalt patch to eliminate hazard;

E. To widen the parkway;

F. To relocate the sidewalk or curb;

G. To eliminate the sidewalk on one side of the street;

H. To raise the sidewalk.

(Ord. 6896 § 2 (part), 2002)

8.52.100 - Hazards—Private property.

It shall be unlawful and a violation of this chapter to allow any tree, shrub or plant located primarily on private property to create a hazard or to create danger or likelihood of harm to any public place, public

area, parkway or street or to public health, safety or welfare.

(Ord. 6896 § 2 (part), 2002)

8.52.110 - Protection of trees during improvements.

During the construction, repair, alteration, relocation or removal of any building, structure or accessory structure in the city, no person in control of such work shall leave any protected tree without sufficient guards or protections to prevent injury to the protected tree, in connection with such construction, repair, alteration, relocation or removal and it shall be unlawful and a violation of this chapter to do so.

Condition monitoring shall be required for all projects with affected protected trees and/or the planting to ensure that trees are properly established and maintained for three years.

(Ord. 6896 § 2 (part), 2002)

(Ord. No. 7184, § 13, 3-15-2010)

8.52.120 - Attachments to street trees.

No person shall, without the written permission of the city manager, attach or keep attached to any public tree, street tree, shrub or plant in any street, park or other public place of the city, or to the guard or stake intended for the protection there of, any wire, rope, sign, nail or any other device whatsoever.

(Ord. 6896 § 2 (part), 2002)

PO 10-7

8.52.140 - Interference.

No person shall interfere with any city employee or city contractor acting under this chapter.

(Ord. 6896 § 2 (part), 2002)

8.52.150 - Notice of public tree removal.

The city manager shall give at least 10 days written notice to abutting property owners prior to the removal of any public tree. No notice shall be required to be given, however, if the public tree has been determined to be hazardous under the standards in Section 8.52.080(C). In the event of a decision under this chapter for the removal of 3 or more public trees in an area, the city manager shall also notify the city council, the design commission and any neighborhood organizations located in such area which are known.

(Ord. 6896 § 2 (part), 2002)

8.52.155 - Prosecution of violations.

A violation of any provision of this chapter shall be prosecuted as a misdemeanor or infraction at the option of the city prosecutor and as further set forth in Section 8.52.150 with respect to penalties and administrative proceedings.

(Ord. 6896 § 2 (part), 2002)

8.52.160 - Penalties and administrative proceedings.

A. Misdemeanors. Any person who violates any provision of this chapter and is convicted of a misdemeanor shall be punished by a fine of not more than $1,000.00 or by imprisonment for a period of not more than 6 months or by both such fine and imprisonment.

B. Infractions. Any person who violates any provision of this chapter and is convicted of an infraction shall be punished by a fine of not more than $250.00. Each person convicted may be deemed guilty of a separate offense for every day during any portion of which any violation is committed or permitted.

PO 10-7

C. In addition to the penalty provisions of subsections A and B of this section, violations of Sections 8.52.085, 8.52.100, 8.52.110, 8.52.120 or 8.52.140 may be subject to the administrative proceedings set forth in Chapters 1.25 and 1.26 of this code, including, but without limitation, civil penalties, late payment penalties, administrative fees, other related charges and, to the maximum extent permitted by law, tree replacement costs as established by resolution of the city council.

(Ord. 6896 § 2 (part), 2002)

8.52.165 - Remedies not exclusive.

To the maximum extent permitted by law, administrative remedies specified in this chapter are in addition to and do not supersede or limit any and all other remedies, civil or criminal. The remedies provided for herein shall be cumulative and not exclusive.

(Ord. 6896 § 2 (part), 2002)

RESPONSE TO COMMENT LETTER NO. PO-10
Natasha Walton, M.S., and Erik Walton
April 22, 2015

PO 10-1 The comment is introductory and acknowledges the Project's incorporation of open space and other environmentally friendly policies. The comment does not specifically address the Draft EIR's adequacy. No further response is necessary.

PO 10-2 While ZCU Lighting Chapter 17.14 addresses this comment, the City can include a policy in the General Plan to further emphasize this important issue in Upland. This could be added as Policy OSC-1.7 using the language above. A general standard may be placed in the Zoning Code to indicate that the Development Services Director may require such type of lighting within recreational facilities, pedestrian areas or other targeted areas such as entry points to deter crime and enhance public safety (in Section 17.14.030).

PO 10-3 A new policy will be included under Goal OSC-2 and an action measure added for the City to research and prepare a tree preservation ordinance, as follows:

> *New GPU Policy OSC-2.6 Tree Preservation. Promote the preservation of Upland's large mature trees that occupy both public and private property through the preparation of a Tree Preservation Ordinance. Include the identification and protection of landmark trees, meaning trees of historic or cultural significance.*

PO 10-4 The commenter requests that the Project include policies that would minimize solid waste generation by private businesses and public services. The City may include a policy as this will further the City's greenhouse gas reduction goals related to solid waste production. However, further research will need to be conducted to prepare action measures that will implement this policy.

PO 10-5 The text on Draft EIR page 5.10-6 is revised in the Final EIR, as follows:

WILDLIFE HABITAT AND MOVEMENT CORRIDORS

Due to the high degree of urbanization within City limits, ~~there are~~ no ~~significant~~ wildlife corridors traverse or are adjacent to the City. ~~Only urban adaptable wildlife species remain, including rabbits, ground squirrels, mice, raccoons, possums, skunks, coyotes and feral cats. Since much of the City is urbanized, the most commonly observed birds include crows, starlings, house finches, house sparrows, mourning dove, rock pigeon and Brewer's blackbirds.~~ Areas adjacent to open spaces ~~areas~~, such as those within the San Antonio and Cucamonga Creek drainages~~,~~ areas also serve as habitat. ~~have a high potential for the presence of other birds not usually~~

~~seen in urban areas. Such avian life may include the California quail, various species of hawks, western meadowlark, and the brown towhee.~~

COMMON/URBAN SPECIES

Urban adaptable wildlife species exist throughout the City, including rabbits, ground squirrels, mice, raccoons, possums, skunks, coyotes and feral cats. Since much of the City is urbanized, the most commonly observed birds include crows, starlings, house finches, house sparrows, mourning dove, rock pigeon, and Brewer's blackbirds. Areas adjacent to open space areas have a high potential for the presence of other birds not usually seen in urban areas. Such avian life may include the California quail, various species of hawks, western meadowlark, and the brown towhee.

PO 10-6 This is a concluding comment and does not address the Draft EIR's adequacy. No response is necessary.

PO 10-7 This is an attachment the commenter refers to in the aforementioned comments. No response is necessary.

COMMENT LETTER PO-11

Dean Mills
311 Julia Ct.
Upland, CA 91784

May 10, 2015

Mr. Jeff Zwack
Development Services Director
City of Upland
460 N. Euclid Ave.
Upland, CA 91786

Dear Mr. Zwack,

At the Planning Commission Meeting on April 22, 2015, I spoke during the Oral Communications period and presented a list of questions and additional information needed regarding the General Plan Update. A written copy of my questions and document request was given to Chairman Schwary who acknowledged receipt at the meeting and further stated a copy would be given to Staff to prepare answers to each item. Attached is a copy of the list.

Please advise me when the information requested will be available for my review. I respectfully hereby request that the answers be provided to me in writing prior to the next Planning Commission Meeting. The issues involved are complex with massive details that need full transparency and availability to residents for their review and understanding of all intended and unintended consequences that may impact them individually or collectively. A brief slide response at a meeting is not acceptable. Sufficient time is needed to review and fill in any missing gaps.

PO 11-1

Upon written receipt of the requested answers and documents, I would appreciate an opportunity to discuss them with you.

Thank you in advance for your expected cooperation.

Sincerely,

Dean Mills

Upland General Plan Update
Questions 4/22/2015 Planning Commission Meeting
Dean Mills – 311 Julia Ct., Upland

Upland City government is still under the shadow of corruption from a previous mayor and previous city manager. Both were involved in the General Plan Update process at some time, so it is critically important that there be sunshine and complete transparency now on the planning process and recommendations. Upland residents deserve to have complete and total access to the true facts about the future of their "small town" city.

1. The United States Supreme Court's 2005 ruling in *Kelo v. New London* allowed the city government to take Susette Kelo's home so a developer could replace it with condos and stores. It's possible that a private property owner on Foothill or some other part of the city won't sell to a developer and thus stops the project. What guarantee is there that the City will not use Eminent Domain to seize the property and resell it to a developer?

2. Why was the Uplandnextsteps.org web site taken down?

3. The Uplandnextsteps.org web site said the topics were Documents, Presentations, Maps and Stakeholder Interview Summary Memo. Where is the interview summary memo and how do we see it? Where are all the survey results?

PO 11-2

4. Need a chart of all items in the General Plan Update (GPU) that are required by law, with citations, and all items or issues in the GPU that are optional, with detailed reasons why they were included. In the February 25, 2015 Planning Commission minutes there is a mention that optional elements have been included in the plans.

5. There needs to be a current financially constrained analysis of each plan element, and put on the City's website for public viewing.

6. Can you guarantee that our property taxes and sales taxes will not go up because of the GPU?

7. Since Cable Airport is a private business, who paid for cost of studying and preparing the whole Cable Airport plan?

8. In the Planning Commission Report dated April 22, 2015, under Changes to Permitted Land Use for Single Family Residential, specifically, what types and

kinds of government facilities would now be allowed in a single family residential zone?

9. The GPU private school policy on traffic and off-street parking requirements, with its associated land acquisition, is such a high cost barrier that it effectively eliminates new private school development. They should have a waiver or exclusion.

10. What promises, agreements or informal understandings have been made by any City employee or elected official or any City related department or agency, to any individual, company, organization, agency or any other entity or party, on any issue related to or covered in the GPU or related documents?

11. Give details on all the various and related future developer impact fees expected to be assessed under the GPU and how the fees will be calculated, how specifically the funds will be used or put in reserve, and under what conditions can any fee be waived or reduced? Compare the anticipated fees to the anticipated future costs of providing the services.

PO 11-2

12. Are there any contingency or trigger events in the plan and how are they activated and the consequences?

13. Under the GPU or other city ordinances, are there any provisions for City loans, City grants or other assistance of City resources to any private developer?

14. Need a list of all development incentives, direct or indirect, offered to developers or any other party as a result of the GPU or other City measures.

15. To better understand the GPU planning process and issues, we need to have all prior Planning Commission minutes put on the City website.

16. In the Planning Commission Report dated April 22, 2015, under Extension of Public Review Period, it states that the Public Review Draft of the EIR, GPU, *ZCU, CAP and CALUCP were released for a 45-day review period beginning* March 9, 2015 through April 22, 2015. The utility bill notice only said the Draft EIR was for public review and not the other documents. This seems to very confusing and misleading. What can be done in the name of transparency to allow more time for the residents to review and get specific answers to questions in the other documents not specifically or fully addressed in the EIR?

RESPONSE TO COMMENT LETTER NO. PO-11
Dean Mills
May 10, 2015

PO 11-1 The commenter requests that his previous questions regarding the Project (dated April 22, 2015) be answered and submitted to him prior to the next Planning Commission meeting. Responses to commenter's previous comments are provided in Responses PO 8-1 to PO 8-15.

PO 11-2 This comment is comprised of the questions submitted on April 22, 2015. Refer to Responses PO 8-1 to PO 8-15.

COMMENT LETTER PO-12

RECEIVED
MAY 13 2015
DEVELOPMENT SERV DEPT

From: Marilyn Mills
311 Julia Court
Upland CA 91784

To: Jeff Zwack, Director
Development Services Dept. City of Upland
460 N. Euclid, Upland 91786

13 May 2015

RE: Public Review Draft EIR – Water Plan

Dear Jeff,

In reading the EIR for the Draft General Plan, I have found on page 5.15-5 that to be in compliance with the Urban Water Management Planning Act, the City prepared the 2010 Urban Water Management Plan which found that the City's water supplies are sufficient to meet projected usage for normal year, dry year and multiple dry year scenarios extending to the year 2035.

This 2010 assessment has been used in approving the Specific Projects and Housing Element documents and is now included in the EIR waiting to be approved with the overall General Plan. **PO 12-1**

Also, according to the UWMP Act that water plan must be updated every five years. It has been five years since the plan has been prepared and the water situation in the State and City has drastically changed since 2010, which by the way, was a very "wet" year which influenced the numbers in the Plan.

I would like to request that the approval of the EIR for the General Plan and accompanying documents be put on hold until the required 2015 Urban Water Management Plan for Upland is completed. I believe that as you take into account the current historic drought statistics given by the various Water Agencies, the fact that some of the local wells Upland relies on are sucking air, and that our Governor signed an executive order on April 1 that Californians, specifically Upland needs to cut back water usage by 36%, that the water supply will be found to be insufficient for 1,589 new housing units planned to house an intended population growth of 8,000+ new residents as set out in the new General Plan documents. **PO 12-2**

I attended a meeting on water and development yesterday sponsored by a Commercial Real Estate developers networking organization, CREW-IE. One of the panelist, which panel was made up of various water agencies' general or assistant general managers, Joe Grindstaff, GM Inland Empire Utilities Agency, announced that his agencies' guiding planning principle is to "plan for a deeply uncertain future". I believe this to be sound advice for Upland as well. **PO 12-3**

The citizens are very baffled how they can be required to cut back 36% of their water usage AFTER they have already cut back in many cases in major ways, and yet the City can announce new housing projects one after the other that will require our precious, already stressed, water **PO 12-4**

reserves to be shared with new residents just to increase the tax base. The City needs to "live" within its means both financially and in regards to water use and put on hold any new projects until the drought is officially over and the assessment numbers show accurate water levels to sustain them -- without relying on buying water expensive from other sources – which may not be possible during any drought. This is common sense.

PO 12-4

I would ask that you reply in writing by May 21st as to give me sufficient time to review your reply before the next Planning Commission meeting on May 27th.

PO 12-5

Thank you for your help with this matter.

Sincerely,

Marilyn Mills

CC: Gary Schwary, Chairman, Planning Commission
Ray Musser, Mayor
Glenn Bozar, Mayor Pro Tem
Carol Timm, Council Member
Gino Fillipi, Council Member
Debbie Stone, Council Member

RESPONSE TO COMMENT LETTER NO. PO-12
Marilyn Mills
May 13, 2015

PO 12-1 Refer to Response PO 3-2. The commenter notes that it has been five years since the preparation of the City's 2010 UWMP. According to the California Department of Water Resources, all 2015 UWMPs are required to be completed by July 1, 2016.

PO 12-2 Refer to MR-5 and MR-6, and Response PO 3-2. The commenter requests that approval of the EIR be postponed until the 2015 UWMP is adopted. The commenter notes the current state of the California drought and its effects on the proposed Project. In response to the comment, the City is following State mandates to address the immediate need of water conservation on a local level. Regardless of the adoption of the GPU and corresponding growth projections, State and local provisions address water supply on a project-by-project basis and on the occurrence and degree of drought.

In the most recent Executive Order B-29-15, No. 7 reads "the Water Board shall prohibit irrigation with potable water outside of newly constructed homes and buildings that is not delivered by drip or microspray systems." The State has not placed a moratorium on new growth; other State and regional requirements (i.e., Regional Housing Needs Assessment) are in place that require the allowance for new housing and the accommodation of population growth. Instead, a massive effort is underway to be much more conservative in our water use on a per capita basis. Given the cyclical nature of drought in California, we must do more as a community to reduce water use through proper landscaping, irrigation, stormwater management and water storage.

A new policy will be added to Goal PFS-8 in the GPU to ensure the continual update and implementation of the Urban Water Management Plan. Other policies are in place to strengthen water conservation measures in the City under the same goal.

The provisions of Senate Bill 221 require that the Upland City Council condition the approval of a new housing subdivision upon proof of sufficient water supply, not only for the proposed subdivision, but also existing and planned future uses, including, but not limited to, non-residential land uses. As soon as the new 2015 UWMP is adopted, new subdivisions will be required to adhere to the new conditions and water supply projections. In other words, regardless of the General Plan EIR water supply impact analysis under the 2010 UWMP, new projects will be required to demonstrate adequate supply based on the most updated UWMP.

In addition, the City is using its executive powers to enforce conservation measures in Upland in compliance with most current State Executive Orders. Chapter 13.16 of the UMC enables the City Council the power to enforce a year round conservation program for various stages of drought, including moderate water shortages, high shortages and severe shortages, in addition to other restrictions imposed by the State. Therefore,

moving forward on the updated General Plan will not change the City's requirement to continue to be consistent with the most current UWMP, Municipal Code and State mandates.

PO 12-3 The commenter alludes to planning principles for the Inland Empire Utilities Agency with regard to water supply, and suggests the City of Upland adopt similar principles. The commenter's suggestions are noted and will be considered by the City's decision-makers during their deliberations on the Project.

PO 12-4 Refer to MR-5, MR-6, and Response PO 3-2.

PO 12-5 The commenter requests that her comments be answered and submitted to her by May 21, 2015 to have ample time to review prior to the next Planning Commission hearing. Refer to Response PO 1-1.



Kit and Betty Evans
2065 N. Palm Ave.
Upland, CA 91784
(909) 982-6067
Kitandbets@reagan.com

May 20, 2015

Kari Johnson
Development Services Department
Upland City Hall
460 N. Euclid Ave.
Upland, CA 91786

Dear Upland City Planner,

I understand that there is a proposal before the City Council regarding Mixed Use Housing (MUH) along Foothill Blvd. I was born at San Antonio Hospital in 1940, attended Upland Schools and Upland High as well as Chaffee High School, I have lived in Upland most all my life and am shocked to think that we need this type of housing for 8,000 new residents, which I understand are mostly low income. My question is, why have so many other cities rejected this type of housing and yet Upland, "The City of Gracious Living" is considering this type of housing which we all know will become slums and bring on increased crime, reduce property values, not to mention increased use of City water, which is in short supply anyway. **PO 13-1**

We already have low income housing in the City and we do not need to add more to our beautiful city. As mentioned previously, with high density, low income housing our crime rate will increase. Crime is already increasing within our city. In our neighborhood, there have been young men boldly going from house to house ringing door bells after midnight, smashing patio doors and taking what they want. We recently had our car broken into while parked in our driveway and contents take with a value of over $1,000. **PO 13-2**

The only people who benefit from building high density apartments are the contractors who take their money and leave us with a mess. They have been trying to sell his idea to other California cities. Some have rejected this plan and others, that have moved forward, have inherited an eye sore. We do NOT need this in our city. **PO 13-3**

You must live up to the trust residents have placed in you. Represent them rather than pursuing your private interests. We must reject this plan and save the residents of Upland from this blight upon society.

Yours truly,

Kit and Betty Evans

RESPONSE TO COMMENT LETTER NO. PO-13
Kit and Betty Evans
May 20, 2015

PO 13-1 Refer to MR-5, M-6, and MR-8, as well as Responses PO 3-1 and PO 3-2.

PO 13-2 Refer to Response PO 3-1.

PO 13-3 The commenter provides statements opposing high-density housing in Upland, and does not address the Draft EIR's adequacy. The commenter's concerns are noted and will be considered by the City's decision-makers during their deliberations on the Project.

May 21, 2015

Keri Johnson
Development Services Department
Upland City Hall
460 N. Euclid Ave.
Upland, California 91786

Dear Upland City Planner,

We moved to Upland 43 years ago. Before we selected Upland, we evaluated Glendora, Claremont, and Cucamonga. Upland was "The City of Gracious Living." We found a custom house by Matreyek Homes on a one-half acre lot. It was close to my work in research at Xerox in Pomona, and we had great schools for our children: Valencia Elementary, Pioneer JHS, and Upland HS. All of our children have graduated from college and we have retired to enjoy our home in Upland. **PO 14-1**

What is happening? The Planning Commission wants to build Mixed-Use Housing (MUH) including low income housing for more than 8000 new residents without a consensus of Upland's residents. **PO 14-2**

Where will you find the water? Water is already in short supply in Upland and throughout this state.

Crime will increase with high-density and low income housing. Crime has already increased. A group of young men is going through houses in north Upland. They are very bold. They smash patio doors and take what they want. Last week, a friend on San Antonio had their Honda mini-van taken from their driveway. The next morning the same vehicle was stolen again in Covina. It was taken from the original thieves during a drug transaction. They reported it stolen from them and were arrested. The car has not been found. **PO 14-3**

The only people who benefit from building high density apartments are the contractors who take their money and leave a mess. This idea has been presented to other California cities. Some have rejected this plan. Others, like Culver City, have inherited an eye sore. They have 8 blocks wide by 8 blocks deep of high rise apartments, many of which are vacant. **PO 14-4**

You and the city council must live up to the trust residents have placed in you to represent us rather than pursuing your private interests. We must reject this plan and preserve Upland for future generations .

Yours truly,

Jan and Ruth Snyder
380 Veronica St.
Upland, California 91784

RESPONSE TO COMMENT LETTER NO. PO-14
Jan and Ruth Snyder
May 21, 2015

PO 14-1 The commenter provides an introductory statement detailing their history in Upland. The comment does not address the Draft EIR's adequacy. No response is necessary.

PO 14-2 Refer to MR-5 and MR-6, and Response PO 3-2 with regard to water supply. Refer to MR-8 and MR-9 with regard to low-income housing.

PO 14-3 Refer to Response PO 3-1.

PO 14-4 The commenter provides statements opposing high-density housing in Upland, and notes unsuccessful examples of California communities with high-density housing. Refer to MR-2. The commenter's concerns are noted and will be considered by the City's decision-makers during their deliberations on the Project.

May 2015

c/o Keri Johnson, Dev. Svc. Dept.

Upland City Hall

460 N. Euclid Avenue

Upland, CA 91786

To Whom It May Concern:

We have been informed that a General Plan has been developed which calls for 1,589 new housing units between the corridor of Mountain and Euclid on Foothill and that these units could house as many as 8,000 residents. Most of the current residents aware are disheartened with this thought knowing that our beautiful city of Upland will never be the same. Over the past 50 years, we have reared our children and acquired professional positions nearby and enjoyed a satisfying community with low crime and good leaders in which we could trust to make the hard decisions that would keep our city sound and safe for the future. **PO 15-1**

We must ask you and City Council to reverse this new "Plan". This type of mixed-use housing development has proven to bring on over crowded streets and stores, substantial crime, less water availability and a major "eye sore". We understand that the City is having major financial woes at this time, but this is not the way to fix the problem. History will prove that those who are long time residents will move if this goes through and our wonderful community will be on a downward spiral. We come from Engineering and Risk Management backgrounds and understand budgets, financing, projections and some of the other issues the City is facing. The corrections should have made all along the way and were not. Now this "Plan" is being considered to alleviate some of the pressures from the out of control budgets, due to pension woes, Upland High School low enrollment, etc. This "Plan" may fix those current problems, but will cause much larger problems lurking in the future. **PO 15-2**

Please stand-up for the citizens of this community to help keep Upland safe, uncrowded, save our water, etc. and allow our town to continue to be the "City of Gracious Living". We have entrusted you all to follow through on your commitments to the current residents. **PO 15-3**

Gary and Donna Bales

Gary and Donna Bales

421 W. Veronica Street

Upland, CA 91784

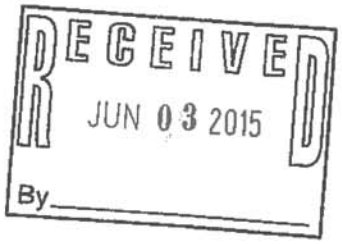
RESPONSE TO COMMENT LETTER NO. PO-15
Gary and Donna Bales
May 26, 2015

PO 15-1 The commenter provides an introductory statement detailing their concern with high-density residential uses associated with the proposed Project. Refer to MR-2. The commenter's concerns are noted and will be considered by the City's decision-makers during their deliberations on the Project.

PO 15-2 Refer to MR-5 and MR-6, as well as Responses PO 3-1 and PO 3-2. The comment describes the commenter's concerns with the proposed Project, and notes that the Project will result in increased crime and less water availability. The commenter's concerns are noted and will be considered by the City's decision-makers during their deliberations on the Project.

PO 15-3 The comment is a concluding statement and reiterates the commenter's concerns with the Project. The comment does not address the Draft EIR's adequacy. The commenter's concerns are noted and will be considered by the City's decision-makers during their deliberations on the Project.

COMMENT LETTER PO-16



Keri Johnson

Developmental Services Department

Upland City Hall

460 N. Euclid Ave.

Upland, CA 91786

May 27, 2015

Dear Upland City Planner, Keri Johnson,

Last night I attended the Upland City Council meeting and heard all the argumenta against the high density project proposed for the Foothill corridor. The arguments against the proposal were very convincing. I also wonder why there was only one proposal considered. With that I have a proposal that will benefit the city in two ways.

My proposal is, instead of high density housing above businesses on the Foothill corridor why not think about doing something like that in downtown Upland on Second Street. First of all, the amount of people it would service would be less, about 1000 which will not put such a demand on our water and services. Second, it would revitalize the downtown area by making the buildings and businesses a more modern architecture so it would be more visually appealing to bring people downtown. It would also be an incentive for businesses that people would patronized to come to the area. Third, it was discussed about people using the Metrolink as a reason for the plan. You can't get much closer to the Metrolink Station than downtown.

PO 16-1

We like our city as a suburban area. We do not want a city atmosphere. That is why we moved here. I have been a resident in Upland for almost 40 years. I like it here because of the simple atmosphere and the low crime rate. This plan has a potential of ruining both of these.

PO 16-2

Thank you for your attention. Please rethink what is proposed and keep our city as it is.

Sincerely,

Linda Bryant

Linda Bryant

2063 Redding Way

Upland, CA 91784

909 981-8703

ljbryant@roadrunner.com

RESPONSE TO COMMENT LETTER NO. PO-16
Linda Bryant
May 27, 2015

PO 16-1 The commenter provides an alternative to the proposed Project. Specifically, the commenter proposes to implement mixed-use residential uses in downtown Upland on Second Street rather than along Foothill Boulevard. Refer to Draft EIR Section 6.0, *Alternatives*, which includes a reasonable range of alternatives in compliance with CEQA requirements. The commenter's proposal has been noted and will be considered by the City's decision-makers during their deliberations on the Project.

PO 16-2 Refer to Response PO 3-1. The commenter requests that Upland remain a suburban area, and to not become more urban through the proposed Project. The comment does not address the Draft EIR's adequacy. The commenter's concerns are noted and will be considered by the City's decision-makers during their deliberations on the Project.

Safe Routes to School National Partnership

SOUTHERN CALIFORNIA

June 9, 2015

Ray Musser and City Council members,
City of Upland, 460 N. Euclid Ave, Upland 97186

RE: General Plan update

Mayor Ray Musser and City Council Members,

The Safe Routes to School National Partnership (National Partnership) would like to thank the staff for extending the comment period to allow community members to weigh in on the City's 2015 General Plan update, as well as the informational support provided in the PowerPoint study sessions. Creating a General Plan that is responsive to the growing City's demands is imperative to ensuring community prosperity. **PO 17-1**

The National Partnership's mission is to advance safe walking and bicycling to and from schools, and in daily life, to improve the health and well-being of children and to foster the creation of livable, sustainable communities

We are pleased to see the Circulation element include policies that support a Non-Automotive Transportation System that serves a network of multi-modal users, especially those that walk and bike. The Upland General Plan draws from policies that we support including Complete Streets Roadway standards (Policy CIR-3.2) and the San Bernardino Non-Motorized Transportation Plan. We also are pleased to see a policy around support Safe Routes to School (Policy CIR-3.3). **PO 17-2**

According to SANBAG's Safe Routes to School Focus Area Analysis, eight Upland schools were within their focus analysis. We hope the information within the focus analysis will help the City of Upland prioritize funding for these schools, many of which are considered to be in Free and Reduced Lunch programs. Supporting walking and biking infrastructure in low-income communities is especially important, as students within these schools are twice as likely to use active transportation methods. In light of recent tragic events at Cabrillo Elementary School, we hope to see the implementation of active transportation policies and funding practices that support prioritized schools. We look forward to working with the City of Upland on the implementation of Active Transportation policies and how the community can benefit from more safe walking and biking. **PO 17-3**

Sincerely,

Demi Espinoza Regional Policy Manager, Safe Routes to School National Partnership

RESPONSE TO COMMENT LETTER NO. PO-17
Demi Espinoza, Regional Policy Manager
Safe Routes to School National Partnership
June 9, 2015

PO 17-1 The comment is an introductory statement and does not address the Draft EIR's adequacy. No response is necessary.

PO 17-2 The comment acknowledges the Project's incorporation of non-automotive transportation policies, and a policy supporting the Safe Routes to School program. The commenter's support of the proposed Project has been acknowledged and is noted by the City's decision-makers.

PO 17-3 The comment refers to the San Bernardino Associated Governments (SANBAG) Safe Routes to School Focus Analysis, and encourages the use of the analysis and active transportation policies to prioritize funding for schools. The comment also encourages walking and biking infrastructure in the City. The proposed Project includes Policy CIR-3.5, Bicycle Education and Enforcement, which requires maintenance and promotion of a comprehensive safety awareness program for cyclists and drivers, and Action CIR-3.2, Grant Applications, which promotes grant applications for available Safe Routes to School funding programs to improve circulation around Upland Schools (see Draft EIR page 5.4-74).

June 13, 2015

Business Owners at Central Village

397 N. Central Ave Upland CA

Keri Johnson
City of Upland
Development Services Administration
460 N. Euclid Ave
Upland Ca. 91786

Dear Sir/Madam

The proposed zone changes from (Highway Commercial) HC and (Highway Commercial) CH(S) appear arbitrary. Is there a specific reason to change some zoning from CH(S) to (Commercial/Residential Mixed-Use) C/R-MU while leaving others unchanged.

The Central Village complex was zoned CH(S) from its inception and is now proposed to be changed to C/R-MU. The Walmart Store and McDonald's Restaurant at the intersection of ~~Central~~ BENSON Ave and Foothill, both zoned CH, were left unchanged. How would the proposed zoning changes along Foothill Boulevard and Central Avenue of established developments benefit the overall community of Upland?

PO 18-1

CC: Jeff Zwack Development Services Director, Rod Butler City Manager, Tonya Pace Senior Planner Mayor Ray Musser, Mayor Pro Tem Glenn Bozar, Councilmember Gino L. Filippi, Councilmember Debbie Stone, Councilmember Carol Timm

Interested Business owners

N CENTRAL AVE.
395, 397, 399, 415A

Anastasia Panagiotakis
Robert P. Byrne DC. 481-B
Hilda Flores

413 N. Central
Suite A

unit 417A
Elizabeth F Courtney
Units 489A+B

Jasmine DeCarvalho
425 N Central
Upland, CA 91786

375-391 - 401/403A
Bruce Cutting 909-946-0014 413B

Doreen 499A. N. Central Ave. 909-949-3630

Interest Business Owners Continued

405A-407A

495A

497A

491A

493A

491B

473

Transfer from 465

Mahamud Trf. Acct. 459

417+419B

415B.

405-B

429

RESPONSE TO COMMENT LETTER NO. PO-18
Multiple Business Owners
Business Owners at Central Village
June 13, 2015

PO 18-1 Refer to MR-2 and Response PO 9-8.

From: D. Imbler [mailto:dimbler2@roadrunner.com]
Sent: Friday, June 19, 2015 11:44 AM
To: Gino Filippi
Cc: City Council
Subject: Table public comment deadline and THROW OUT THE URBANIZATION PLAN !
Importance: High

Mr. Filippi:

Thank you for your response and follow up. Again, I respectfully request that the public comment deadline be tabled until the City Council holds a town hall meeting with citizens in the area to discuss and answer questions regarding the "plan" to "improve" Upland. I do not believe the plan will improve Upland, nor be a positive influence on we citizens, nor on the surrounding area. Please throw out the current draft and discuss with residents of Upland what WE would like to see doneto improve Upland. Additionally,

PO 19-1

please do not consider changes in zoning or additional apartments/condos/housing until and unless the water shortage has ended AND other infrastructure repairs and improvements are made. I believe that our city needs to repair and rebuild before a larger plan is adopted to build and change our city. The current plan is untenable, and NOT in the best interest of most of our citizens. A relative few would benefit to the detriment of the majority of Upland residents. Most of us do NOT want an urbanized city--we moved to and stayed in Upland as it is NOT urbanized, and, at least to date, has remained mostly untouched and unscathed by big-city urbanization.

PO 19-2

PO 19-3

Again, please table the public comment deadline and arrange a town hall meeting to discuss "the plan" with Upland residents and other concerned citizens. Thank you.

PO 19-4

Respectfully,

Donald E. Imbler, M.Ed.

1417 Winston Court

Upland, CA 91786

(909) 981-0503

RESPONSE TO COMMENT LETTER NO. PO-19
Donald E. Imbler, M.Ed.
June 19, 2015

PO 19-1 Refer to Responses PO 1-1 and PO 8-1. The commenter's concerns regarding the Project have been noted and will be considered by the decision-makers during their deliberations on the Project.

PO 19-2 Refer to MR-5, MR-6, and Response PO 3-2.

PO 19-3 The commenter expresses their dissatisfaction with the proposed Project. The commenter's concerns regarding the Project have been noted and will be considered by the decision-makers during their deliberations on the Project.

PO 19-4 Refer to Responses PO 1-1, PO 8-1, and PO 9-11.

June 22, 2015

Chaffey Community Republican Women, Federated is charted by the National Federation of Republican Women, the largest organization of volunteer women in the country. We are charted to serve the cities of Alta Loma, Montclair, Ontario, Rancho Cucamonga, and Upland.

Chaffey Community Republican Women, Federated is a sixty five year old organization of registered Republicans with a current membership exceeding one hundred, with more than fifty of whom live in Upland.

PO 20-1

Following the position of the Republican Party and the Republican Party of California and San Bernardino County, Chaffey Community Republican Women, Federate enters their opposition to Agenda 21, and specifically to the Upland General Plan and its destructive strategies for "sustainable development" and we reject its radical policies and reject any grant monies attached to it.

CHAFFEY COMMUNITY REPUBLICAN WOMEN, FEDERATED
Affiliated with National Federation of Republican Women

June 22, 2015

The Chaffey Community Republican Women, Federated's Board of Directors approved the resolution exposing Agenda 21 at their June meeting, June 17, 2015. Please see resolution below:

WHEREAS, the United Nations Agenda 21 is a comprehensive plan of extreme environmentalism, social engineering, and global political control that was initiated at the United Nations Conference on Environment and Development (UNCED) held in Rio de Janeiro, Brazil, in 1992; and

WHEREAS, the United Nations Agenda 21 is being covertly pushed into local communities, especially in the city of Upland, throughout the United States of America through the International Council of Local Environmental Initiatives (ICLEI) through local "sustainable development" policies such as Smart Growth, Wildlands Project, Resilient Cities, Regional Visioning Projects, and other "Green" or "Alternative" projects; and,

WHEREAS, this United Nations Agenda 21 plan of radical so-called "sustainable development" views the American way of life of private property ownership, single family homes private car ownership and individual travel choices, and privately owned farms; all as destructive to the environment; and,

PO 20-2

WHEREAS, according to the United Nations Agenda 21 policy, social justice is described as the right and opportunity of all people to benefit equally from the resources afforded us by society and environment which would be accomplished by socialist/communist redistribution of wealth; and,

WHEREAS, according to the United Nations Agenda 21 policy National sovereignty is deemed a social injustice; now therefore be it

RESOLVED, Chaffey Community Republican Women, Federated recognizes the unconstitutional, destructive and insidious nature of United Nations Agenda 21 and hereby exposes to the public and local public policy makers the dangerous intent of the plan; and therefore be it further

RESOLVED, that the U.S. government and no state or local government is legally bound by the United Nations Agenda 21 treaty, and therefore be it further

RESOLVED, that the federal and state and local governments across the country be well informed of the underlying harmful implications of implementation of United Nations Agenda 21 destructive strategies for "sustainable development" and we hereby endorse rejection of its radical policies and rejection of any grant monies attached to it, and therefore be it further

RESOLVED, that upon the approval of this resolution the Chaffey Community Republican Women, Federated shall deliver a copy of this resolution to the Mayor of Upland and each member of the Upland City Council and in the form of a press release to local media outlets.

RESPONSE TO COMMENT LETTER NO. PO-20
Chaffey Community Republican Women
June 22, 2015

PO 20-1 The comment provides background information regarding the Chaffey Community Republican Women, and generally expresses their opposition to the proposed Project. The commenter's concerns regarding the Project have been noted and will be considered by the decision-makers during their deliberations on the Project.

PO 20-2 This an attached resolution to comment PO 20-1. The resolution generally disagrees with United Nations Agenda 21, and sustainable development and smart growth principles associated with the Project. The comment does not address the Draft EIR's adequacy. The commenter's concerns are noted and will be considered by the City's decision-makers during their deliberations on the Project.

JMBM Jeffer Mangels Butler & Mitchell LLP

RECEIVED
JUL 08 2015
DEVELOPMENT SERV DEPT

jmbm.com

Benjamin M. Reznik
Direct: (310) 201-3572
bmr@jmbm.com

1900 Avenue of the Stars, 7th Floor
Los Angeles, California 90067-4308
(310) 203-8080 (310) 203-0567 Fax
www.jmbm.com

Ref: 74462-0001

July 2, 2015

VIA E-MAIL

Jeff Zwack
Development Services Director
Development Services Department
City of Upland
460 N. Euclid Avenue
Upland, California 91786

Re: Initial Comments on the Draft General Plan Update and Airport Compatibility Plan
GPU 08-03; ZCU 08-03

Dear Mr. Zwack:

On behalf of our client Clare Properties, LLC ("Clare"), we thank you for providing us this opportunity to provide our feedback on the City of Upland's Draft Program Environmental Impact Report ("DEIR"), for the Comprehensive General Plan Update (GPU 08-03), Comprehensive Zoning Code Update (ZCU 08-03), Cable Airport Land Use Compatibility Plan Update ("CALUCP"), and Climate Action Plan (collectively, the "General Plan Update"). We also appreciate the city's willingness to extend the comment period to provide Clare and the public at large with a meaningful opportunity to review the DEIR and General Plan Update, and to participate in this environmental review process. **PO 21-1**

With respect to the General Plan Update, during the course of our review we identified a concern relating to the proposed zoning of three small undeveloped parcels located to the northwest of the W. Foothill Boulevard and Monte Vista Avenue intersection ("Upland Parcels"), and running along the City of Upland's ("Upland") and the City of Claremont's ("Claremont") common boundary.[1] Clare owns these Upland Parcels, in addition to a larger parcel adjacent located in Claremont ("Claremont Parcel")(collectively, the "Property"). **PO 21-2**

Under the current iteration of the General Plan Update, the southernmost parcel of the three Upland Parcels is zoned Highway Commercial, and the two northernmost parcels are zoned Commercial/Industrial Mixed-Use. Clare believes that these zoning classifications are inconsistent with the contemplated and most appropriate uses of the Property (i.e., for mixed use

[1] Although we continue to review the relevant documents and reserve the right to provide additional comments later, we offer the following initial comments.

and multi-family residential uses) and should be revised in the General Plan Update accordingly. We therefore request that the City modify the zoning of the Upland Parcels to Business/Residential Mixed-Use ("B/R MU"), based on the following important considerations:

A. APPLYING THE B/R MU ZONE TO THE UPLAND PARCELS WOULD BE CONSISTENT WITH CLAREMONT'S CONTEMPLATED USES FOR THE LARGER CLAREMONT PARCEL.

As noted previously, the Upland Parcels lie along Upland's common boundary with Claremont, and are tied to the significantly larger Claremont Parcel. Under Claremont's zoning code, the Claremont Parcels are zoned Commercial Highway, which permits residential, retail and business uses. Currently, consistent with Claremont's zoning code, Clare is considering developing the Claremont Parcel and the three Upland parcels as part of a single mixed-use residential development, which would locate retail, single-family and multi-family residential uses on the Claremont Parcel, with seamlessly integrated multi-family residential uses on the three Upland Parcels. **PO 21-2**

Based on these contemplated uses, the B/R MU zone would best fit the Property's most appropriate development scenarios and its highest and best use. Further, given the likelihood that the Upland and Claremont Parcels will be developed as a single development, applying the B/R MU zone to the Upland Parcels would provide for zoning consistency along the common boundary of Claremont and Upland, and would avoid the potential risk of encouraging conflicting uses to be located directly adjacent to each other (i.e., as currently zoned, industrial uses may be located immediately adjacent to retail/residential uses).

B. THE B/R MU ZONE WOULD BE CONSISTENT WITH EXISTING AND CONTEMPLATED ADJACENT USES AND DEVELOPMENTS WITHIN UPLAND AND CLAREMONT.

Providing for a B/R MU zoning classification on the Upland Parcels would also be consistent with both existing nearby residential uses, as well as contemplated developments in the area's immediate vicinity. With respect to existing uses, several single-family and multi-family residential communities have been developed to the immediate west and east of the Property. Claremont College, with its several residential dormitories, is also located to the immediate southwest of the Property. **PO 21-3**

Moving forward, Upland Crossings, an approved community of approximately 350 multi-family residences with mixed-use development, is contemplated to be developed to the immediate southeast of the Property (on the southeast corner of the Foothill Boulevard and Monte Vista Avenue intersection). Just east of Upland Crossings, The Enclave, another multi-family residential development, was recently approved by Upland's Planning Commission ("Commission") on a large property that – like the Upland Parcels – was otherwise slated to be re-zoned to Commercial/Industrial Mixed Use under the General Plan Update.

To the south of the Property, the Claremont Colleges will be building new athletic facilities. To the east of the Upland Parcels is a non-industrial business/commercial park development. Given these neighboring uses, the B/R MU zoning classification would allow for any development of the Upland Parcels to be designed in such a way that will be appropriate and consistent with existing and contemplated nearby developments, and will accord with the goals and intent of the General Plan Update's vision for B/R MU zones. Moreover, this revision would be consistent with the Commission's vision for the area as a residential "gateway" to Upland, as noted by the Commission in support of the recent zone change provided for The Enclave. **PO 21-3**

C. THE B/R MU ZONE WOULD BE CONSISTENT WITH THE CALUCP.

Finally, a B/R MU zone classification for the Upland Parcels would also be consistent with the CALUCP. As provided for by the CALUCP, any development proposed for the Upland Parcels would be fully vetted for aviation related noise and safety concerns as part of any project's approval process. In fact, one development scenario imagined for these parcels would be the only residential development near Cable Airport that is specifically designed around reducing the potential for airport related safety risks, with a specially designed parkway aligned with the airport runway centerline to buffer noise and safety risks. Further mitigating any noise and safety risks, is the fact that the overwhelming majority of flights that take off from Cable Airport turn south well before reaching the Upland Parcels. **PO 21-4**

With respect to noise, the Upland Parcels are located outside of the CALUCP's 65 db CNEL contour, which is considered a defining indicator under state and federal regulatory standards for establishing a site's compatibility for residential uses near airports.[2] Thus, providing for a B/R MU zone for the Upland Parcels as part of this General Plan Update would not conflict with the CALUCP or other airport related regulations. **PO 21-5**

***

In summary, in consideration of the factors discussed above, we request that Upland rezone the Upland Parcels in its General Plan Update to B/R MU, so that any future development of this property will be compatible with the surrounding uses and consistent with the area's emerging development trends. Moreover, we request that the City modify the CALUCP's noise compatibility standards to bring them into accord with federal and state standards, which provide that residential developments are appropriate in all areas outside of the airport's 65 db CNEL noise contour. **PO 21-6**

---

[2] We would also request that the City modify the CALUCP noise analysis to provide for consistency with state and federal regulations and guidance. Specifically, under both federal and state laws, most typical land uses, including residential, are considered compatible in areas where noise impacts are lesser than 65 dBA CNEL. This threshold is specifically recommended by the Aeronautics Division of the California Department of Transportation ("Caltrans") in its latest version of the *California Airport Land Use Planning Handbook,* Federal Aviation Administration regulations, and research conducted by the World Health Organization. The CALUCP should provide for noise compatibility thresholds that are consistent with these standards.

Thank you in advance for your consideration of these comments. We greatly appreciate the opportunity to participate in the environmental review process for this General Plan Update, and we look forward to providing additional assistance at your request. If you have any questions regarding these comments, please feel free to contact my office at your convenience. Congratulations to Upland and its staff on moving forward with this General Plan Update and the environmental review process.

PO 21-6

Very Truly Yours,

BENJAMIN M. REZNIK and
DANIEL FREEDMAN of
Jeffer Mangels Butler & Mitchell LLP

BMR:dff:neb

cc: Yolanda Summerhill, Esq., City Attorney

JMBM Jeffer Mangels Butler & Mitchell LLP
jmbm.com

RESPONSE TO COMMENT LETTER NO. PO-21
Benjamin M. Reznik
July 2, 2015

PO 21-1 This comment is introductory and does not require further response.

PO 21-2 The commenter communicates their concerns regarding three parcels located northwest of the Monte Vista Avenue and Foothill Boulevard intersection. Specifically, the commenter opposes the proposed zoning of these parcels (Highway Commercial (HC) and Commercial/Industrial Mixed-Use (C/I-MU)) and requests that they be zoned Business/Residential Mixed-use (B/R-MU) instead. The commenter also considers these parcels to be better suited for residential and/or mixed uses. The commenter does not address the Draft EIR's adequacy or raise a significant environmental point.

PO 21-3 The commenter considers the parcels consistent [compatible] with existing and contemplated uses. Refer to Response PA 8-1.

PO 21-4 Refer to Response PA 8-1.

PO 21-5 Refer to Response PA 8-2.

PO 21-6 Refer to Responses PA 8-1.

COMMENT LETTER PO-22

From: Sandy Brenneman [mailto:sbrenn909@gmail.com]
Sent: Saturday, July 11, 2015 4:57 PM
To: City Manager
Subject: Sandy Brenneman - Upland's new general plan

Mr. Butler, I realize out the City of Upland is in a dire financial situation but I strongly disagree with the new general plan. High density will promote more crime especially when it is put in the lower income neighborhoods. I have seen this first hand since I own 2 condos in the south west quadrant of Upland for 30 years and have looked at the crime statistics that the police department publishes. High density also causes more neighbor to neighbor disputes. Realistically, I don't believe our city will ever be a bicycling, walking or bus riding community. I have done a lot of traveling and have visited many small towns where people could walk to the market, bank, post office etc. Everyone still drives their car to go 2 blocks.

PO 22-1

Upland will never be a New York City or Chicago. Our busses go around town with only a few passengers, if any. No one bicycles unless they are out to get some exercise. I am one of the culprits when it comes to walking. I jog on the treadmill for 30 minutes or do 2000 steps on the stair climber religiously. Starbucks is 3 blocks from my house. I jump in my car to get there when I am perfectly capable of walking.

PO 22-2

How can we consider more density when we don't have enough water for the people that are already here? A city that has set a good example is Irvine. The Irvine Company did a masterplan before the city was built. Please consider what your constituents want and don't ruin our beautiful city. On a more positive note, I would like to commend the city for developing the N.E. quadrant shopping center.

PO 22-3

I will see you Monday at the council meeting.

Respectfully,

Sandy (a 38 year Upland resident)

RESPONSE TO COMMENT LETTER NO. PO-22
Sandy Brenneman
July 23, 2015

PO 22-1 Refer to MR-10, and Responses PO 3-1, and PO 9-10.

PO 22-2 Refer to MR-10, and Responses PO 9-6, PO 9-9, and PO 9-10.

PO 22-3 Refer to MR-5 and MR-6, and Responses PO 3-2 and PO 12-2.

COVER LETTER

UPLAND CITY PLANNING COMMISSION
STAFF MEMBER REQUEST

DATE: July 20, 2015
ATTENTION: Keri Johnson
TITLE:
ADDRESS: 460 N. Euclid Avenue
Upland, CA 91786

Dear Keri Johnson,

Please deliver the following Staff Member Request (questions and comments) to both Mr. Jeff Zwack and Mr. Rod Butler at your earliest convenience. Interested parties were to submit questions to these men prior to the Planning Commission meeting on Wednesday, July 22, 2015. Answers to these questions would be identified by these men and discussed on that date. I request this information be entered into the Public Comment period.

PO 23-1

Also, please deliver a copy of these questions/comments to all other members of the Planning Commission and all members of the Upland City Council.
Thank you.

Sincerely,

Maxine M. Curtis

RECEIVED
JUL 20 2015
DEVELOPMENT SERVICES

7-20-15

Questions for Mr. Jeff Zwack and Mr. Rod Butler

Question #1: WHERE, IN THE GENERAL PLAN DOES IT IDENTIFY, OR IN SOME WAY OUTLINE, RESTRICTIONS OR RULES CONCERNING LANDSCAPING CHOICES, ON PRIVATE PROPERTY, BELONGING TO THE CITIZENS OF UPLAND?
(Include Planning Commission minutes, presentations by guest speakers, or any other form of identifying rules or restrictions - - - if they have been or will be incorporated into the General Plan.)

You, as Staff, along with members of the Planning Commission, would qualify as experts. Please identify both WHERE pertinent issues are outlined and WHAT is being MANDATED - - - so citizens (who are not experts) will fully understand the extent to which the General Plan, if accepted as written, will CIRCUMVENT THEIR FREEDOM OF CHOICE. PO 23-2

Please MENTION any list or reference to mandated planting of drought-resistant grass, trees, bushes etc., on private property, and identify WHO DECIDES what items are on that list. Please be specific as to chapter and page.

Within recent months water restrictions have been deemed necessary due to a severe, multi-year drought. Upland citizens are smart enough to realize this and behave accordingly, but this drought WILL END.

Question #2 WHERE, IN THE GENERAL PLAN is it WRITTEN THAT THESE RULES AND RESTRICTIONS - - - WILL END?
If the patient gets sick, he must take the necessary medicine to get well. He must not be forced to CONTINUE to take the medicine AFTER HE IS WELL! Government never likes to give anything back it has managed to take away. PO 23-3

Therefore, I respectfully request the following be written into the General Plan as your assurance to concerned Upland voters:

"During NON-DROUGHT YEARS, Upland City Council will not continue to keep in place arbitrary, water restrictions such as the current, punitive 35% requirement." PO 23-4

RECEIVED
JUL 20 2015
DEVELOPMENT SERVICES

Thank you,
Maxine M. Curtis

RESPONSE TO COMMENT LETTER NO. PO-23
Maxine Curtis
July 20, 2015

PO 23-1 This is an introductory comment and does not address the Draft EIR's adequacy. No response is necessary.

PO 23-2 General Plan Policy CC-5.1(f) (GPU page cc-5) recommends high-quality landscaping with a "California-friendly" plant palette. In addition, Policy OSC-2.3 (GPU page OSC-2) encourages California-friendly and drought-tolerant vegetation into landscape plans to reduce water demand, and Policy OSC-3.15 recommends using California non-invasive plants for landscaping park and recreational facilities.

PO 23-3 It is unclear what rules, regulations, and sick patient the commenter is referring to. The comment does not address the Draft EIR's adequacy. No response is necessary.

PO 23-4 Refer to MR-6.

From: Harry Panagiot [mailto:panagiot@simcom.com]
Sent: Monday, July 20, 2015 3:37 PM
To: Tonya Pace
Subject: Oposing Central village rezoning

I believe that rezoning Central Village (at the intersection of Arrow Route and Central) to "mixed use" from the current "**Highway commercial**" would not be advantageous to the properties in the commercial development. The existing "one level" buildings are designed for commercial use only and a redesigning them to accommodate residence would be Impractical to reach consensus among the multiple entities that own the 75 units 1) Prohibitive cost 2) business interruption 3) Association CC&Rs 4) Individual preferences

PO 24-1

RESPONSE TO COMMENT LETTER NO. PO-24
Harry Panagiot
July 20, 2015

PO 24-1 Refer to Response PO 9-8.



The following contacts were made
by residents in approximately a two week period

Petition Signatures 352

Republican Women Federated Resolution 140 members approved
(Presented to the Upland City Council)

Survey 50/100
Euclid and 16th
7-9 am Saturday, July 18, 2015

Approximately 100 adults were surveyed
About one half were not from Upland
About one half WERE from Upland
About 99 % were against high density housing and allowing developers to begin construction while citizen were under water usage restriction.

PO 25-1

Total Residents Contacted:

352
140
50

---

542 TOTAL

Verified Marilyn Stark

Petition: Don't Urbanize Upland **July 2015**

We the undersigned Upland residents, object to the City of Upland approving Specific Plans designating neighborhoods for higher density housing and creating a new General Plan that will transform our city with more high density housing and transit oriented development which will increase crime and congestion. We do not accept this general plan which is based on a political philosophy. **PO 25-2**

Further, the City of Upland has not sufficiently notified us of the magnitude of the changes proposed in the General Plan. We strenuously object to the unjustified expenditure of $1.5 million dollars to an outside consulting entity with no real input from the residents affected by the General Plan. **PO 25-3**

We demand Town Hall meetings with the City Council to allow us to participate in creating a plan that reflects our character and values. **PO 25-4**

Signature Gatherer: DARVEL ALLRED / Darvel Allred **Registered Voter?** Yes
313 Merrimac Ct., Upland, CA 91784
Would you be willing to sign a petition in the future to put this demand on the ballot and recall those on the city council that vote for their new General Plan? Write "Yes" if so

	Name	Address or Street	Future Petition?
1	Bruce Epperson	1346 N 3rd Ave Upland	Yes
2	Dorothy Epperson	1346 N 3rd Ave Upland	yes
3	Gloria Ceder	1084 E. 13th St Upl.	yes.
4	Robert Ceder	1084 E 13th St Upland	Yes
5	Susan Jennings	993 Eddington St. Upland	Yes
6	Christen Jennings	993 Eddington St. Upland	yes
7	Kenneth Campbell	1456 E 14th St Upland	Yes
8	Josine Jones	929 E Foothill Blvd, spc 173 Upland	Yes
9	Kelly Abadie	2063 Havenhurst Way, Upland	yes
10	Kathleen Carter	1496 Carlos Way, Upland	yes
11	Jim Carter	1496 Carlos Way Upland	yes
12	Lynn F Butts	1670 Doral Dr Upland	yes

Petition: Don't Urbanize Upland **July 2015**

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We demand Town Hall meetings with the City Council to allow us to participate in creating a plan that reflects our character and values.

Signature Gatherer: DARVEL ALLRED/Darvel Allred **Registered Voter?** Yes
313 Merrimac Ct., Upland, CA 91784

Would you be willing to sign a petition in the future to put this demand on the ballot and recall those on the city council that vote for their new General Plan? Write "Yes" if so

	Name	Address or Street	Future Petition?
1	Colin Allison	1465 FERNANDO AVE	YES
2	Sharon Allison	1465 Fernando Ave	Yes
3	[illegible]	887 ½ N. 4th Ave. 91786	Yes.
4	Julie Hernandez	1465 N. Fernando Ave 91786	Yes
5	Mary Sorenson	922 Falcon View St	Yes
6	[illegible]	922 Falcon View St	yes
7	JERRY PAPAVERO	1715 EASTVIEW AVE	YES
8	STEVE CREST	1161 Francis Ave.	YES
9	Mark Hall	1754 N 2nd Ave	yes
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12			

Petition: Don't Urbanize Upland

July 2015

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Signature Gatherer: _____ **Registered Voter?** yes

Would you be willing to sign a petition in the future to put this demand on the ballot and recall those on the city council that vote for their new General Plan? Write "Yes" if so

	Name	Address or Street	Future Petition?
1		575. E monitor ct	Yes
2	Deborah Dugall	559 E. Monitor Ct	Yes
3		559 E. Monitor Ct.	YES
4	Noah Valera	558 Monitor ct	yes
5	Anthony Valera	558 monitor ct	yes
6		590 Monitor ct.	yes
7		559 monitor ct.	yes
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Petition: Don't Urbanize Upland

July 2015

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Signature Gatherer: Diana Roberts **Registered Voter?** Yes

Would you be willing to sign a petition in the future to put this demand on the ballot and recall those on the city council that vote for their new General Plan? Write "Yes" if so

	Name	Address or Street	Future Petition?
1	Vivian Kilpatrick	627 Aspen Way	yes
2	Leon Kilpatrick	627 Aspen Way	yes
3	Sylvia [illegible]	775 Birch	yes
4	Jasmine Oberdiear	1422 Fredericks lane.	yes.
5	KENNETH McGRATH	1717 WILSON AVE	YES
6	Fabyn McGrath	1717 Wilson Ave	yes
7	Lori Zamora	1260 E Arrow Hwy TT C	yes
8	Kathleen Heaston	1824 Springfield	yes
9	Dinora Roberts	624 Juniper Ave	yes
10	Diana Turner	775 Birch	Yes
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12			

Petition: Don't Urbanize Upland

July 2015

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Signature Gatherer: _____ **Registered Voter?**____

Would you be willing to sign a petition in the future to put this demand on the ballot and recall those on the city council that vote for their new General Plan? Write "Yes" if so

	Name	**Address or Street**	**Future Petition?**
1	Christina Strangio	1346 Stanford Ave	Yes
2	Scott Strangio	1346 Stanford Ave	Yes
3			
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Petition: Don't Urbanize Upland

July 2015

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Signature Gatherer: MARILYN MILES **Registered Voter?** YES

Would you be willing to sign a petition in the future to put this demand on the ballot and recall those on the city council that vote for their new General Plan? Write "Yes" if so

	Name	Address or Street	Future Petition?
1	WYNN SAMOS	355 N. 2nd Ave #105	YES
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Petition: Don't Urbanize Upland **July 2015**

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Signature Gatherer: Marilyn Mills **Registered Voter?** Yes

Would you be willing to sign a petition in the future to put this demand on the ballot and recall those on the city council that vote for their new General Plan? Write "Yes" if so

	Name	**Address or Street**	**Future Petition?**
1	Daniel Bateman	330 E. 23rd St. Upland,	
2	Harold Crosby	2390 Sunfield Way Upland	
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Petition: Don't Urbanize Upland **July 2015**

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Signature Gatherer: Joan Hutchins **Registered Voter?** Yes

Would you be willing to sign a petition in the future to put this demand on the ballot and recall those on the city council that vote for their new General Plan? Write "Yes" if so

	Name	Address or Street	Future Petition?
1	Linda Kettle	339 Julia Ct, Upland	yes
2	Johnny Kettle	339 Julia Ct. Upland	yes
3	Kurt Lindeburn	275 E 23rd ST Upland	Yes
4	Joan B. Hutchins	281 Julia Ct. Upland	yes
5	Thomas L. Hutchins	281 Julia Ct. Upland	yes
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Petition: Don't Urbanize Upland **July 2015**

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Signature Gatherer: Alison Cattle **Registered Voter?** Yes

Would you be willing to sign a petition in the future to put this demand on the ballot and recall those on the city council that vote for their new General Plan? Write "Yes" if so

	Name	Address or Street	Future Petition?
1	Betty Lamb	1259 W. 9th St Upland	Yes
2	Florida Elseth	1402 W. 13th St Upland	Yes
3	megan Hansen	690B W. Arrow Hwy Upland	YES
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Petition: Don't Urbanize Upland **July 2015**

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Signature Gatherer: _____ **Registered Voter?** Yes

Would you be willing to sign a petition in the future to put this demand on the ballot and recall those on the city council that vote for their new General Plan? Write "Yes" if so

	Name	Address or Street	Future Petition?
1	Susan Norris	702 Cameo Ct	yes
2	Thomas Castro	21 ST ST	yes
3	Carla Knowles	1511 Hedgewood	yes
4	[illegible]	1387 W. Aster	yes.
5	Kevin Harrison	14170 N Pinebrook Ave	yes
6	[illegible]	2491 Euclid Cres E.	yes
7	[illegible]	2491 Euclid Cres. E.	yes
8	[illegible] Flakerman	1275 W 25 St	Yes
9	[illegible]	1324 W Wilson upland	"
10	[illegible]	1999 Shady Brook Way	Yes
11	Susanna Woeste	1525 Bridget Ct	Yes
12	[illegible]	278 E 21st St Upland	Yes

Petition: Don't Urbanize Upland **July 2015**

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Signature Gatherer: Alison Cutler **Registered Voter?** Yes

Would you be willing to sign a petition in the future to put this demand on the ballot and recall those on the city council that vote for their new General Plan? Write "Yes" if so

	Name	Address or Street	Future Petition?
1	Elaine Domeinhardt	Mildura Upland	Yes
2	[illegible]	Alyssum Ave	Yes
3	Julie A Achury	Fernbrook Ave	Yes
4	Tanya J. Flager	Tulip St.	Yes
5	Jess Uetlend	Jen662. N 24th	yes
6	ANDREW ALAN TORGUE	16TH ST	YES
7	Karen Hanford	2057 Stonebrook Upland	yes
8	Charlotte Davies	860 W. 21st Upland	Yes
9	Melody Williams	2521 Cliff Rd Upland	Yes
~~10~~	Kathryn G Mordey	1044 Honeydale Ct Upland	Yes
11	Susan Burns	1654 W. Arrow Dr. Upland, CA	Yes
12	KENNETH W. COUNTS	1525 VIGILANT ST, UPLAND	YES

Petition: Don't Urbanize Upland **July 2015**

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Signature Gatherer: Miriam Cutler **Registered Voter?** Yes

Would you be willing to sign a petition in the future to put this demand on the ballot and recall those on the city council that vote for their new General Plan? Write "Yes" if so

	Name	Address or Street	Future Petition?
1	STEVE OLSEN	1264 N ALBRIGHT AVE.	YES
2	NANCY A. FURMAN	1400 W. 13th ST #180	YES
3	TOM FITZGERALD	2491 Vista Dr.	Yes
4	Rick Dutton	996 W. 20th St	yes
5	William K Leitgen	1040 W. 7th St #12	yes.
6	KATHY A. LUCHÉ	P.O. BOX 452 MT BALDY, CA 91759	YES
7	ETTY FUENTES	2153 N. EUCLID 91784	yes
8	HARRY MOORE	1821 COOLCREST WY.	YES
9	DON CALDWELL	205 WEST 24th ST ONTARIO 91762	YES
10	CHRIS TRIFONOPOULOS	PARK A SAN 91784	
11	Veronica Camarena	2410 Park Blvd., Upland, CA	Yes
12	ADRIAN CENA	1539 MULBERRY AVE UPLAND CA 91786	

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Signature Gatherer: _____ **Registered Voter?** Yes

Would you be willing to sign a petition in the future to put this demand on the ballot and recall those on the city council that vote for their new General Plan? Write "Yes" if so

	Name	Address or Street	Future Petition?
1	JAMES MILLIORN	2019 CLEARWATER	YES
2	WILLIAM PAN	1263 Diana ct.	Yes
3	Ali Ashkar	1685 W. Lisbon St.	Yes
4	Lowell Weiman	1485 N. Tudor	Yes
5	E. B	140 N. SHASTA WAY	YES
6	mmmillns	1208 Overland CA.	yes
7	Veronica James	1069 Shannon St.	Yes
8	Michael Glenbourtt	2393 N. Campus Ave	Yes
9	Sandy Bremmer	1359 N Valley Way	yes
10	Hector Gamboa	2424 San Antonio Dr	Yes
11	David Saavedra	1531 Lakewood way	Yes
12	Matt Moffitt	1424 Coronado St	Yes

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Signature Gatherer: _____ **Registered Voter?** _____

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	Name	Address or Street	Future Petition?
1	[illegible]	1583 Brentwood	Yes
2	Sandra Durenda	1620 N First Ave	yes
3	JOHN P. GARBO	2479 MOUNTAIN CIR.	YES
4	Patricia Alfaro-MacKinney	1396 W. 19th St.	Yes
5	DINA RAMIREZ	1066 W. 16th St	YES
6	Adam Mezquita	1066 W 16th st	YES
7	Guadalupe Garcia	1612 N. Palm	yes
8	Steve Dixon	1405 Rockdale ST	YES
9	Gina Newton	9921 Del Mar Ave Montclair	yes
10	Zachary Strucken	1795 Rosewood Way	Yes
11	Pat Dawson	1001 W. 14TH ST UPLAND CA	YES
12	[illegible]	702 Cumeo Ct	yes

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Signature Gatherer: _____ **Registered Voter?** Yes

Would you be willing to sign a petition in the future to put this demand on the ballot and recall those on the city council that vote for their new General Plan? Write "Yes" if so

	Name	Address or Street	Future Petition?
1	ROGER EVANS	203 N. Lomark. UPLAND, CA 91786	YES
2	STEVE HAGUER	1330 [illegible]	YES
3	Nancy Navarro	1777 Erin Ave Upland 91784	Yes
4	Joe Peterson	1387 Coronado ST. 91788	Yes
5	[illegible]	1731 N. Kellogg Dr, Upland	
6	[illegible]	1734 N. Kellogg Ave., Upland, CA.	
7	Cathy Chung	2342 Crestview Ave UP Ca 91784	
8	Jerry Chungman	2342 Crestview Ave Upland CA 91784	
9	Magdalena Mabbo	1042 Pine st upland 91786	
10	Barbara Greiner	1455 W 21st Upland Ca 91784	
11	Alexandra Arias	737 Kilbourne Dr. 91784	
12	Thomas & Tasha	1684 N. Second Ave upland 91784	

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Signature Gatherer: Alison Cutler **Registered Voter?**____

Would you be willing to sign a petition in the future to put this demand on the ballot and recall those on the city council that vote for their new General Plan? Write "Yes" if so

	Name	Address or Street	Future Petition?
1	ANDREW DORANTES	870 Ponte Vecchio CT 91784	Y
2	J. Senter	1419 W Mountain Ave 91786	
3	PAUL S. GOMEZ	595 LAKEWOOD WAY 91786	Y
4	JILL C. GOMEZ	595 Lakewood Way 91786	Y
5	Chris S. Gomez	595 Lakewood Way 91786	Y
6	BRIAN IWAKIRI	675 RIDGEVIEW CT UPLAND 91784	Y
7	Kaji Schmidt	1422 N. 1st Ave Upland 91786	
8		1627 W. Arrow UPLAND 91784	
9	SANDRA WADE	2320 N. Mountain Ave Upland 91784	
10	Julie Avila	1529 Mulberry Ave Upland 91786	
11	MIKE DENTON	1478 CARISSA ST, UPLAND, 91784	Y
12	Leah Class	645 W. 18th St Upland 91784	

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Signature Gatherer: Betty EVANS **Registered Voter?** Y

Would you be willing to sign a petition in the future to put this demand on the ballot and recall those on the city council who vote for their new General Plan? If so, write "Yes" below.

	Name	Address or Street	Future Petition?
1	BRETT KASTEN	1264 W. 25th ST UPLAND CA	YES
2	Jill Hadland	1042 Buffington Upland, CA	Yes
3	[illegible]	1212 W 15th St Upland	
4	[illegible]	1536 N. Tulare way Upland	Yes
5	Melissa VanderBrock	1270 Colony Drive, Upland 91784	
6	Elizabeth D. James	289 Lexington St Upland CA 91784	
7	[illegible]		
8	Diane Kelly	1558 Cloverdale Upland 91786	
9	[illegible]	6 Oak Grove MT Baldy 91759	
10	[illegible] Leonard	1727 Cedarcrest Ave 91784	
11	[illegible]	1165 W 23rd St. Upland Ca 91784	
12	Lisa Pearson	1168 Deborah 91784	

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Signature Gatherer: _____ / Alison Cattle **Registered Voter?** yes

Would you be willing to sign a petition in the future to put this demand on the ballot and recall those on the city council who vote for their new General Plan? If so, write "Yes" below.

	Name	Address or Street	Future Petition?
1	Carrie Lane	138 W. Buffington St.	Yes
2	Shannon Rudder	1171 Ohara ct Upland.	yes
3	Steve Chavez	354 w. 16th st upland	yes
4	M [illegible]	1044 Farwood.	Yes
5	Sharon Skaggs	1679 N. Ithaca, Upland, CA	Yes
6	Charlotte Skeeton	868 W. 16th St. Upland	yes
7	David D. Cruso	1338 Racine Court	yes
8	Betty M Cruso	2065 N. Palm Ave. Upland CA	yes
9	Judy Leonard	672 N. 18th Ave., Upland	Yes
10	Linda K Young	1314 maywood ave Upland	yes
11	Monique Arciguidi	1046 Shannon st Upland CA	yes
12	Jim Petry	1792 North 2nd Ave Upland Ca 91784	

Petition: Don't Urbanize Upland **July 2015**

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Signature Gatherer: Betty Evans/Alison Cattle **Registered Voter?** Y

Would you be willing to sign a petition in the future to put this demand on the ballot and recall those on the city council who vote for their new General Plan? If so, write "Yes" below.

	Name	Address or Street	Future Petition?
1	Anna Leon	1772 Rose Wood Upland, CA. Way	
2	Gary McKy	1407 Sunrise Circle N Upland 91784	
3	Kit Ewing	2065 N. Palm Ave Upland, CA	Yes
4	Barbara Petry	1792 N. 2nd Ave Upland, CA 91784	
5	Terri Campa	1344 Zinnia St Upl 91784	
6	Lacy Nutting	1344 Zinnia St. Upland 91784	
7	Guadalupe Alvarado	1818 mulberry way Upland 91784	yes
8	Rhonda McKinnon	1802 Coldcrest Way. Upland 91784	
9	Brian Greene	497 West 24th Street Upland 91784	
10	Evan Chapman	#2 Chapman Ranch Rd Mt. Bldy Ca 91759	
11	Kim Goff	1395 W. 16th ST. Upland CA, 91784	
12	Karen Sked	UNK Mt. Baldy, CA 91759	

Petition: Don't Urbanize Upland **July 2015**

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Signature Gatherer: Sharon A Moran **Registered Voter?** Yes

Would you be willing to sign a petition in the future to put this demand on the ballot and recall those on the city council that vote for their new General Plan? Write "Yes" if so

	Name	Address or Street	Future Petition?
1	Marion Nancy McGrahan	860 Via Maria Upld CA	
2	Lucille M Kostony	860 Calle De La Sol Upland CA	
3	Ruth Barrett	870 VIA MARIA UPLAND CA	
4	Laura Mougee	880 Via Maria Upland CA	
5	Jay Mundy	881 Via Maria Upland, CA 91786	
6	Richard Mundy	881 VIA MARIA UPLAND CA 91786	
7	Joseph McEvoy	881 Via Maria Upland CA 91786	
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Petition: Don't Urbanize Upland **July 2015**

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Signature Gatherer: Jan Snyder **Registered Voter?** Yes

Would you be willing to sign a petition in the future to put this demand on the ballot and recall those on the city council who vote for their new General Plan? If so, write "Yes" below.

	Name	Address or Street	Future Petition?
1	Sue Douglas	Jasper 909 367 5819	
2	Christine Yu	562-818-1218	
3	Dan Zuniga	9099084138	
4	Lucia Brooks	(909) 982-7116	
5	Rick Kashenberg	(909) 226-6400	
6	Patricia Linton	909/982-0479 OMALLEY	
7	Pat Moore	Broadview Ave	
8	Tom Packard	Danube Way	(909)660-1012
9	Najla Hessabi	Lemon Tree circle	909-949-2427
10	Brie Shumate	Bark Circle	9513145991
11	Dave Hale	1182 W. 14th	946-4013
12	Cheryl Hyland	2226 Bella Ave	951-285-3492

Petition: Don't Urbanize Upland **July 2015**

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Signature Gatherer: Jan Snyder **Registered Voter?** yes

Would you be willing to sign a petition in the future to put this demand on the ballot and recall those on the city council who vote for their new General Plan? If so, write "Yes" below.

	Name	Address or Street	Future Petition?
1	Joe Rodriguez	825 Carson St Upland	909-214-4248
2	Debra Ingalls	870 W Janet Upland	909-981-2489
3	Harriet Lupinetti	1815 Albright Wy, Upland	909-985-1349
4	Keith Klejer	[redacted]	909-204 2729
5	Adam Burt		
6	Marilee Swanson	1711 n. Laurel	909-908-4592
7	Kathy Gonzales	1765 N. Tulare Way	909/946-3822
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Petition: Don't Urbanize Upland **July 2015**

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Signature Gatherer: Helen Fremen **Registered Voter?** Yes

Would you be willing to sign a petition in the future to put this demand on the ballot and recall those on the city council that vote for their new General Plan? Write "Yes" if so

	Name	Address or Street	Future Petition?
1	Willard W. Heise	880 El Mirador, Upland 91784	Yes
2	Violet G. Heise	880 El Mirador, Upland 91784	Yes
3	~~Maren Dolf~~	845 Calle Del Sol Upland 91784	yes
4	William G. Fremen	837 Calle Del Sol Upland 91784	yes
5	Charles P. Woodland	822 CALLE DEL SOL UPLAND 91784	yes
6	Beverly J. Woodland	822 Calle del Sol Upland, CA 91784	yes
7	Helen K. Fremen	837 Calle del Sol Upland 91784	yes
8	Diane Donaldson	919 Vista Grande Upland 91784	yes
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Signature Gatherer: Sharon A Moran **Registered Voter?** Yes

Would you be willing to sign a petition in the future to put this demand on the ballot and recall those on the city council that vote for their new General Plan? Write "Yes" if so

	Name	Address or Street	Future Petition?
Yes	1 Maria Consuelo T. Pryor	863 Calle del Sol - Upland 91784	
YES	2 Neil B Pryor	863 CALLE DEL SOL, UPLAND 91784	
YES	3 Jan Foster	871 Calle del Sol Upland, Ca 91784	
"	4 Harry Foster	871 Calle del Sol Upland Ca 91784	
"	5 Robert E. Scudder	893 Via Maria	
YES	6 Russel Phelps	889 VIA MARIA, UPLAND 91784	
yes	7 Barbara Lockhart	889 Via Maria Upland 91784	
YES	8 Richard L Sayre	922 EL MIRADOR, UPLAND 91784	
yes	9 Margaret A Mueleke	888 Via Maria Upland 91784	
yes	10 Colleen E Mueleke	946 Via Serena Upland Calif 91784	
yes	11 Elizabeth A Sayre	891 Via Maria Upland 91784	
YES	12 Hugh C Sayre	842 Via Maria Upland 91784	

Petition: Don't Urbanize Upland **July 2015**

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Signature Gatherer: Susan L. Bender **Registered Voter?** Yes

Would you be willing to sign a petition in the future to put this demand on the ballot and recall those on the city council that vote for their new General Plan? Write "Yes" if so

	Name	Address or Street	Future Petition?
1	Linda Navarro	Barbara Way	Yes
2	Virginia Campos	Albright	
3	Daniel Fields	Valley	
4	Thomas Lintz	23rd	Yes
5	Patti Navarro	Barbara Way	
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Petition: Don't Urbanize Upland **July 2015**

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Signature Gatherer: Susan L. Bender **Registered Voter?** Yes

Would you be willing to sign a petition in the future to put this demand on the ballot and recall those on the city council that vote for their new General Plan? Write "Yes" if so

	Name	Address or Street	Future Petition?
1	Dori Hoyle	1779 N. Albright Ave Upland Ca 91784	
2	Donald O Morrison Jr.	2285 N San Antonio Upland Ca 91784	
3	[illegible] Kelly	1401 Lemon Tree Circle Upland CA 91786	
4	[signature]	1342 Bath Way Upland Ca 91784	
5	Lynda Cortez	San Antonio Upland	Yes
6	Edgar Lopez	1117 West Erin	Yes
7	Margaritale Latorre	Vista Ct Upl	yes
8	Shirley T Hampton	1468 Keystone CT	Yes
9	[illegible]	2180 N. Vallejo Way	yes
10	[illegible]	455 Fremont St. Upland	yes
11	Jack Cortez	75	
12	Bruce Adam	2387 N 2nd Av Upland	yes

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Signature Gatherer: SUSAN L. BENDER **Registered Voter?** YES

Would you be willing to sign a petition in the future to put this demand on the ballot and recall those on the city council that vote for their new General Plan? Write "Yes" if so

	Name	Address or Street	Future Petition?
1	MATTHEW MARTINEZ	25TH	Yes
2	DREW SUPINA	BASELINE	YES
3	ALAN WEINBERG	16TH	Yes
4	MANUEL ESPINOZA	19TH ST	YES
5	WILLIAM WHITLATCH	1834 KELLY	YES
6	Maria Freeman	WHITE OAK	
7	Heidi Croissant	Kelly Ave	Yes
8	Jerry Kirkpatrick	Jasmine Ave	Yes
9	CECILE GALAN	CGalan	yes
10			
11	Tony Cortez	2449 SAN ANTONIO	Yes
12		1780 SAN ANTONIO	YES

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Signature Gatherer: SUSAN for BENDER Susan L Bender **Registered Voter?** Yes

Would you be willing to sign a petition in the future to put this demand on the ballot and recall those on the city council that vote for their new General Plan? Write "Yes" if so

	Name	Address or Street	Future Petition?
1	Anthony Orioli	Brookdale Drive Upland 91784	
2	John Hill	1549 Mountain Upland 91786	
3	Kris Helm	Benson 91786	
4	Gunyung Park	1216 W. 19th St., Upland 91784	Yes
5	Demetrice Stalworth	2213 oleander ave upland 91784	
6	ALEX CALLAHAN	2460 OCEAN VIEW DR UPLAND	YES
7	Alexis Petschow	1305 W. 25 St Upland	YES
8	Jennie Benisek	530 W. 25 St. Upland	YES
9	melissa Narys	2560 mountain lane upland 91784	
10	Kerri Porter	2560 mountain lane upland 91784	
11	Martin Ramirez	MOUNTAIN	
12	Josh Servin	Albright way	

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Signature Gatherer: SUSAN BENDER **Registered Voter?** YES

Would you be willing to sign a petition in the future to put this demand on the ballot and recall those on the city council that vote for their new General Plan? Write "Yes" if so

	Name	Address or Street	Future Petition?
1	[illegible]	BARBARA Way	Yes
2	[illegible]	BARBARA WAY	Yes
3	[illegible]	2216 BARBARA WAY	YES
4	[illegible]	2229 BARBARA WAY	YES
5	[illegible]	2224 Barbara Way	Yes
6	[illegible]	2207 Danube Way	Yes
7	William & Shebesta	2207 Danube Way	Yes
8	[illegible]	2252 Danube Way	Yes
9	Kim Sims	2224 Barbara Way	Yes
10	David Wheeler	1525 Brooks Ct Upland	Yes
11	[illegible]	1770 N. Euclid	Yes
12	[illegible]	1267 W 25th Upland	Yes

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Petition: Don't Urbanize Upland **July 2015**

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Signature Gatherer: Marian C Nichols **Registered Voter?** Yes

Would you be willing to sign a petition in the future to put this demand on the ballot and recall those on the city council that vote for their new General Plan? Write "Yes" if so

	Name	Address or Street	Future Petition?
1	Marian C Nichols	914 First Avenue	OK, yes!
2	[illegible]	FIRST AVE	YES
3	BRIAN [illegible]	1st Ave	yes
4	[illegible]	First Ave	yes
5	TROY [illegible]	First Ave	yes
6	Dorothy Woodward	756 N. 3rd Place	yes
7	Robin DeNegri	612 W 17th St	yes
8	Jim Thomas	2228 DANUBE	yes
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San Antonio Heights Residents who support this Petition

Petition: Don't Urbanize Upland **July 2015**

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Signature Gatherer: Debrah Maglica **Registered Voter?** Yes

Would you be willing to sign a petition in the future to put this demand on the ballot and recall those on the city council that vote for their new General Plan? Write "Yes" if so

	Name	Address or Street	Future Petition?
1	[illegible]	2483 PROSPECT	
2	[illegible]		
3	[illegible]	2487 Prospect Drive	
4	[illegible]	2454 EUCLID CRESCENT UPLAND	
5	Elizabeth Gemmell	2454 Euclid Cresc Ea Upland	
6	[illegible]	2491 Euclid Crescent East Upland	
7	[illegible]	2491 Euclid Crescent East Upland	
8	Deborah Martinez	360 E. 25th St. Upland	
9	Mark Martinez	360 E. 25th St. Upland	
10	Tom Moy	2452 Prospect Dr Upland Ca	
11	Leila Moy	2452 Prospect Dr Upland CA	
12	Elaine H. Rohr	2445 Highland Rd, Upland, Ca	

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Signature Gatherer: Debrah Maglica **Registered Voter?** Yes

Would you be willing to sign a petition in the future to put this demand on the ballot and recall those on the city council that vote for their new General Plan? Write "Yes" if so

	Name	Address or Street	Future Petition?
1	John Maglica	2429 Euclid Cres, East	
2	Sang Nam	2496 prospect Dr	yes
3	Kyong Nam	2496 prospect Dr. upland CA.	
4	Suzanne Fano	2476 Prospect Dr. Upland, CA	
5	Vjeko and Neide Madzarevic	2464 Prospect Dr. Upland	
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Petition: Don't Urbanize Upland

July 2015

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Signature Gatherer: _____ **Registered Voter?** Yes

Would you be willing to sign a petition in the future to put this demand on the ballot and recall those on the city council that vote for their new General Plan? Write "Yes" if so

	Name	Address or Street	Future Petition?
1	Rich Leonardo	964 W. Cumberland ST	Yes
2	Sharon Dalton	1440 Cambridge Ave	yes
3	Jose Jimenez	749 N. 8th Ave	yes
4	Dori Ann Snyder	1213 N. Vallejo Way	Yes
5	Laurie Clark	275 So 2nd Ave	yes
6	Richard Jimenez	749 N 8th AVE	Yes
7	Dianna Rose	540 N. Palm Ave	YES
8	Hazel Gardner	835 [illegible]	Yes
9	Laura Donahue		Yes
10	Paul Byrd	570 N. 8th Ave	yes
11	Patty Chamberlin	3547 WINN DR	Yes
12	Isis Gallagher	143 San Bernardino Rd. Apt K	yes

Petition: Don't Urbanize Upland

July 2015

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Signature Gatherer: _____ **Registered Voter?** _____

Would you be willing to sign a petition in the future to put this demand on the ballot and recall those on the city council that vote for their new General Plan? Write "Yes" if so

	Name	**Address or Street**	**Future Petition?**
1	Jeanne Kraus	1304 N Stanford Ave	yes
2	Wendy Clark	1291 N. Shelley Ave	Yes
3	Julie Burgess	290 Settles Rd	yes
4	Ron Burgess	290 Settles Rd	yes
5	Karen Bird	570 N. 8th Ave	YES!
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Petition: Don't Urbanize Upland

July 2015

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Signature Gatherer: _____ **Registered Voter?** Y / N

Would you be willing to sign a petition in the future to put this demand on the ballot and recall those on the city council that vote for their new General Plan? Write "Yes" if so

	Name	**Address or Street**	**Future Petition?**
1	[illegible]	1355 Stanford Upland	Yes
2	[illegible]	1354 STANFORD AVE UPLAND	YES
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Petition: Don't Urbanize Upland

July 2015

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	Name	**Address or Street**	**Future Petition?**
1	[illegible]	779 W 7th St Upland	
2	[illegible]	1243 A Vallejo Way, Upland	
3	[illegible]	7052 Jasper St. Actual Cpt.	
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Petition: Don't Urbanize Upland **July 2015**

We the undersigned Upland residents, object to the City of Upland approving Specific Plans designating neighborhoods for higher density housing and creating a new General Plan that will transform our city with more high density housing and transit oriented development which will increase crime and congestion. We do not accept this general plan which is based on a political philosophy.

Further, the City of Upland has not sufficiently notified us of the magnitude of the changes proposed in the General Plan. We strenuously object to the unjustified expenditure of $1.5 million dollars to an outside consulting entity with no real input from the residents affected by the General Plan.

We demand Town Hall meetings with the City Council to allow us to participate in creating a plan that reflects our character and values.

Signature Gatherer: Alison Cutler **Registered Voter?** Yes

Would you be willing to sign a petition in the future to put this demand on the ballot and recall those on the city council that vote for their new General Plan? Write "Yes" if so

	Name	Address or Street	Future Petition?
1	Carolyn Ballinger	1476 N. Pinebrook Ave Upland	
2	Julie Helton	1179 Shannon St. Upland, CA	
3	Gilbert M. Miranda	1375 NO. SAN ANTONIO AV UPLAND 91786 CA	
4	GREGG SEALEY	1811 W. SAN ANTONIO AVE. UPLAND CA	
5	Kay Johnson	2114 N. Kelley Ave Upland 91784	
6	Norma Moreno	354 Verdugo Way Upland	YES
7	ALFONSO GARCIA	1806 N. SAN ANTONIO AVE, UPLAND	YES
8	[illegible] Moreno	405 W. 25th St. San Antonio Heights	Yes
9	Virginia Druesch	955 Westridge ct Upland 91786	yes
10			
11			
12			

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Signature Gatherer: Alison Cattle **Registered Voter?** Yes

Would you be willing to sign a petition in the future to put this demand on the ballot and recall those on the city council that vote for their new General Plan? Write "Yes" if so

	Name	Address or Street	Future Petition?
1	Betty Lamb	1259 W. 9th St Upland	Yes
2	Maria Elseth	1402 W. 13th St Upland	Yes
3	Megan Hansen	690B W. Arrow Hwy Upland	Yes
4	[illegible] Carney	497 Paxton Upland	Yes
5			
6			
7			
8			
9			
10			
11			
12			

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Signature Gatherer: Marian Nichols **Registered Voter?** Yes

Would you be willing to sign a petition in the future to put this demand on the ballot and recall those on the city council that vote for their new General Plan? Write "Yes" if so

	Name	**Address or Street**	**Future Petition?**
1	Marian Nichols	First Ave	
2	Hayden Counter	Columbine Way	
3		Pinot Cir	
4			
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12			

Petition: Don't Urbanize Upland

We the undersigned Upland residents, ob
designating neighborhoods for higher de
transform our city with more high density
increase crime and congestion. We do no
philosophy.

Further, the City of Upland has not sufficie
proposed in the General Plan. We strenu
million dollars to an outside consulting ent
General Plan.

We demand Town Hall meetings with the
plan that reflects our character and values

Signature Gatherer: Marie M

Would you be willing to sign a petition in th
those on the city council that vote for their

	Name	**Ad**
1	Jonathan Rivlyn	
2	[illegible]	13
3	Colette Dearman	
4	Mike West	
5	Rebecca Strauss	
6	Kurt Santin	
7	Catherine Severson	
8	Tom Rogge	
9	JAMES DETHLOF	
10		
11		
12		

Petition: Don't Urbanize Upland **July 2015**

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Signature Gatherer: Debrah Maglica **Registered Voter?** Yes

Would you be willing to sign a petition in the future to put this demand on the ballot and recall those on the city council that vote for their new General Plan? Write "Yes" if so

	Name	**Address or Street**	**Future Petition?**
1	Brent Mcmunn	1936 N Euclid Ave Upland	
2	Michael Warden	2172 Melati Circle Upland, 91784	?
3			
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Petition: Don't Urbanize Upland **July 2015**

We the undersigned Upland residents, object to the City of Upland approving Specific Plans designating neighborhoods for higher density housing and creating a new General Plan that will transform our city with more high density housing and transit oriented development which will increase crime and congestion. We do not accept this general plan which is based on a political philosophy.

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Signature Gatherer: Marie Magica **Registered Voter?** No

Would you be willing to sign a petition in the future to put this demand on the ballot and recall those on the city council that vote for their new General Plan? Write "Yes" if so

	Name	Address or Street	Future Petition?
1	Jonathan Rikyan	1547 Jadewood Way	
2	[illegible]	1336 Bonita Circle.	
3	Colette Dearman	1093 Venice Way	Yes
4	Mike West	850 Rae Ct.	
5	Rebecca Strauss	912 N. Redding	yes
6	Kurt Souther	1671 N First Ave Upland	yes
7	Catherine Sefferson	579 E Lureline	yes
8	Tom Rogue	1603 N. First Dr,	yes
9	JAMES DETHLOFF	872 W. 15TH ST	
10			
11			
12			

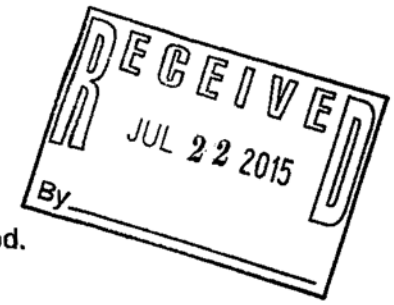
RESPONSE TO COMMENT LETTER NO. PO-25
Marilyn Mills
July 22, 2015

PO 25-1 The comment summarizes the results of a survey and petition contesting the proposed Project. The comment does not address the Draft EIR's adequacy. No response is necessary.

PO 25-2 The comment is generally a statement opposing the proposed Project, and suggests that crime and congestion would increase with implementation of the Project. Refer to Response PO 3-1 for a discussion of impacts pertaining to crime and Upland's police force. In addition, Draft EIR pages 5.18-5 to 5.18-7 discuss the numerous policies and actions the City would enforce to promote a safe community.

PO 25-3 Refer to MR-12 and Response PO 1-1.

PO 25-4 Refer to Responses PO 6-3 and PO 8-1.



To: Kerri Johnston, Development Services Department
RE: Comments to address the Draft EIR for the Public Comment Period.

DEIR

The ~~DIER~~ deadline needs to be tabled indefinitely. According to the City's "Summary of Stakeholder Interviews" document, no Upland "Jon Q. Public", "Average Run-of-the-Mill" resident who was not representing a group, nonprofit, or had a financial interest in the new "Vision" of Upland was interviewed to help form the new "Vision" for Upland which was used in formulating the Draft General Plan. ~~DIER~~ DEIR page 3-4 section 3.4 Statement of Objectives lists Upland's objectives for the General Plan, Zoning Code, Climate Plan, and Airport Land Use based on a "fatally flawed" "Vision" not formed or approved by residents. **PO 26-1**

DEIR

Furthermore, the new "Vision" and base objectives stated in the ~~DIER~~ page 3-4 section 3.4 and the Project Characteristics beginning on page 3-7 Section 3.5 are "fatally flawed" as all are based on a "Political Movement" known as "Smart Growth" not approved by Upland residents. All underlying base assumptions in the ~~DIER~~ DEIR are inconsistent and incompatible with the existing values and character of the City of Upland. **PO 26-2**

Please find attached all references to "Smart Growth" and other "un-approved" political language throughout Upland's Draft General Plan.

Todd Mills
311 Julia Ct.
Upland, CA 91784

CITY OF UPLAND
GENERAL PLAN

Draft
March 2015

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Missing! Hidden from public?

Optional not required by law. Implements a political movement

Remove! not required by law.

Urban design is not consistent with existing community character. Urban designed not wanted by residents! not compatible with graciors living!

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Remove! Not required by law. Has parts of a political movement! Role of government?

Political philosophy injected here

Political Movements

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LAND USE ELEMENT

ELEMENT DESCRIPTION FOR HOMEPAGE

The Land Use Element regulates the growth of the community in order to achieve a balanced and orderly pattern of development. It promotes a stable and livable environment by preserving existing residential neighborhoods, while ensuring compatibility in the development of new residential and non-residential land-uses for citizens to live and work locally and access commercial and recreational opportunities. Through a mix of well-designed and complementary land uses centered around public transit, the land use element promotes the viability of modes of travel other than the car, which is necessary for Upland to meet specific greenhouse gas emissions targets, and for ensuring a high quality of life for our existing and future citizens.

Land Use Designations

This section describes the General Plan land use designations for the City of Upland, as shown in Figure LU-1. The boundaries of the land use designations are delineated as specifically as possible, in most cases following parcel lines. The land use designations are intended to help implement the future vision of Upland, as reflected in the goals and policies of this General Plan, while also providing flexibility for landowners.

The land use designations establish the types and intensity or density of uses allowed on each parcel; these densities and intensities are summarized in Table LU-1. The land use designations establish minimum and maximum allowable gross densities. New development must fall within the density range established by the land use designation for a given area or parcel. However, the land use designations contained in the General Plan are more general in nature than the Zoning Code. The Zoning Code may contain several zones that are consistent with one land use designation. For example, the SFR-L (0-4 du/ac) designation will encompass the more specific residential zones that permit 0-2 and 2-4 du/ac.

Figure LU-1 Land Use Plan

Table LU-1 General Plan Land Use Designations

Land Use Designation	Density (du/ac)	Floor Area Ratio (FAR)
Residential		
Single-Family Low	0-4	–
Single-Family Medium	4-10	–
Mobile Home	8-14	–
Multi-Family Low	10-20	–
Multi-Family Medium	20-30	–
Commercial		

Neighborhood Commercial	–	0.5
Highway Commercial	–	0.5
Regional Commercial	–	0.5
Office/Professional	–	0.5
Industrial		
Light Industrial/Business Park	–	0.5
Industrial	–	0.5
Gravel Mine	–	–
Mixed-Use		
Business/Residential Mixed-Use	20	0.5
Commercial/Residential Mixed-Use	20	1.0
Commercial/Industrial Mixed-Use	–	1.0
Commercial/Office Mixed-Use		1.5
Special/Institutional		
Institutional	–	0.5
Civic/Schools	–	0.5
Park/Open Space	–	–
Public Utilities	–	0.5
Cable Airport	–	–
Specific Plan		
Specific Plan	–	–

Missing?

Residential Land Use Designations

The residential designations include six distinct designations of varying density. They permit certain non-residential uses including places of worship, day care centers, schools, libraries, and recreational facilities.

Single-Family Low (SFR-L)

Intensity: 0-4 dwelling units per acre

The Single Family Low designation provides for the development of detached single-family units and contributes to the preservation of existing single-family suburban residential neighborhoods. The permitted density range is from zero up to 4 dwelling units per acre.

Single-Family Medium (SFR-M)

Intensity: 4-10 dwelling units per acre

The Single-Family Medium designation is intended for new and existing single-family neighborhoods with slightly higher densities than areas designated as Single-Family Low. This designation is implemented primarily in older existing neighborhoods and in transition zones between lower-density residential uses and higher-density commercial, industrial, and multi-family residential land uses. The permitted density range is from 4 to 10 dwelling units per acre.

Mobile Home (MH)

Intensity: 8-14 dwelling units per acre

The Mobile Home land use designation provides for the development of mobile home parks. The permitted density range is from 8 to 14 dwelling units per acre.

Multi-Family Low (MFR-L)

Intensity: 10-20 dwelling units per acre

The Multi-Family Low designation supports vertical attached multi-family development (i.e., townhomes.) The purpose of this land use designation is to support slightly more dense multi-family development. The permitted density range is from 10 to 20 dwelling units per acre.

Multi-Family Medium (MFR-M)

Intensity: 20-30 dwelling units per acre

The Multi-Family Medium designation supports a variety of residential development types including vertical and horizontal attached units (i.e., stacked flats, etc.) as well as detached products. This designation is typically located on major corridors, near major commercial areas, and near transit stations and opportunities (i.e., bus lines). The purpose of this land use designation is to provide for a relatively high density residential environment. The permitted density range is from 20 to 30 dwelling units per acre.

Tenants of Transit Orientated Development. Political Movement

Commercial Land Use Designations

There are four solely commercial land use designations in the Land Use Plan. The commercial designations provide locations for a diverse array of local- and regional-serving commercial establishments in Upland.

Neighborhood Commercial (NC)

Intensity: 0.5 FAR

The Neighborhood Commercial designation is intended to provide appropriately located shopping centers for daily shopping needs with a service radius of approximately 1 mile. These centers should be provided throughout the City, generally on lots no greater than 5 acres. Typical uses within the Neighborhood Commercial designation include supermarkets, drug stores and a variety of smaller shops.

Highway Commercial (H-C)

Intensity: 0.5 FAR

The Highway Commercial designation is intended to provide commercial uses for Upland residents' daily and occasional needs. It is applied only in existing major commercial areas. General commercial areas include a wide variety of commercial, office, and restaurant uses oriented to retail trade and services.

Regional Commercial (RC)
Intensity: 0.5 FAR

The Regional Commercial designation is intended for the development of regional shopping centers and accompanying uses that are visible from a regional standpoint, such as near freeways and major arterials. Typical uses include department stores, home furnishings and appliance stores, apparel stores, specialty retail stores, and restaurants.

Office/Professional (OP)
Intensity: 0.5 FAR

While office uses are supported in all commercial designations, the Office/Professional designation provides areas to be used predominantly for professional and administrative offices, supporting retail, and related uses. Mixed office and commercial uses are supported as well.

Industrial Land Use Designations

Upland has three categories of industrial land uses to plan for the industrial economy in the City.

Light Industrial/Business Park (LI-BP)
Intensity: 0.5 FAR

The Light Industrial/Business Park designation is intended to accommodate office and industrial uses that produce minimal traffic, noise, odors, or pollutants and generate employment opportunities in the City. Supported land uses include light manufacturing, assembly, processing and office. The implementation of design guidelines provided in this General Plan will ensure high-quality industrial and business park developments.

Industrial (IN)
Intensity: 0.5 FAR

Areas designated as Industrial are designed for industrial or manufacturing uses located in College Heights. Typical uses include light manufacturing and assembly, small scale warehousing and distribution, and research and development. In addition, administrative offices supporting the primary industrial use of the property may be permitted.

Gravel Mine (GM)
The Gravel Mine designation is intended for the lands used for gravel mining in the northern part of Upland.

Mixed-Use Designations

There are four mixed-use designations within the Land Use Plan. These designations are intended to foster developments that provide a mix of related land uses within close proximity and walking distance in order to encourage more walking and to reduce traffic and greenhouse gas emissions associated with driving. The implementation of mixed-use development standards and design guidelines will ensure quality design and compatibility of adjacent uses.

Commercial/Residential Mixed-Use (C/R-MU)
Intensity: 1.0 FAR/ Maximum 20 dwelling units per acre

Delete all 4 mixed use zones. Designed to implement "Transit orientated Development"/"Smart growth". Political movements. Not compatible with existing community character. Delete. Political Movement. Delete before density bonuses. Political philosophies not shared by Upland Residents! Not desired by residents.

The Commercial/Residential land use designation supports a combination of retail, service commercial and medium-density multi-family residential. The preference for land uses within this designation is to provide integrated (i.e., horizontal) mixed-uses. The Commercial/Residential Mixed-Use designation is intended to support the development of compact, walkable and pedestrian-oriented districts.

Business/Residential Mixed-Use (B/R-MU)
Intensity: 0.5 FAR/ Maximum 20 dwelling units per acre

The Business/Residential designation is intended for areas in which business and/or light industrial uses are compatible with multi-family or single-family residential. Supported uses include light manufacturing, assembly, processing, office, and multi-family and single-family residential.

Commercial/Office Mixed-Use (C/O-MU)
Intensity: FAR 1.5

The Commercial/Office Mixed-Use designation is intended to accommodate multi-story office buildings along Foothill Boulevard near San Antonio Hospital, and along Mountain Avenue near the I-10 Freeway, to support regional employment opportunities. Commercial uses are also supported within this designation, and are expected to be integrated into the office complex.

Commercial/Industrial Mixed-Use (C/I-MU)
Intensity: 1.0 FAR

The Commercial/Industrial Mixed-Use designation is designed to accommodate a variety of industrial and regional retail uses and to support commercial activities to satisfy a range of shopping needs for residents of the community. It is also intended to encourage development of business in the City and to maximize the potential for job generation. Uses supported under this category include commercial and industrial. Typical industrial uses could include limited general industrial, manufacturing, assembly, warehousing, multi-tenant industrial, research and development, and airport–related uses. Typical commercial uses include retail commercial and durable sales goods, tourist-related commercial, entertainment, recreational uses, administrative and professional offices, commercial activities, business support services, food and institutional uses, as well as residential, subject to a reasonable minimum increment of land area as well as a special use permit process.

Special/Institutional Designations

Institutional (I)
Intensity: 0.5 FAR

The Institutional designation is for large private institutions, including the hospital and churches.

Civic/Schools (C-S)
Intensity: 0.5 FAR

The Civic/Schools designation is for major public uses or institutions, including the Civic Center, schools, and fire stations.

Park/Open Space (P-OS)

Areas designated as Parks/Open Space are designed for green space. This designation encompasses active and passive public parks of all sizes and other forms of open space, such as natural hillside areas and retention basins. Residential, commercial, and industrial activities are not supported within the Park/Open Space designation.

Public Utilities (PU)

Intensity: 0.5 FAR

The Public Utilities designation provides areas for landfills, flood control/recharge facilities and public utilities including gas, electricity, and water.

Cable Airport (CA)

The Cable Airport designation is for the Cable Airport land.

Specific Plan (SP)

The Specific Plan designation is for the multiple special plan areas of the City, which have specific land use designations and development standards. These specific plans include Historic Downtown Upland, the Colonies, College Park, Foothill Walk, Foothill Benson Terrace, Wyeth Cove, Upland Crossing, College Commerce Center, and Park View.

OVERARCHING GOAL

Upland aspires to protect our residential neighborhoods and existing business community and encourage new, balanced growth with a range of housing choices, diversified industry with high-quality employment opportunities, a variety of retail and commercial businesses, and access to recreational and cultural opportunities.

GOALS, POLICIES AND ACTIONS SECTIONS

- A Viable Community
- Stable and Livable Neighborhoods
- High-Quality Non-Residential Uses
- Sustainable Land Use Patterns
- Multi-Modal Mobility
- Complementary Development

GENERAL PLAN FIGURES

- Land Use Plan (Figure LU-1)

BACKGROUND DOCUMENTS:

- Upland General Plan Existing Conditions Report: Land Use White Paper

Re-write

delete.

Goal LU-1	A viable community with a mix of land uses and building types that offer a wide range of choices to live, work, shop and participate in civic, cultural, open space, and recreational opportunities.

Market Should dictate

delete.

We are all residents of Upland

Policies

FIX

Policy LU-1.1 **Land Use Plan.** Utilize and maintain the Land Use Plan (see Figure LU-1) to designate the location and extent of each land use designation within the Planning Area.

Policy LU-1.2 **Permitted Densities and Intensities.** Ensure existing and future zoning designations correspond to the permitted density and intensity ranges as listed in Table LU-1 of the Land Use Element.

Fix

Delete. "Smart growth" "Transit Orientated Development" Political Movement.

Policy LU-1.3 **Strategic Growth.** Concentrate growth in strategic locations that strengthens the City's economic base, offers new housing opportunities, maximizes available and planned infrastructure, and fosters the development and use of transit and multi-modal transportation. These areas include Historic Downtown Upland, Foothill Boulevard, the Southeast Quadrant, College Heights, Mountain Avenue, along the Interstate 10 corridor, and in the 9th Street Industrial area.

Delete. Political in nature.

Policy LU-1.4 **Complete and Balanced Community.** Foster new land uses and building types that contribute to City revenues and increase employment while also ensuring the provision of sufficient housing, shopping, civic, cultural, open space, and recreational opportunities.

Policy LU-1.5 **Range of Housing Types and Densities.** Provide high-quality housing in a range of types, densities, and unit sizes that meets the housing needs of residents of all income levels. Not the role of Government. State mandates should be repealed

Delete.

Policy LU-1.6 **Jobs-Housing Match.** Encourage new employment opportunities that match the range of housing types to make it possible for people to live and work in Upland.

Role of government issues. Central planning??

Delete and re-write

Goal LU-2	A community with stable and livable residential neighborhoods.

Single family homes in ~~Suburbia~~ suburbia have been "stable" for decades.

Use of "livable" is political in nature. No need to state.

Policies

Policy LU-2.1 **Low-Density Residential.** Maintain low-density residential designations in existing low-density residential areas, unless conversion to another use is provided for by the land use plan and policies of this General Plan.

☆ So... were not really going to maintain them.

delete or re-word

Policy LU-2.2 **Historic Residential Districts.** Ensure the protection of Upland's nine designated historic residential districts through active maintenance and upkeep of historic homes, as well as adequate buffers and transitions to adjacent neighborhoods.

Disband Historic Districts – No more grant-grabbing.

Keep essential historic homes only!

All grants have strings!! Upland becomes obligated to comply!

What is this mumbo-jumbo? Re-write.

Policy LU-2.3 — delete

Living Environment. Provide healthy, affordable and desirable living environments consistent with adopted code requirements that set forth the acceptable health and safety standards for the occupancy of housing.

how can you "control" the market? Role of Government?

Goal LU-3	A community with high-quality non-residential uses sufficient to serve the shopping, employment, and cultural needs of Upland residents and the region.

No divisions. We are all Uplanders

Policies

Policy LU-3.1 — delete

Economic Development. Retain and attract land uses that generate revenue to the City, provide employment for residents while balancing other community needs such as housing, parks and open space, and public facilities.

How? Cost?

Policy LU-3.2 — **Economic Revitalization.** Promote the development of vacant and underutilized parcels with higher intensity commercial and industrial land uses.

Cost?

Policy LU-3.3 — **Commercial Attractions.** Support the redevelopment and revitalization of certain commercial uses along Interstate 10 to create an attractive freeway frontage that draws people into Upland.

How? Cost?

Policy LU-3.4 — delete "smart growth" Political. Not desired by residents

Design of Commercial Centers. Discourage new "strip" commercial development and encourage site design for new commercial projects that enhances the pedestrian environment through proper building design, orientation and scale.

Policy LU-3.5 — **Commercial Revitalization.** Encourage the revitalization of aging commercial centers to improve the tax base and provide improved commercial services for the community.

Policy LU-3.6 — delete

Adaptive Reuse. Encourage the adaptive reuse of historic buildings in non-residential land use designations and zones.

How? Role of Government? Cost?

Policy LU-3.7 — **Industrial Uses.** Maintain sufficient amounts of industrial land and uses in appropriate parts of the City to encourage the retention and expansion of the City's employment base.

Policy LU-3.8 — delete No. Mixed uses designed to implement "smart growth"/"transit orientated development". Political.

9th Street Industrial. Support the continuation of mixed residential and industrial uses located along 9th Street between Central and San Antonio Avenues.

Policy LU-3.9 — **Cable Airport.** Ensure land uses surrounding Cable Airport comply with the policies and restrictions of the Cable Airport Land Use Compatibility Plan.

Not consistent with community character.

Policy LU-3.10 — **Ontario International Airport.** Ensure land uses in Upland affected by Ontario International Airport comply with the policies and restrictions of the Ontario International Airport Land Use Compatibility Plan.

Policy LU-3.11 — **Gravel Mining.** Ensure that gravel mining operations do not impact new development by ensuring their compliance with regulatory documents and adequate buffering between dissimilar uses.

No encroaching on mining

Policy LU-3.12 — delete.

Inter-Jurisdictional Coordination. Maintain an ongoing liaison with Caltrans, Public Utilities Commission, the railroads and other agencies to help minimize impacts and improve the operations and aesthetics of their facilities.

Put Upland 1st! No entanglements. Rescind membership in SANBAG/SCAG and any other regional entity.

This entire page goes in the trash!

("Smart Growth"/"TOD" are political movements not wanted by Upland residents.

There it is!

Delete.

Goal LU-4	**A community whose land use patterns focus growth in ways that are sustainable and environmentally responsible, including the implementation of smart growth practices and the reduction of greenhouse gas emissions consistent with Assembly Bill (AB) 32, Senate Bill (SB) 375, the Regional Transportation Plan and Sustainable Community Strategy.**

Delete all Policies under Goal LU-4

Cities may ignore SB 375. No penalties.

Stop SANDAG/SCAG membership.

Policies

Policy LU-4.1 **Infill Development.** Encourage mixed-use, infill development on brownfields or underutilized parcels, particularly near public transit and within the historic downtown.

Won't get "good boy" goodies though!

Policy LU-4.2 **Balance Commercial and Residential Development.** Strive to balance commercial and residential development within the City to reduce the number of residents commuting long distances for their shopping needs.

Policy LU-4.3 **Jobs Housing Balance.** Encourage a balance between jobs, workforce skills, and housing supply, which will reduce the negative impacts of long commutes.

☆ Soviet Planning ☆

roll over. Sit. good dog.

Policy LU-4.4 **Incentives.** Work to identify and support financial and administrative incentives (i.e., fee reductions) to encourage desired land uses, development patterns, and alternative modes of transportation that reduce greenhouse gas emissions.

double loss for tax payers. "smart growth" + loss of tax receipts.

Policy LU-4.5 **Infrastructure Improvements.** Preserve and maintain the City's infrastructure and give preference to infrastructure improvements that support or enhance desired land uses and projects.

Transit orientated

Delete.

Delete. All Policies under Goal LU-5

Goal LU-5	**A community that facilitates walking, biking, and the use of public transportation in lieu of car travel.**

No resident asked for this!

Absurd! Political filth! fatally flawed! Not compatible with existing community character.

Policies

Policy LU-5.1 **Complementary Uses.** Encourage the development of complementary land uses that reduce the need for car travel, such as grocery stores, basic commercial services, parks and recreational fields, and schools in close proximity to residential uses.

Policy LU-5.2 **Mixed-Use Development.** Along major arterials such as Foothill Boulevard, provide opportunities for residential, commercial and employment uses to occupy the same site in mixed-use configurations, and regulate mixed-use development to ensure high-quality development and protection of the occupants.

"Stack & Pack"

Policy LU-5.3 **Transit Zones.** Support transit zones around existing and planned transit stations where transit-oriented development should be facilitated.

Policy LU-5.4 **Transit-Oriented Development.** Support the development of high-density multi-family residential and mixed-use projects around transit stations by allowing a reduction in the parking requirements or other development standards.

Policy LU-5.5 **Pedestrian Safety.** Encourage the creation of safe, walkable environments that include elements such as wide, smooth sidewalks, good lighting, safe crosswalks, clear signage, curb bulb-outs, curb cuts, street furniture, trees and traffic-calming measures which

Anti-vehicle

allow people of all ages and abilities to exercise and safely access public transportation, community centers, schools and goods and services.

Goal LU-6	A community that encourages complementary development and maintenance of existing development.

Policies

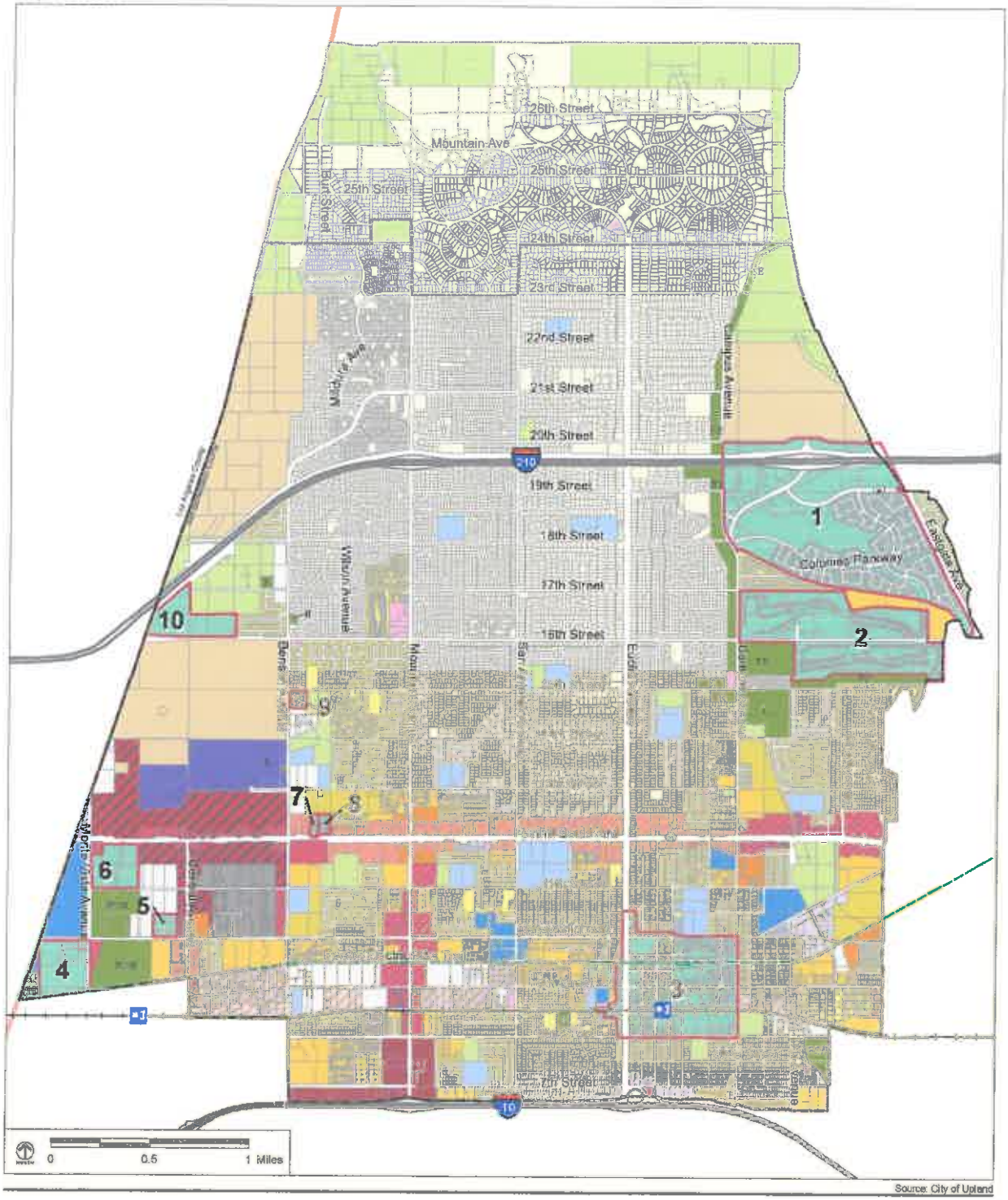
Policy LU-6.1 **Quality Development.** Ensure that development is attractive and promotes harmony in the visual relationships and transitions between newer and older buildings.

Policy LU-6.2 **Compatibility of Uses.** Control the location, concentration and operations of land uses that have potential impacts on surrounding development through effective design principles, adequate buffering, and enforcement of regulatory documents.

Policy LU-6.3 **Regulation of Nuisances and Code Violations.** Prevent and address nuisances and code violations through educational efforts and enforcement of regulatory documents.

Policy LU-6.4 **Hazardous Uses.** Carefully review the development of industrial and similar uses that use, store, produce or transport toxic substances, air emissions, other pollutants or hazardous materials to ensure they are appropriately located and operated to minimize impacts to adjacent development.

Map Date:9/11/14



Source: City of Upland

SINGLE-FAMILY RESIDENTIAL
- LOW (0-4 du/ac; SFR-L)
- MEDIUM (4-10 du/ac; SFR-M)
- Mobile Home (8-14 du/ac; MH)

MULTI-FAMILY RESIDENTIAL
- LOW (10-20 du/ac; MFR-L)
- MEDIUM (20-30 du/ac; MFR-M)
- HIGH (30-40 du/ac; MFR-H)

COMMERCIAL
- Neighborhood Commercial (NC)
- Highway Commercial (HC)
- Regional Commercial (RC)
- Office/Professional (OP)

MIXED-USE
- Commercial/Residential Mixed-Use (C/R-MU)
- Commercial/Office
- Business/Residential Mixed-Use (B/R-MU)
- Commercial/Industrial Mixed-Use (C/IN-MU)

INDUSTRIAL
- Light Industrial/Business Park (LI-BP)
- Industrial (IN)
- Gravel Mine (GM)

SPECIAL/INSTITUTIONAL
- Cable Airport (CA)
- Institutional (I)
- Civic/School (C-P)
- Park/Open Space (P-OS)
- Public Utilities (PU)
  - R- Reservoir
  - L- Landfill
  - EE- Edison Easement
  - FC/R- Flood Control/Recharge

SPECIFIC PLAN
- Specific Plan (SP)

1. The Colonies
2. Upland Hills Country Club
3. Historic Downtown Upland
4. College Park
5. College Commerce Center
6. Upland Crossing
7. Foothill Benson Terrace
8. Foothill Walk
9. Wyeth Cove
10. Park View

- Metrolink
- City Limits
- Rail Line
- Pacific Electric Trail
- Sphere of Influence
- County Boundary

FIGURE LU-1
GENERAL PLAN LAND USE

FOCUS AREAS

ELEMENT DESCRIPTION FOR HOMEPAGE

The City of Upland has defined several areas for special focus in the City. These areas include Foothill Boulevard, the Southeast Quadrant, College Heights, Euclid Avenue and Historic Downtown Upland; their boundaries are shown in Figure FA-1. Focus Areas are locations in the City that are given more focused policy direction to guide future growth and/or preservation in a manner consistent with the community's vision for each area. The policy direction below is based on conditions or issues unique to each Focus Area, and supplements the citywide goals and policies contained in the other elements. The policies work to enhance the functionality and visual quality of land uses, circulation, streetscape and character, and strengthen the commercial economy and sustainability of each Focus Area.

Residents have had no input on community vision.

Political "smart growth" word.

not consistant with Upland's current character

OVERARCHING GOAL

Upland aspires to encourage vibrant and attractive concentrations of residential, non-residential or mixed uses in College Heights, the Southeast Quadrant, along Foothill Boulevard, in Downtown and along Euclid Avenue that support the broad General Plan goal of strengthening the economic and environmental sustainability of the City.

delete

delete

Political in nature.

GOALS, POLICIES AND ACTIONS SECTIONS

- Foothill Boulevard
- Southeast Quadrant
- College Heights
- Euclid Avenue
- Historic Downtown Upland

GENERAL PLAN FIGURES

- Figure FA-1 (Focus Areas)

BACKGROUND DOCUMENTS

- Upland General Plan Special Study Areas Baseline Analysis

FOOTHILL BOULEVARD

Foothill Boulevard, part of Historic Route 66, has always been the most important east-west corridor in Upland. It plays a key role in establishing the identity and the economic vitality of Upland. It features a vibrant mix of uses, providing amenities for the citizens of Upland, as well as being a location for an increase of multi-family residential uses. As such, it should provide the best example of the pedestrian and bicycle-friendly environment that Upland is fostering through the General Plan, as well as maintaining and encouraging new

why? Large street. You want homes? not businesses?

fatally flawed. "Smart growth" is not consistent with existing community character or values.

housing, retail and commercial development. The design of the streetscape will foster a cohesive and unified visual character along the length of Foothill Boulevard, providing visual interest and contributing to defining the character and identity of Foothill Boulevard.

Keep it consistent with existing character & values of Upland

GOAL FA-1: **Foothill Boulevard's long term economic vitality is ensured through a mix of high-quality land uses that serve the commercial needs of the community.**

Policies

Policy FA-1.1 **Economic Development.** Focus economic development efforts on attracting and retaining desirable commercial uses along Foothill Boulevard.

delete. Policy FA-1.2 **Transit-Oriented Development.** Encourage the intensification of development in areas that are served by transit and multi-modal opportunities.

Political movement. fatally flawed policy. Not compatible with Upland's values & character

Policy FA-1.3 **Commercial Uses.** ~~Encourage~~ a combination of daily retail, office, entertainment, and other commercial uses ~~that will strengthen the City's revenues~~ and serve daily and occasional needs of residents of Upland.

delete Policy FA-1.4 **Commercial Design.** Require new commercial development to be designed to avoid the appearance of strip development and enhance the pedestrian environment by bringing buildings to the street edge with parking provided behind.

failed design policy. Tried in other cities. Part of "smart growth"

delete Policy FA-1.5 **Mixed-Use Centers.** Allow for the intensification of commercial and introduction of residential uses at the intersections of Mountain Avenue, San Antonio Avenue and Euclid Avenue to create vibrant, mixed-use centers. Encourage housing to be set back from the street at the primary intersections of Mountain, San Antonio and Euclid Avenues to allow commercial uses to activate the street front.

Implements "smart growth" political movement

delete Policy FA-1.6 **Housing.** Allow for and encourage the development of higher density, multi-family residential projects at mid-blocks along Foothill Boulevard.

Part of a political movement. Not appropriate for the City of Upland. Not values shared by residents.

Policy FA-1.7 **Residential Design.** Require new residential uses to use state-of-the-art design, technologies and siting techniques to mitigate the effects of living near a high-traffic road on residents of the new housing units.

don't build higher-density residential on Foothill blvd.

Policy FA-1.8 **Historic Character of the Foothill/Euclid Intersection.** Preserve the historic character of Euclid Avenue at Foothill by ~~first encouraging the preservation or adaptive reuse of the historic homes on the northeast corner of the intersection of Euclid Avenue and possible integration into a larger development, or secondly~~, carefully designing the transition from residential to non-residential uses in a manner that fits with the character of Euclid Avenue.

Delete

GOAL FA-2: **Vehicular, bicycle and pedestrian traffic on Foothill Boulevard is accommodated in a safe and efficient manner.**

delete all policies under FA-2

Policies

Part of "complete streets"/"smart growth". Political movement. Not consistant with existing community character.

Policy FA-2.1 **Service Roads.** Coordinate the removal of service roads over time to allow for a wider, more pedestrian-oriented public realm consisting of landscaped parkways and a multi-use path.

Policy FA-2.2 **Continuous Multi-Use Path**. Provide for a continuous multi-use path along Foothill that is separated from the vehicular travel way by a landscaped parkway.

Delete see goal FA-2

Policy FA-2.3 **Pedestrian Connections.** Ensure that pedestrian connections to open space, parks and commercial uses are developed as part of new developments throughout this area.

Policy FA-2.4 **Public Plazas.** Work with developers to create special pedestrian gathering places along the corridor and at key intersections as part of developments or within the public realm.

GOAL FA-3:	**Foothill Boulevard has a visually unified, landscaped streetscape that makes the most of its identity as historic Route 66.**

Car heritage

Policies

Policy FA-3.1 **Unified Design Theme.** Coordinate the design of street furnishings, lighting, trees, and paving materials to be consistent and continuous along the length of Foothill.

Policy FA-3.2 **Consistent Streetscape.** Adopt consistent streetscape standards for the entire length of Foothill Boulevard to ensure continuity along the corridor. Access Service roads o.k.

Policy FA-3.3 **Landscaped Center Parkways and Median.** Maintain and expand landscaped parkways and center median wherever practical to create visual interest along the length of the corridor, being sensitive to the needs of businesses for access.

Policy FA-3.4 **Historic Route 66 Character.** Encourage new commercial development along Foothill Boulevard to incorporate historic Route 66 characteristics in the design of buildings and/or signage.

SOUTHEAST QUADRANT

The Southeast Quadrant is the eastern gateway into Upland, and home to the City's largest nongovernmental employer, San Antonio Community Hospital, and Upland's largest public park, Memorial Park. Although predominately residential, the hospital, commercial uses and small industrial parks make the Southeast Quadrant a major employment base. The medical industry has great potential to expand and continue to provide high quality jobs and services to Upland's residents and the region. The policies below focus on expanding the employment base, creating a "front door" for the hospital and Memorial Park, protecting existing residential neighborhoods, creating opportunities for new residential development, and improving connectivity and the public realm to achieve a safe and comfortable walking environment.

"Smart growth" policy

GOAL FA-4:	**The Southeast Quadrant is a stable neighborhood with a balanced mix of jobs and housing.**

Market should determine

Policies

Policy FA-4.1 **Medical Industry**. Accommodate and encourage the growth of the medical industry in the Southeast Quadrant as an important economic provider of jobs and revenue to the City and region.

How? Tax dollars?

Policy FA-4.2 **San Antonio Community Hospital.** Support the retention and expansion of the San Antonio Community Hospital and related medical uses.

delete not the role of government

Policy FA-4.3 **Partnership with Hospital.** Foster a public-private partnership with the San Antonio Community Hospital to support expansion efforts, including developing shared parking opportunities with Memorial Park.

No shared or reduced parking

Policy FA-4.4 **Office/Professional Uses.** ~~Accommodate~~ primarily office/professional and supporting uses, including medical offices, on Foothill Boulevard near the San Antonio Community Hospital.

limit heights to respect character of neighborhoods

Policy FA-4.5 **Gateway Development.** ~~Require~~ new development in the gateway area between Grove Avenue and Hospital Parkway to be designed to be welcoming, attractive and contribute to a unique sense of place through the use of landscaping, art and signage.

delete

Policy FA-4.6 **Building Design.** Ensure that building placement, frontage treatments and landscaping enhance the pedestrian experience and increase accessibility within the Southeast Quadrant.

NO. "Smart growth" is not compatible with Upland's values & character

Policy FA-4.7 **Housing.** Provide a diverse range of housing types in the Southeast Quadrant that meet the needs of residents at all income levels. — not role of government. State mandates should be repealed

delete

Policy FA-4.8 **Historic Neighborhoods.** Protect the historic homes and neighborhoods in the Southeast Quadrant through the Historic Preservation Ordinance.

rescind ordinance

Policy FA-4.9 **Support Facilities.** Encourage the location of support facilities such as schools, parks and churches within or near to neighborhoods.

Policy FA-4.10 **Neighborhood Character.** Ensure that new development is sensitive to the character of adjacent structures and the immediate neighborhood. — 8th & Sultana violates FA-4.10

Draft GP is not valid until passed.

Policy FA-4.11 **Land Use Compatibility.** Require appropriate transitions and buffers between multi-family, office ~~and mixed-use projects~~ and adjacent to single-family homes.

delete

Policy FA-4.12 **Transformation of Industrial Sites.** Encourage the transition of industrial sites to residential uses, as appropriate, on sites that are underutilized or incompatible with neighboring uses.

delete

Policy FA-4.13 **Multi-modal Access.** Improve pedestrian, bicycle and automotive access throughout the Southeast Quadrant. "Smart growth" policy

Policy FA-4.14 **Pedestrian and Street Connections.** Require new development to incorporate pedestrian and street connections to adjacent uses, parks and open space. — if traditional, not "smart growth" based

delete

Policy FA-4.15 **Neighborhood Connectivity.** Facilitate the development of safe and convenient bicycle and pedestrian routes throughout the Southeast Quadrant that connect the various neighborhoods, employers and recreation facilities.

No. "Smart growth". Political movement not appropriate to implement in Upland.

COLLEGE HEIGHTS

As a location of Upland's major industrial employers and its proximity to the Montclair Transportation Center and the Claremont Colleges, College Heights is an important employment center in the City and a prime

location for ~~new transit-oriented development~~. Because of the already broad range of uses in College Heights, an important focus of the General Plan is ~~to enhance compatibility and multi-modal accessibility throughout the area~~. New multi-family residential developments will join the existing developments of College Park and Broadstone, creating a solid base of housing, and the potential for a cohesive residential community. ~~New development in College Heights will focus on the pedestrian~~ realm, improve connectivity and create inviting frontages along major streets. College Heights will continue to evolve as an economically and environmentally sustainable community of Upland.

GOAL FA-5:	**College Heights is an employment center offering a range of ~~sustainable~~ business and employment opportunities.**

Policies

Policy FA-5.1 **Business and Employment Expansion.** Focus economic development efforts on the retention, attraction and expansion of firms that provide an array of high quality businesses and job opportunities in College Heights, including high-skilled manufacturing jobs and high technology jobs, ~~through the application of the goals and policies of the Economic Sustainability Element and the Comprehensive Economic Development Strategy~~.

Policy FA-5.2 **Outreach.** Encourage academic sector participation in an advisory capacity to facilitate workforce development and emerging technologies to locate in the City.

Policy FA-5.3 **Industrial Preservation.** Preserve industrial uses in the central and eastern portion of College Heights and along the 9th street industrial corridor, and maintain commercial-industrial mixed use along the portions of Central and Benson Avenues.

Policy FA-5.4 **Training and Advancement Opportunities.** Pursue employment uses that offer opportunity for training and advancement of Upland residents and workers in industries with growth potential.

Policy FA-5.5 **Commercial-Industrial Mixed-Use.** Allow commercial-industrial mixed use along Central and Benson Avenues to maintain flexibility in the types of uses that can locate in these areas.

Policy FA-5.6 **Commercial Nodes.** Encourage new, local-serving commercial development in College Heights that focuses on providing everyday services to local businesses and residents at key commercial nodes.

Policy FA-5.7 **Residential as a Limited Use.** With the exception of high-density residential uses near the Montclair Transit Station and other major transit corridors, allow residential uses only as supportive uses and where there is limited potential for incompatibility with commercial uses.

Policy FA-5.8 **Compatibility between Dissimilar Uses.** Provide transitional uses and landscape buffers between dissimilar uses, such as between industrial and residential properties, to minimize impacts and compatibility conflicts.

Policy FA-5.9 **Gateways and Streetscapes.** Ensure major intersections and streets are designed to be welcoming, attractive and contribute to a unique sense of place through the use of landscaping, art and signage.

Political movement. Not a political philosophy shared by residents. fatally flawed concept

delete

GOAL FA-6: College Heights is transit-oriented and environmentally and economically sustainable.

Upland residents were not involved in forming a "smart growth"/"Transit Orientated Development" vision for their city. They do not want it.

Policies

Policy FA-6.1 **Reduce Commute Times.** Reduce commute times for Upland residents and employees by providing more local employment near transit.

Policy FA-6.2 **Transit-Oriented Employment Development.** Retain and attract land uses with higher employment intensities that support transit and strengthen linkages between land uses and transit.

Policy FA-6.3 **Residential Development.** Focus residential development in College Heights in the southwestern corner of the area near Claremont Colleges and the Metrolink and future Gold Line stations.

Policy FA-6.4 **Access Improvements to Montclair Station.** Coordinate with the City of Montclair to implement streetscape and connectivity improvements to support access to the station.

Policy FA-6.5 **High-Density Housing.** Encourage higher-density multi-family housing and mixed-use developments near the Montclair Transportation Center as designated on the Land Use Plan in the southwestern portion of College Heights.

Delete all Policies related to goal FA-6

Policy FA-6.6 **Multi-Modal Transportation Connectivity.** Create new roadways and improve pedestrian and bicycle facilities and linkages to regional facilities, such as the Pacific Electric Trail, throughout College Heights.

"buzz-word" which usually does not include automobiles.

Policy FA-6.7 **Montclair Transportation Center.** Strengthen multi-modal transportation linkages to the Montclair Transportation Center from the College Heights area.

Policy FA-6.8 **Existing Single-Family Housing.** Encourage the preservation and improvement to existing single-family homes along Hervey and Drake Avenues.

Policy FA-6.9 **Business/Residential Mixed-Use.** Allow parcels south of the Pacific Electric Trail in College Heights to contain both light industrial and residential uses to support opportunities for live/work arrangements in the City.

"smart growth" political philosophy

Policy FA-6.10 **Connectivity.** Incorporate pedestrian design elements including pedestrian-oriented street and sidewalk improvements to improve connectivity throughout College Heights.

Policy FA-6.11 **Design and Compatibility.** Utilize the College Heights Design Standards and Guidelines to achieve high quality design and compatibility between disparate land uses.

EUCLID AVENUE

Euclid Avenue is a 200 foot-wide corridor that is listed on both the National Register of Historic Properties and the State List of Historic Sites. The corridor is significant as an early example of a planned center parkway and is part of an innovative planned community designed by George Chaffey as a model colony in a rural community. The large stately buildings, beautiful trees, landscaped median and bridle path each contribute to making this corridor one of the most scenic in Southern California. Euclid Avenue serves as a primary gateway into Upland and Downtown and serves as the entrance to Mount Baldy. An important focus of the Gen-

eral Plan is to ensure Euclid Avenue remains as a beautiful and historic highway through the preservation of existing historic resources and the thoughtful design of new development.

GOAL FA-7:	**The historic and scenic character of Euclid Avenue is protected, preserved and enhanced as a valuable resource of the community.**

Policies

Delete

Policy FA-7.1 **Scenic Corridor.** Continue to provide for and promote the orderly growth of Euclid Avenue through implementation of the Scenic Corridor Overlay Zone and Historic Downtown Upland Specific Plan. ~ residents are not happy with the plan. High-Density "TOD"

Policy FA-7.2 **Deep Landscaped Setback.** Require new developments to maintain the deep landscaped front yard setback that is prominent along Euclid Avenue.

Policy FA-7.3 **New Development.** Require new development along Euclid Avenue to be compatible in scale, site design ~~and architectural character~~ with other developments along the corridor within its vicinity.

Delete

Policy FA-7.4 **Adaptive Reuse.** Prevent the adaptive reuse of historic residential homes on Euclid Avenue north of the commercial properties at its intersection with Foothill Boulevard. ~ up to property owners

Delete

Policy FA-7.5 **Historic Properties.** Prioritize the relocation of historic resources on Euclid Avenue prior to demolition. ~ do not force property owners

HISTORIC DOWNTOWN UPLAND

Downtown Upland is recognized as the historic heart of the community. With the arrival of the railroad and regional growth in the citrus industry in the late 1800s, Downtown is where growth began in Upland. Remnants of early community life still remain in Downtown, which encompasses many of the City's ~~historic~~ districts and structures. Upland residents cherish their agricultural ~~small town~~ roots and recognize the value of having a unique, historic downtown. A Specific Plan was recently completed in 2011 to build upon Downtown's rich history and establish a vision, goals and policies, standards and guidelines, infrastructure improvements, and implementation strategies to facilitate the rejuvenation of existing businesses, the attraction of new uses, streetscape enhancements, and the preservation of Downtown's historic and cultural character. This General Plan reinforces the policies of the Specific Plan to prioritize ~~the attraction of new multi-family housing and~~ desirable commercial uses in order to spur economic revitalization and ensure the continual improvement to Upland's hometown downtown.

NOT good

~ delete. Upland residents do not want high-density housing in downtown. Not compatible with historic or existing character.

Delete

GOAL FA-8:	**GOAL FA-8: The historic character and economic vitality of Historic Downtown Upland is protected, preserved and enhanced as a valuable resource of the community.**

Policies

Delete

Policy FA-8.1 **Historic Downtown Upland Specific Plan.** Implement the Historic Downtown Upland Specific Plan to revitalize and retain the downtown area as the "heart of the City."

~ residents "do not like" this plan.

delete

Policy FA-8.2 **Economic Development.** Focus economic development efforts on the retention and attraction of viable and desirable commercial uses in Downtown.

See goal FA-8

Policy FA-8.3 **Housing Expansion.** Encourage and help facilitate the development of new high-density multi-family housing developments in downtown, particularly near the Metrolink station, to support downtown commercial uses and provide pedestrian access to public transit and nearby services.

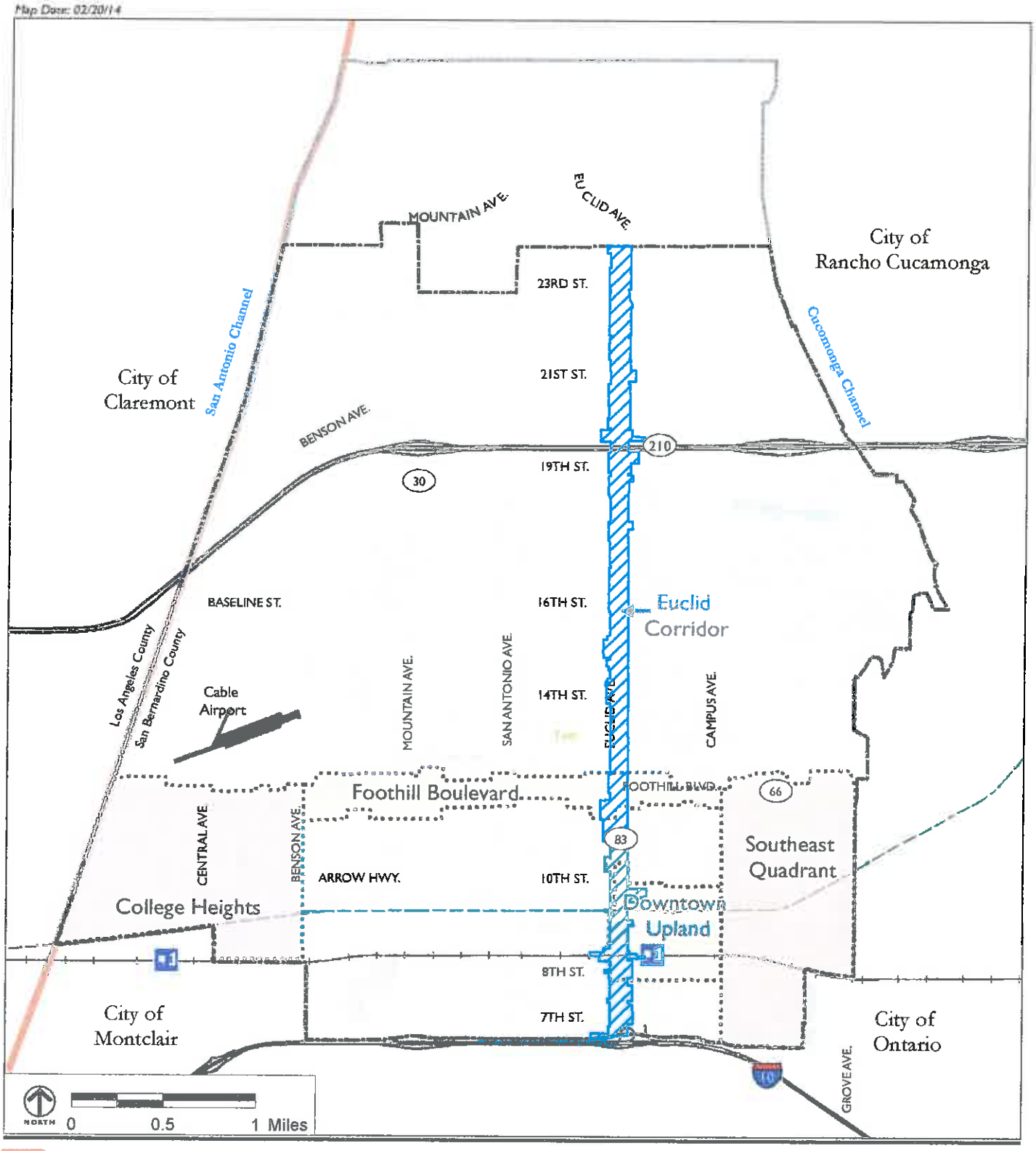




FIGURE FA-1
FOCUS AREAS

This entire section is based on a political movement known as "Smart growth"/"Transit Orientated Development". It is highly incompatible with Upland's residents' values and existing community character. It is a fatally flawed concept not desired by Upland residents. In addition...

COMMUNITY CHARACTER AND URBAN DESIGN ELEMENT

Upland is not an "urban" City!

this element is not required by law and should be deleted immediately!

ELEMENT DESCRIPTION FOR HOMEPAGE

The Community Character and Urban Design Element of the General Plan is best defined as the element that preserves and builds upon Upland's "sense of place" and unique identity. This element will influence the future physical form of the community by guiding the desired quality and character of future development, and by protecting important aspects of the natural and built environment that define the image and spirit of Upland. This element gets to the heart of Upland's vision statement, which is to preserve and enhance Upland's ~~small-town community~~ character and the attributes that evoke a unique sense of place--beautiful and safe neighborhoods, vibrant centers and ~~districts~~, thriving ~~and diverse corridors~~, quality parks ~~and open spaces~~, a scenic and natural environment, and rich historic and ~~cultural resources~~. While many of these topics are also addressed elsewhere in the General Plan, the Community Character and Urban Design Element takes a somewhat different approach by looking at each topic through a place-based framework that focuses on the building blocks of the community: neighborhoods, districts, corridors and gateways. In this way, this element is able to address a wide range of aspects contributing to community character and ~~urban design~~ in a more broad, unified and coherent manner than would be possible if these topics were scattered throughout the General Plan.

Not true

which was not formed by any "Jon Q Public" Resident.

"Utopian" planner speak.

We're not an "urban" City!

This element addresses four major topics: community character and sense of place, connectivity and walkability, historic and agricultural heritage, and arts and culture.

Upland's community has never considered "districts, corridors, and gateways" as the building blocks of their community.

OVERARCHING GOAL

Delete

The preservation and enhancement of Upland's ~~small-town character~~, ~~connectivity and walkability~~, historic and ~~cultural heritage~~, and arts ~~and culture~~ in order to provide the highest quality of life and distinct sense of place for its citizens.

GOALS, POLICIES AND ACTIONS SECTIONS

- Community Character and Sense of Place
- Connectivity and Walkability
- Historic Preservation
- Agricultural Heritage
- Arts and Culture

Delete

Upland residents don't relate to "districts, corridors, and gateways". Residents don't exchange greetings by "district".

GENERAL PLAN FIGURES

- Figure CC-1 (Historic Districts)

Delete entire page. See CC-1

BACKGROUND DOCUMENTS

- Upland General Plan Update Existing Conditions Report: Community Character White Paper

COMMUNITY CHARACTER AND SENSE OF PLACE

Upland's quality neighborhoods, tree-lined corridors, mountain views, and gracious architectural heritage lend a sense of place and organization to the community. They are the primary contributors to the ~~"small town"~~ character of the community and offer a setting in which to integrate new development. Preserving and enhancing the attributes that define Upland's unique character ~~and sense of place~~ are key themes of this General Plan.

delete

Goal CC-1	A community with ~~a small town character~~ and ~~distinct sense of place~~ that embraces ~~complementary growth~~.

Policies

Policy CC-1.1	**Small Town Scale.** Support the maintenance and expansion of Upland's existing character by requiring preservation of historic features, buildings, and landscaping while encouraging new development to complement the character, scale, and heritage of development in the community.
Policy CC-1.2	**Community Identity.** Cultivate a greater sense of community identity and recognizable ~~community focal points, centers, districts, and~~ gateways.
Policy CC-1.3	**Place Making.** Ensure that existing and proposed buildings, structures, infrastructure, landscaping, lighting, and signage contribute to the image of the City as a place of high quality and positive value.
Policy CC-1.4	**Contextual Design Themes.** Encourage new development to incorporate similar design themes to those existing within the project area to ensure buildings, when seen together, create recognizable districts and corridors.
Policy CC-1.5	**Human Scale Roadways.** Maintain narrow streets that provide multi-modal circulation mobility without dominating the streetscape.
Policy CC-1.6	**View Protection.** Direct private development to enhance public view corridors of the San Gabriel Mountains, where feasible. These views are an integral part of the City's geographic space and provide a unique sense of place for Upland as a foothill community.

why are you guys so into districts? Divide & conquer?

delete all policies from goal CC-1

delete

Goal CC-2	**Diverse, ~~distinct,~~ and ~~well-structured~~ neighborhoods that meet the community's needs for complete, sustainable and high-quality living environments.**

"smart growth" terminology. Double-speak

Policies

delete

Policy CC-2.1	**Protect Established Neighborhoods.** Preserve, protect and enhance established neighborhoods by providing sensitive transitions between these neighborhoods and adjoining areas, supporting the maintenance and improvement of properties and buildings and infrastructure, and requiring new development, both private and public, to respect and

Delete entire page. See CC-1

respond to those existing physical characteristics—buildings, streetscapes, open spaces and urban form—that contribute to the overall character and livability of each neighborhood.

"smart growth" phrase

Policy CC-2.2 **Complete Neighborhoods.** Promote the design and development of neighborhoods whose physical layout and land use mix promote walking, biking and transit use; provide housing and access to nearby employment, retail and service uses; foster community pride; provide access to recreational amenities; enhance neighborhood identity; and are safe, family friendly and address the needs of all ages and abilities. Live. work. play. Die. don't leave your village.

Policy CC-2.3 **Mixed-Use Neighborhood Centers.** Promote the design and development of mixed-use developments that accommodate local-serving retail and service uses, employment opportunities, and entertainment; provide diverse housing opportunities; and are efficiently served by transit. remember: The premise is cars are bad and inefficient. driving your car to work in another city is bad for society.

"smart growth" phrase

Policy CC-2.4 **Balanced Neighborhoods.** Encourage new major residential development to provide a balanced housing mix that includes a range of housing types, densities and floor plans. your nice single-family neighborhood is inherently un-balanced. Pure politics.

Policy CC-2.5 **Neighborhood Amenities.** Encourage appropriately scaled community-supportive facilities and services within all neighborhoods to enhance neighborhood identity and provide convenient access within walking and biking distance of residents.

delete all policies relating to goal CC-2

Policy CC-2.6 **Neighborhood Enhancement.** Promote infill development, redevelopment, rehabilitation, and reuse efforts that contribute positively (e.g., site layout and architectural design) to existing neighborhoods and surrounding uses.

Policy CC-2.7 **Neighborhood Branding.** Support the development of neighborhood "branding" or identification so that particular neighborhoods can be recognized through naming, signage, gateways, etc.

Policy CC-2.8 **Conservation/Maintenance/Improvement Programs.** Encourage the on-going conservation, maintenance, and upgrading of existing neighborhoods through enforcement of property maintenance codes, rapid abatement of graffiti, programs for the rehabilitation of housing, and replacement of deteriorated infrastructure.

Policy CC-2.9 **Infill Development.** Require infill development to be compatible with surrounding uses and to equal or exceed the quality of adjacent development.

delete

Goal CC-3	**Districts that achieve cohesive design to reinforce a unique and vibrant sense of place in the community.**

Policies

Policy CC-3.1 **Diverse Districts.** Encourage development of citywide districts that address different community needs and market sectors, and complement and are well integrated with the surrounding neighborhoods.

delete

Policy CC-3.2 **Districts as Destinations.** Provide incentives (e.g., density bonuses, reduced parking requirements, etc.) to transform existing auto-dominated districts into destinations by integrating residential, employment, retail, and community supportive facilities and services; and by adding public plazas, pedestrian amenities, and streetscape improvements that will create people-oriented centers for living, working, shopping and gathering.

Anti-car policy, change behavior

political "smart growth" and anti-car

a village

Delete entire page. See CC-1

Policy CC-3.3 **Districts Served by Transit.** Promote the development of districts that are located on existing or planned transit stops in order to facilitate and take advantage of transit service, reduce vehicle trips, and enhance community access.

Anti-car policy. Not role of government

delete All

Policy CC-3.4 **Enhanced Design Character.** Encourage renovation, infill, and redevelopment of existing districts that reduces the visual prominence of parking lots, makes districts more pedestrian friendly, reduces visual clutter associated with signage, and enhances the definition and character of the street frontage and associated streetscape.

cars should take a back seat.

Policy CC-3.5 **Cohesive Design.** Encourage individual development projects to be designed as part of a larger district, in which they enhance multi-modal and visual connectivity and compatibility with the surrounding area.

usually excludes car

Goal CC-4 **Attractive and functional gateways that clearly signal arrival into the City and enhance the identity of distinct neighborhoods.**

no gateways to neighborhoods. One Upland

Policies

delete Political

Policy CC-4.1 **Gateway Design Features.** Maintain and enhance major gateways over time using such features as street trees, decorative landscaping, architectural and design features, welcome signs, decorative lighting, archways, and other streetscape design techniques to announce the gateway.

Goal CC-5 **Sites and buildings of a high standard of design quality, visual interest, livability and sustainability.**

"Smart growth" buzz-words

Policies

Policy CC-5.1 **Site Design Principles.** Require new development projects to adhere to the basic principles of high-quality site design as set forth below, elsewhere in the General Plan, zoning and development standards, and any additional design guidelines adopted by the City. Basic principles include:

delete

a. *Buffers.* Encourage buffers between uses that are incompatible in design and/or operations, including, but not limited to, areas in the southwest and southeast portions of the City where industrial and residential land uses intermix.

b. *Edges.* Ensure that buildings, trees or other architectural features provide edges and definition to the street to enhance the vitality and improve the feeling of safety and security in urbanized areas, especially in areas with high pedestrian traffic.

c. *Building Siting.* Encourage new developments to bring buildings closer to the street as appropriate to create a more intimate and comfortable pedestrian environment.

"Smart Growth" Political movement

d. *Varied Setbacks.* Encourage varying setbacks, according to the existing character or context of the neighborhood, to provide visual interest, opportunities for transitional landscaping, and varying shadow patterns.

e. *Green Space.* Provide adequate green space by ensuring new development and redevelopment includes appropriate green spaces, such as parkways, community

Delete entire page. See CC-1

squares, parks, rooftop gardens, and plazas that complement the architecture of the development.

f. *Landscaping.* Promote high-quality landscape design and maintenance to soften buildings, parking lots, and hardscape with specific emphasis on a "California-friendly" ~~plant palette~~. — No. Freedom to choose

g. *Pedestrian Elements.* Promote the use of elements such as special paving materials, landscaping, pedestrian-scaled lighting and seating along pedestrian paths and walkways to encourage pedestrian use.

h. *Walls and Fencing.* Walls and fencing should be limited to providing privacy in side and rear yards and providing screening of non-residential utility areas to preserve the sense of a safe and inviting community. Where they are allowed, walls and fencing should be built of high quality materials that match and complement the architectural style of buildings on the property and provide visual relief through the use of a mixture of materials, landscaping, walkways and greenbelts. Additional landscape areas between sound walls, garden walls, and fencing and rights-of-way should be provided to mitigate the height and visual barrier of walls per the Zoning Code.

Delete all

do we really need to dictate that fencing be built of high quality materials?

Policy CC-5.2

Delete

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

a. *High-Quality Development.* Require new buildings to be of high architectural design and construction quality, including a high degree of articulation for visual interest, and attention to detail in both design and construction within the context of a building's location.

b. *Sustainable Development.* Require building owners and developers to integrate green initiatives into their buildings, such as recycled materials, California friendly landscaping, energy efficient devices and water conservation technologies. — is a political movement. Not appropriate for Upland

c. *Architectural Style for Non-Historic Areas.* Require new developments to adhere to the predominant architectural style of buildings in the vicinity, where one is apparent, while encouraging variation in design elements; where there is not a strong architectural style, new styles may be appropriate.

why?

d. *New Buildings Adjacent to Historic Buildings.* Require the design of new buildings adjacent to historic buildings to be compatible with the form and massing of the historic structure, including height, setback, massing, roof form, and architectural style.

Delete all

thx but we're canceling mixed use.

e. ~~*Multi-Family and Mixed-Use Residential Compatibility.*~~ Require multi-family housing and mixed-use development to be in scale with or transition in scale from adjoining or adjacent single-family areas through the use of similar setbacks, complementary building arrangements and architecture, gradual changes to building heights, buffer yards and the avoidance of overwhelming building scale and visual obstructions.

Delete entire page. See CC-1

f. *Single-Family Residential Compatibility.* Require that new single-family housing in established neighborhoods be designed to be compatible in scale with other homes in the immediate neighborhood. why?

g. *Single-Family Residential Additions.* Require that additions to existing single-family housing be developed in the same style.

h. *Building Articulation.* Ensure that the exterior on all sides of a building are varied and articulated to provide visual interest to its surroundings.

i. *Variety of Size and Scale.* Encourage new developments to contain a variety of lot and dwelling sizes and scales. Some lots may be designed to accommodate one-story houses, which generally require greater lot width to avoid front elevations of houses that are dominated by garages.

j. *Upper Story Setbacks.* Encourage multiple-story buildings to step the building back from the street edge at upper levels to allow sunlight into the street and create visual interest.

is this what our tax dollars are being spent on? Sunlight edicts.

k. *Building Entrances.* Encourage building entrances to be oriented toward a public street, serve as primary pedestrian entrances to a business, and include architectural features that give them prominence.

l. *Garage Design.* Ensure garages for new single-family houses, duplexes, and townhouses are visually subordinate in importance to the house itself, especially the entry. This can be achieved by locating garages toward the back of properties, limiting the width of the garage to two car spaces, building garages as separate structures from the house, requiring garages to be set back from the front facade of the house, and encouraging the orientation of garage doors at 90 degrees to the street.

car, out of site ... out of mind. Anti-car policy

m. *Secondary Units.* Require secondary units to be visually subordinate to the primary residence and located behind single-family homes and above garages pursuant to the standards of the Zoning Code.

Delete all

Goal CC-6	**Public buildings with a high standard of design quality, visual interest, and functionality.**

Policy CC-6.1 **New Public Buildings.** Require new public buildings to be designed to be architecturally distinctive and constructed to high standards of quality and connect visually and in style and character with setting and context. Where the City is not the direct developer of the new building, work with the property owner to set the same high standard of quality.

Delete

Policy CC-6.2 **Public Building Focal Points.** Use new public buildings as additional focal points (i.e., community gathering places) for the neighborhood in which it is located and ensure they are designed to accommodate a variety of community uses, where appropriate.

Delete entire page. See CC-1

CONNECTIVITY AND WALKABILITY

residents can walk now. they prefer automobiles

The well-being of residents and visitors, and the experience of being in the community, is enhanced by the ability of residents to walk within their community and take other modes of transportation to their destinations. Upland supports resident's ability to walk by promoting pedestrian safety, maintaining the pattern of small block sizes, providing attractive streetscapes and mitigating visual and physical barriers for pedestrians.

delete purely political in nature

Goal CC-7 A City with excellent connectivity and walkability throughout.

"smart growth" buzz-word

Policies

Policy CC-7.1 **Safety.** Encourage the creation of safe, walkable environments that include elements such as wide, smooth sidewalks, good lighting, safe crosswalks, clear signage, curb bulb-outs, curb cuts, street furniture, trees and traffic-calming measures, which allow people of all ages and abilities to exercise and safely access public transportation, community centers, schools, and services.

to slow and frustrate drivers.

Policy CC-7.2 **Connectivity.** Require new development to incorporate sufficient, attractive and well-marked pedestrian and vehicle connections that link to the adjacent streets and pedestrian network.

Policy CC-7.3 **Upland Grid Pattern.** Reinforce and extend the traditional grid pattern in new developments that create new roadways. Promote short residential block lengths, typically no more than 400 feet, to create a street pattern that allows for multiple routes through a neighborhood and greater opportunities for pedestrian activity.

delete all

reduces privacy

Policy CC-7.4 **Gated Communities.** Discourage the construction of new gated communities or walls surrounding individual projects (i.e. a single developer or builder) for infill development.

reduced safety and privacy. Not the role of government to say

Policy CC-7.5 **Lack of Barriers.** Work to eliminate or soften visual barriers, such as an arterial street, a railroad track or a major drainage way.

Policy CC-7.6 **Street Trees.** Encourage street trees to be planted in linear planting beds rather than tree wells, in order to support long-living healthy trees, except within Downtown Upland where tree wells are more conducive to urban environments.

trees also like bed-time stories. Read to them when possible

Policy CC-7.7 **Medians.** Facilitate additional landscaping through the construction of medians where feasible.

delete political

Goal CC-8 A City with vibrant, aesthetically pleasing, and functional corridors.

Policies

delete

Policy CC-8.1 **Streetscape Features.** Enhance the streetscapes along corridors with shade trees, street furniture, pedestrian lighting and other features that improve the pedestrian realm.

walk, walk, walk, walk, walk, walk!

Policy CC-8.2 **Streetscape Consistency.** Ensure consistent streetscapes in specific areas of the City to create a sense of place within neighborhoods and districts.

Delete entire page. See CC-1

Delete

Policy CC-8.3 **Street Tree Canopy.** Maintain street trees in the public right-of-way as an essential aesthetic and functional (i.e., shade) component of the community in accordance with the Conservation and Open Space Element.

HISTORIC PRESERVATION

Sources?

Upland's historic districts, buildings, landscape features and physical layout are one of its greatest assets and contribute to the City's identity. With some of the most authentic historically distinct residential neighborhoods in Southern California, Upland continues to preserve its neighborhoods, buildings, streets and landscapes through its own programs and by leveraging the policies and programs of State and Federal agencies. Figure CC-1 identifies the location and names of the City's historic districts.

Delete

Goal CC-9	**A community connected to its past through historically significant sites, structures and districts.**

Policies

Delete all

Policy CC-9.1 **Identification.** Continue to identify historic and cultural resources including individual properties, districts, and sites to provide adequate protection of these resources.

Policy CC-9.2 **National, California, and Upland Registers.** Pursue eligibility and listing of qualified resources, including historic districts and individual resources, under the appropriate register(s).

Policy CC-9.3 **Applicable Laws and Regulations.** Ensure that City, State, and federal historic preservation laws, regulations, and codes related to historical resources are implemented, including the California Historical Building Code and State laws related to archaeological and paleontological resources, to ensure the adequate protection of these resources.

Policy CC-9.4 **Early Consultation.** Minimize the potential impacts to historic and cultural resources by consulting with property owners and land developers early in the development review process.

Policy CC-9.5 **Consultation with Individuals and Organizations.** Consult with the appropriate organizations and individuals (e.g. Information Centers of the California Historic Resources Information System (CHRIS), the Native American Heritage Commission (NAHC), and Native American groups and individuals) to minimize potential impacts to historic and cultural resources.

Policy CC-9.6 **Compatibility with Historic Context.** Review proposed new development, alterations, and rehabilitation/remodels for compatibility with the surrounding context. Pay special attention to the scale, massing, and relationship of proposed new development to surrounding historic resources.

Delete

Policy CC-9.7 **Historic Resource Property Maintenance.** Actively pursue maintenance and upkeep of historic resources to avoid the need for major rehabilitation and to reduce the risks of demolition, loss through fire or neglect, or impacts from natural disasters.

Upland's Historic Policies and Ordinances need to be thoroughly researched and presented to the "Public". Special Interest groups need oversight by public.

Delete entire page. CC-1

Public needs full disclosure of historic ordinances/programs

Policy CC-9.8 **Contextual Elements.** Promote the preservation, rehabilitation, restoration, and/or reconstruction, as appropriate, of contextual elements (e.g., structures, landscapes, street lamps, signs) related to the historic resource.

Policy CC-9.9 **City-Owned Resources.** Maintain all City-owned historic and cultural resources in a manner that is consistent with the U.S. Secretary of the Interior's Standards for the Treatment of Historic Properties.

Policy CC-9.10 **Rock Curb Retention.** Preserve rock curbs in areas that have been identified as historically significant areas (i.e., Euclid Avenue) or historic districts, or immediately adjacent to these districts to create a cohesive streetscape. In addition to City efforts, work with homeowners who wish to repair the rock curbing adjacent to their residences.

Policy CC-9.11 **Historic Resources.** Ensure that identified cultural and historic landmarks and buildings are preserved, unless the City finds that such preservation is economically infeasible.

Policy CC-9.12 **Certified Local Government.** Become and remain a Certified Local Government per State Office of Historic Preservation requirements.

Policy CC-9.13 **Adaptive Reuse.** Encourage continued use and adaptive reuse of designated historic resources through application of the U.S. Secretary of the Interior's Standards and Guidelines for rehabilitation, reconstruction, and restoration.

Policy CC-9.14 **Modifications to Historic Resources.** Ensure that modifications to identified historic resources are consistent with the U.S. Secretary of the Interior's Standards for the Treatment of Historic Properties. The City's first preference is the repair of existing materials, second preference is replace with the same materials, and third preference, when there is no other economically feasible solution, is to use simulated materials that offer the same appearance of historically used materials.

Policy CC-9.15 **Renovation and Remodels.** Require the architectural details and design elements of historic structures be preserved during renovations and remodels pursuant to the Zoning Code.

Policy CC-9.16 **Demolition.** Consider demolition of historic resources as a last resort, to be permitted only if the rehabilitation of the resource is not feasible, demolition is necessary to protect the health, safety, and welfare of its residents, or the public benefits outweigh the loss of the historic resource.

Policy CC-9.17 **Incentives.** Use incentives such as City, State, Federal, and private grants, loans, easements, and tax credits to promote the preservation, maintenance, rehabilitation and interpretation of the City's historic and cultural resources.

delete all

AGRICULTURAL HERITAGE

The history of Upland's use of land includes citrus agriculture, a tradition that the City strives to continually preserve and celebrate through public art, the Lemon Festival, historic packing houses and ongoing support for locally-grown food. This agricultural heritage is a defining characteristic of Upland and one that will be carried into the future as a reminder of Upland's citrus origins.

this is different. this refers to a political movement.

Delete entire page. See CC-1

Goal CC-10	A community that is connected to its historic agricultural uses.

SO,.....

Policies

Policy CC-10.1 **Citrus Heritage.** Continue to integrate the citrus heritage theme into community festivals, public art, and landscaping.

Policy CC-10.2 **Memorabilia.** Support Upland Heritage and similar groups' efforts to acquire and store photographs and other memorabilia relating to historical agricultural operations in Upland.

Policy CC-10.3 **Local Support.** Support collaborations with local agricultural operations in surrounding jurisdictions with various Farmer's Market and school programs.

Policy CC-10.4 **Locally Grown and Organic Foods.** Encourage, maintain, and enhance a local farmer's market and encourage serving locally grown and organic foods at City public facilities.

Policy CC-10.5 **Community and Rooftop Gardens.** Support urban agriculture by supporting community and rooftop gardens and recognizing their value in providing fresh food in urban areas in addition to their recreational, community building, landscaping, and educational value.

Policy CC-10.6 **San Antonio Community Hospital.** Collaborate with San Antonio Community Hospital for healthy community initiatives.

delete all

Not the role of government. Part of a political movement.

are you serious???. Community gardens???

no.no.no.

massive "innappropriate" health initiatives. Stay clear!!!

Please refer to early 1900's communal farming in Russia and 1960's communal farming in China.

ARTS AND CULTURE

The availability and accessibility of a wide range of cultural opportunities for all ages and abilities improves the quality of life for Upland residents. These resources promote opportunities for community engagement, personal inspiration, learning and enjoyment, and the appreciation of and understanding of Upland's heritage. It is these resources that attract and retain residents and help spur new investment in the community.

Goal CC-11	A community with opportunities to experience a diversity of arts, culture, and local heritage.

delete

Policies

Policy CC-11.1 **Community Programs.** Continue to provide programs such as the music venue at Magnolia Park, Parks and Recreation sponsors programs, Scary-A-Fair, Christmas Parade, Lemon Festival, and the Tour d' Foothill.

Policy CC-11.2 **Citywide Expansion of Resources.** Work with community organizations to expand art and cultural events, festivals, activities, and performances throughout the City, with a special focus on Downtown as the historic and cultural heart of Upland.

Policy CC-11.3 **Partnerships to Increase Programs.** Encourage partnerships among arts and cultural groups, community organizations, and the business community to develop arts and cultural educational activities and programming for all ages.

Political. Not the role of government.

Delete entire page. See CC-1

Policy CC-11.4 **Assistance for Non City-Owned Facilities.** Support arts stabilization for private and nonprofit arts and ~~cultural organizations~~ to maintain and expand their facilities, programs, and events. Not appropriate use of tax dollars

Policy CC-11.5 **Coordination with Other Entities.** Coordinate and support public, quasi-public, and private entities in their preservation programs and efforts and serve as a liaison for such groups. no entanglements

Policy CC-11.6 **Grants and Donations.** Support the efforts of nonprofit, private and community-based organizations to apply for public and private grants and encourage donations for arts and cultural activities. – stop the "Grant-Grabbing"

Policy CC-11.7 **Cultural Institutions.** Coordinate with cultural institutions to integrate marketing opportunities and partnerships that promote arts and culture in Upland.

Policy CC-11.8 **Accessible Facilities and Programs.** Encourage the development of arts and cultural facilities and programs that are accessible to all residents (e.g., affordable and accessible by various travel modes). let me guess... walking?

Policy CC-11.9 **Programs for Children.** Support programs and events that introduce children to the arts and provide positive outlets to explore their own talents and creativity for self-expression.

Policy CC-11.10 **Child Education.** Work with the Upland Heritage, Upland Unified School District, and similar groups to find opportunities through community events to educate children about the City's history.

Policy CC-11.11 **Heritage Tourism.** Work with agencies, organizations, property owners, and business interests to develop and promote heritage tourism opportunities.

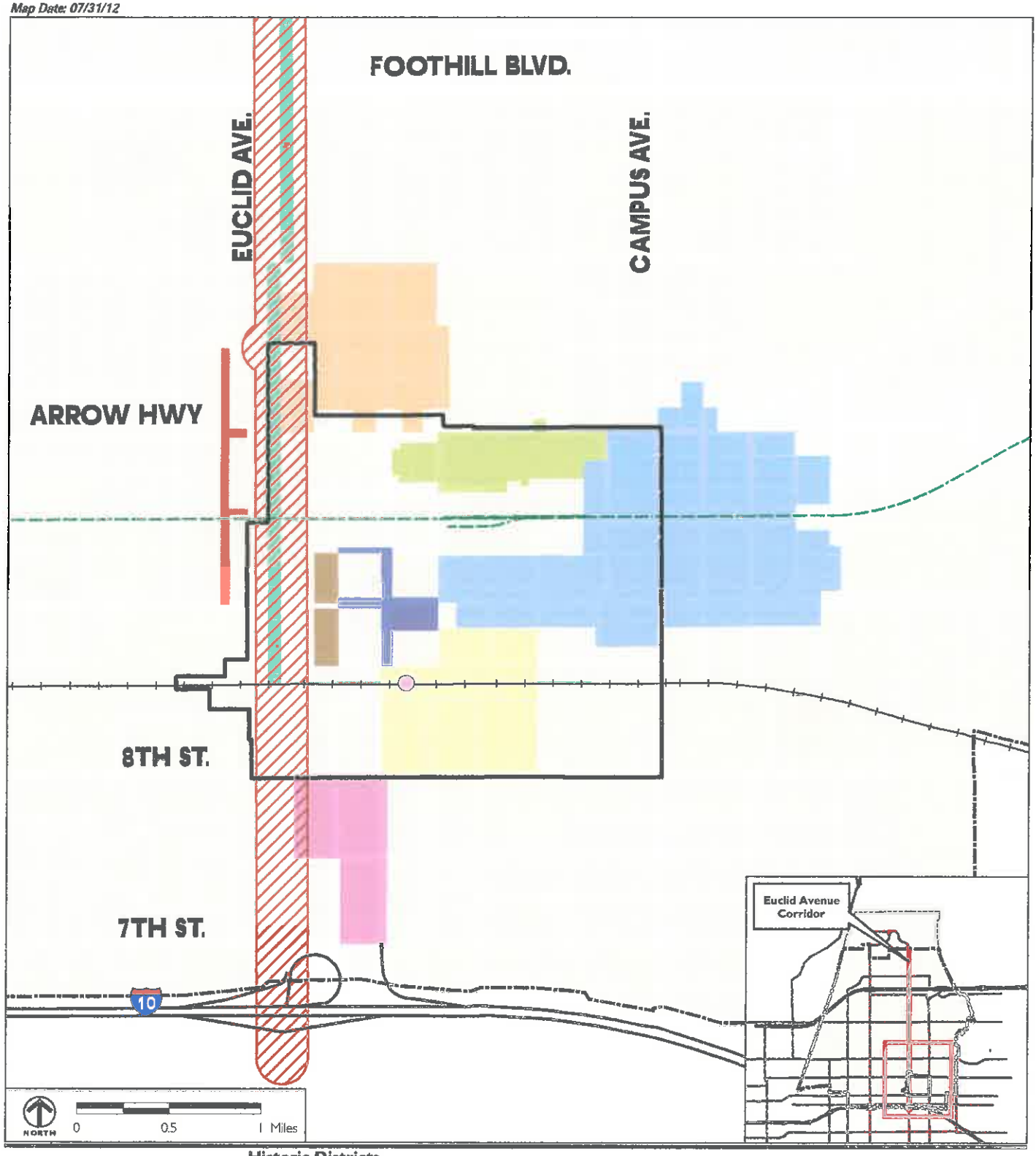
Policy CC-11.12 **Religious Expression**. Support religious expression in Upland through encouraging a variety of faith-based institutions and activities in the City.

Policy CC-11.13 **Support for Artists.** Provide opportunities and incentives for affordable living, studio or live-work spaces for artists in appropriate areas in the City, including Downtown, College Heights and the 9th Street Industrial Area.

Policy CC-11.14 **Thematic Art.** Encourage thematic art in existing and new development that expresses Upland's unique heritage and fits within the surrounding context, including the citrus and agriculture theme, the mountains, the Madonna of the Trail statue, Route 66, Downtown murals, and other character-defining features.

delete all

Map Date: 07/31/12



City Limits
Downtown Specific Plan
Upland Parcel
Southern Pacific Trail
Rail Line
Metrolink Station

Historic Districts

- Euclid Avenue Corridor
- Arrow Laurel
- Citrus Transportation
- Civic Center East
- Magnolia
- Euclid
- Old Town
- Pleasant View
- Stowell
- Victorian Row

FIGURE CC-1
HISTORIC RESOURCES

This element is not required by law. It may be deleted.

ECONOMIC SUSTAINABILITY ELEMENT

stop using this "smart growth" buzz-word. It has a double-meaning

ELEMENT DESCRIPTION FOR HOMEPAGE

The Economic Sustainability Element envisions a sustainable local economy, which provides an array of quality job and business opportunities for residents, entrepreneurs and investors across multiple local and regional-serving industries. It also includes a diversity of retail and other commercial services that meet the consumer needs and preferences of residents. Finally, it is supported by local government policies and services that prioritize quality job retention, expansion and attraction, as well as public decision-making that considers the long-term economic and fiscal health of the community and City.

don't forget to talk to the residents.

To maintain and grow Upland's economy over the long-term requires judicious preservation of employment lands, on-going support and communication with the existing business community, and outreach and attraction of firms in growth industries that provide quality jobs, as well as retailers that provide new goods and services for Upland residents. City resources should be dedicated to programs that accomplish these, and other, General Plan goals in such a way that ensures long-term success in the most efficient and effective way possible.

OVERARCHING GOAL

A strong and flexible local economy that provides high quality jobs for residents, opportunity for existing businesses to expand and new businesses to form or locate in Upland, and an array of commercial services to meet resident needs.

GOAL, POLICIES AND ACTIONS SECTIONS

- Job Opportunity & Access
- Business Climate
- Retail Diversity
- Fiscal Sustainability

BACKGROUND DOCUMENTS

- Upland General Plan Existing Economic Conditions Report
- Memorandum regarding Potential for Mixed Use and Office Uses
- College Heights Existing Economic Conditions and Opportunities Assessment
- College Heights Economic Development Strategy

BUSINESS CLIMATE

"Smart growth" buzz-word

Goal ES-1	A sustainable business environment that supports local entrepreneurial growth and attracts commercial and industrial investment and revitalization.

Policies

Make sure it is available to the public

Policy ES-1.1

Comprehensive Economic Development Strategy. Implement and update a comprehensive Economic Development Strategy every three years to enhance the City's long-term prosperity. Include such strategies as:

A. Regularly evaluate economic conditions to determine the industries, sectors, and locations that are most significant to regional and local economic growth and creation of quality jobs.

B. Regularly evaluate citywide economic conditions and economic indicators as new data becomes available and provide regular economic reports to decision makers.

C. Regularly identify the need for new economic development strategies and priorities for public investment.

C. Develop and maintain programs and services that address the changing needs of the local business community.

D. Develop and maintain business incentive programs for desirable industries that contribute to revitalization and expansion.

E. Facilitate the retention and attraction of existing and new businesses based upon beneficial factors, such as the following:

tread lightly and appropriately.

a. *Target Industries.* Attract industries and businesses that are appropriate for a specific location. For example, target high-skilled manufacturing, biotech/medical device manufacturing and specialty food production for their potential for long-term growth, job quality and high-density employment for College Heights, and professional and medical support firms near San Antonio Community Hospital. In commercial areas, target key anchor and niche retailers/restaurants/entertainment venues appropriate for Upland's demographic character, which are currently missing from Downtown and Upland as a whole, by both business type and market orientation.

b. *Job Quality.* Target industries that offer high quality jobs that offer long-term job stability, good benefits and salaries which meet or exceed a living wage. In addition to wages, consider targeting jobs that offer mid-or-long term on-the-job training since they are generally of a higher quality, due to the investment required in each employee.

c. *Growth Potential.* Target businesses that demonstrate a potential for long-term growth and the eventual provision of a significant number of jobs (i.e. 15 plus jobs).

d. *Job Density.* Target businesses that provide a high job density in terms of the number of jobs per square foot of built space to generate the maximum amount of employment. For example, a research and development business which employs 10 people over 10,000 square feet would be prioritized over a warehouse, which might employ 3 people over 50,000 square feet.

e. *Jobs at a Range of Skill Levels.* Target industries that offer high-quality jobs for a variety of educational and skill levels.

Upland residents are not looking for "compact" "walkable" employment districts.

Policy ES-1.2 **Employment Districts.** Encourage the expansion and intensification of existing industrial and commercial developments to facilitate business and employment growth that serves the daily and occasional needs of the community. Where appropriate, encourage the consolidation of smaller parcels into large format business complexes and commercial developments ~~that are pedestrian-oriented in design and function~~.

delete. "smart growth" policy

Policy ES-1.3 **Business Enhancement.** Where feasible, prioritize public improvement projects that assist in the revitalization of business districts.

Policy ES-1.4 **Development Incentives.** For the highest-priority businesses, offer tailored packages of development incentives, which might include tax rebates, fee reductions or other financial or regulatory incentives.

tread lightly. Government should not pick winners & losers

Policy ES-1.5 **Business Regulatory Process.** Align existing local government business license, permitting and approvals policies and procedures to minimize the burden of regulatory processes.

Policy ES-1.6 **Local Assets for Business Development.** Pursue business development opportunities that capitalize on nearby institutions and other assets, including San Antonio Community Hospital and Claremont Colleges, or ~~significant transit amenities~~.

delete. "Smart growth" policy

JOB OPPORTUNITY AND ACCESS

Goal ES-2	**A diverse local economy that offers an array of accessible, high quality job opportunities ~~for Upland residents.~~**

stop trying to expand mass-transit at the taxpayers expense

Policies

Policy ES-2.1 **Job Expansion.** Increase the number of quality jobs in Upland to improve the balance of jobs and housing.

not the role of government

Policy ES-2.2 **High Quality Jobs.** Retain, expand and attract firms that provide a variety of high quality job opportunities that meet the array of educational backgrounds and job-skills sets of Upland residents.

Role of government?

pushing the boundaries of planning. Do you know the educational backgrounds/job-skills of Upland residents? Russia?

Policy ES-2.3 **Employment Support.** Support existing and new employment uses that offer opportunity for training and advancement of Upland residents and workers.

Policy ES-2.4 **Access to Jobs.** Improve local walking, biking and transit access to Upland employment centers, as well as Metrorail commuter rail and Gold Line light rail stations, in order to reduce commute burden and vehicle miles travelled and improve job access and livability.

delete. "smart growth" political movement

reduce VMT. Political movement.

RETAIL DIVERSITY

Goal ES-3	**A vital Downtown ~~and corridor shopping districts~~ that meet the consumer needs and preferences of Upland residents ~~and strengthen the City's economic and fiscal base.~~**

delete

Policies

make sure this is public

Policy ES-3.1 **Business Attraction.** As part of the Comprehensive Economic Development Strategy, identify and pursue new businesses offering contemporary eating, entertainment and shopping experiences that ~~fit the demographic character of Upland's households and~~ complement existing businesses.

delete. One Upland. Market should determine.

Policy ES-3.2 **Distinctive Shopping Centers and Districts.** Ensure regulations facilitate commercial centers that are designed to meet the growing need for convenience and good design to attract consumers, such as pedestrian-oriented "Main Street" or village type development.

delete "smart growth" policy

NO. Not desired by Upland residents

Policy ES-3.3 **Commercial Revitalization.** Encourage the renovation or redevelopment of existing strip commercial development, through lot consolidation of smaller, single parcels into larger sites, to facilitate the creation of distinctive shopping centers and districts.

Policy ES-3.4 **Night-time Uses.** Increase and diversify night-time uses including entertainment venues, sit-down restaurants, and tasting rooms.

NO "TOD" or "smart growth"

really. what about police? Gangbangers?

Policy ES-3.5 **Anchor Businesses.** Target and attract appropriate new anchor businesses to Downtown that will expand its offerings, attract new customers and drive additional foot traffic to existing stores.

delete

Policy ES-3.6 **Key Commercial Corridors.** Support the compact redevelopment of key commercial corridors to better accommodate current trends in retail formats and ~~mixed-use~~ development and improve the ~~quality of place~~ in select corridors.

NO. "smart growth"

Policy ES-3.7 **Retail Development.** Direct new retail development to Downtown or shopping nodes along commercial corridors ~~targeted for intensification~~.

delete

Policy ES-3.8 **Ground-floor Retail.** Attract retail uses to the ground floor level in Downtown in coordination with policies and standards in the Historic Downtown Upland Specific Plan.

NO intensification. Not compatible with Uplands existing character.

failed "smart growth" policy

residents don't like it.

delete

Policy ES-3.9 **Residential Density.** Increase residential densities in appropriate locations to provide a customer base for new and existing commercial uses.

Residents don't want increased densities. Ask them!

Policy ES-3.10 **Gateway Areas.** Better delineate gateway areas to Downtown ~~and distinct retail areas along commercial arterials to~~ identify and brand them as shopping districts.

FISCAL ~~SUSTAINABILITY~~

"smart growth" buzz-word with double-meaning

Goal ES-4	~~Fiscally sustainable~~ municipal finance system and decision-making that supports the long-term ~~livability~~, economic stability, and prosperity of the community as a whole.

delete

More transparent

residents did not set the current GP vision!

make public

Policies

Policy ES-4.1 **Budget Process and General Plan Vision Alignment**. Use the City's municipal finance system and annual budget process to implement long-term city-wide goals and policies articulated in the General Plan and other strategic planning documents.

Policy ES-4.2 **Capital Improvement Program.** Ensure the capital improvement program supports the goals and policies articulated in the General Plan.

Policy ES-4.3 **Economic Impacts of Land Conversion**. Consider long-term fiscal and economic impacts of any conversion of employment lands to other uses when updating zoning.

Policy ES-4.4 **New Development, Zoning, and Policy**. Consider fiscal and economic ~~sustainability~~ as one of a number of citywide goals when evaluating new development, zoning or public policy.

Policy ES-4.5 **Development Impact Fees.** Evaluate Development Impact Fees on a regular basis to ensure that increased demands on infrastructure and services as a result of new development are adequately funded.

CIRCULATION

delete. Political movement known as "smart growth"

The Circulation Element envisions a comprehensive transportation system that provides a full range of mobility choices for all potential users. In many jurisdictions, vehicular travel has often been the focus of planning efforts with limited attention devoted to pedestrians, bicyclists, and transit users. The widest range of mobility choices is realized when all modes are treated equally, rather than prioritizing one mode of travel at the expense of others. Achieving a balance between travel modes requires an efficient roadway network complemented by an extensive system of facilities for alternative modes of travel.

Upland's transportation network cannot be implemented in isolation. There are regulations, guidelines, and design standards which can affect the design and construction of many transportation facilities. Additionally, development in Upland can create impacts on transportation facilities in adjacent jurisdictions, and the converse is often true. Successful implementation of a comprehensive transportation network requires extensive coordination and outreach with neighboring agencies.

Every single Train, Light-Rail, and Bus is a Taxpayer money-pit. Tickets & Fares do not cover operational costs. Taxper's foot the difference.

OVERARCHING GOAL

delete

A comprehensive, multimodal transportation system that provides all users with safe connections to homes, job centers, schools, community centers, open spaces, recreation areas and visitor destinations.

GOAL AND POLICY SECTIONS

- Roadway System
- Non-Motorized System
- Transportation Safety
- Parking
- Freight Movement

Upland residents chose years ago to not ride trains and trolleys!

GENERAL PLAN FIGURES

- Figure CIR-1 (Roadway System)
- Figure CIR-2 (Bicycle Routes)
- Figure CIR-3 (Pedestrian Facilities)
- Figure CIR-4 (Designated Truck Routes)

BACKGROUND DOCUMENTS

- Upland General Plan Existing Conditions Report: Circulation White Paper

ADDITIONAL LINKS

- San Bernardino County Non-Motorized Transportation Plan

we've read it. Based on a political movement.

- San Bernardino Association of Governments ← rescind membership today!
- Omnitrans
- Metrolink
- Complete Streets Guidelines (California Office of Planning & Research) — Repeal any state mandates. Take no grants!
- California Bikeway Classifications

ROADWAY SYSTEM

Upland's roadway system must meet multiple goals. It must be safe, provide convenient access, maintain free flowing traffic, be visually appealing, accommodate multiple modes of travel, and be designed in context with its surroundings. The roadway system should be designed to provide the necessary capacity to accommodate the traffic generated from the future buildout of the Land Use Plan while maintaining Level of Service standards. The street right-of-ways also need to accommodate pedestrians, bicyclists, landscaping, traffic control devices, and infrastructure in a manner that is safe and aesthetically pleasing.

Levels "D" and "E" are not acceptable to residents

Goal CIR-1	**A transportation network that provides mobility and access for all modes of travel including automobiles, transit, bicyclists, pedestrians, and freight vehicles.**

delete re-write

Policies

Policy CIR-1.1 **Roadway system.** Require the City's roadways to:

a. Provide accommodations for transit, bicyclists, and pedestrians within the public right-of-way.

b. Comply with Federal, State, San Bernardino County, and local standards for roadway design, maintenance and operation.

c. Strive to maintain LOS D at all intersections outside of the Downtown Specific Plan area and the Transit Priority Roadways except where such improvements are physically infeasible or would negatively impact bicyclists, pedestrians, or transit patrons.

wow! Really!

d. Strive to maintain LOS E at all intersections within the Downtown Specific Plan area and intersections along the Transit Priority Roadways.

Have you told residents this? of course not!

e. Provide future capacity as envisioned with the Future Roadway System map.

delete re-write

Policy CIR-1.2 **Foothill Boulevard.** As shown on the Roadway System Map, maintain Foothill Boulevard as a four-lane roadway with necessary deceleration and acceleration lanes at intersections to facilitate an acceptable level of service.

Policy CIR-1.3 **Transit Priority Roadways.** Designate certain roadways as Transit Priority Roadways, which are intended to prioritize high efficiency transit services such as Bus Rapid Transit (BRT). These transit priority roadways will be designated through cooperative activities between the City, Omnitrans, and SANBAG.

No.

NO

rescind membership now!

do not support BRT! Taxpayer Money-pit!

Policy CIR-1.4 **Bus Rapid Transit on Foothill Boulevard.** Support Bus Rapid Transit (BRT) on Foothill Boulevard in a manner that does not require a dedicated lane.

Policy CIR-1.5 **Future Development Impacts.** Require future development or redevelopment to disclose intersection traffic impacts in the City or adjacent jurisdictions as identified through the CEQA process and mitigate impacts where such mitigation measures are physically feasible. These shall be required to contribute to the implementation of mitigation measures, including but not limited to those identified in the General Plan EIR, by the payment of fair share costs, constructing the required improvement, providing right-of-way, or other actions as required by the City.

Policy CIR-1.6 **Intersection Improvements.** Evaluate impacts of intersection improvements on all modes of travel including bicyclists, pedestrians, and transit.

Policy CIR-1.7 **Driveway Access Points.** Require that driveway access points onto arterial roadways be minimized and located to ensure the smooth and safe flow of vehicles and bicycles.

Policy CIR-1.8 **Regional Coordination.** Participate in the planning of regional roadway and transit improvements such as interchange improvements along I-10, other regional freeway and arterial improvements, and transit planning efforts such as the development of a regional Bus Rapid Transit (BRT).

delete all re-write without Political Motivations

NON-AUTOMOTIVE TRANSPORTATION SYSTEM

A transportation network that serves all users requires an extensive network of bicycle, pedestrian, and transit facilities. In addition to providing more travel options for residents, workers and visitors, alternative transportation modes carry significant co-benefits including reductions in fuel usage and emissions, increased levels of physical activity, less automobile traffic and other quality of life improvements.

Additional use of alternative travel modes requires more effort than merely building new facilities or expanding existing ones. Outreach and education is needed to further encourage these alternative modes and ensure safe use of these facilities.

delete Part of a political movement.

Goal CIR-2	**An interconnected network of bicycle, pedestrian, and transit facilities that accommodate and encourage travel through non-automotive modes.**

not the role of goverment to encourage people to walk and ride bikes.

Policies

delete "smart growth" policy

Policy CIR-2.1 **Transit Facilities.** Incorporate transit facilities into the design of land use plans and capital improvement projects where appropriate, including:

a. Attractive and convenient bus stops (shade/weather protection, seats, transit information); and,

b. Bus turnouts at transit stops.

delete

Policy CIR-2.2 **Coverage and Frequency of Transit Service.** Coordinate with regional transit operators to maintain and improve the coverage and frequency of transit service in the City.

Policy CIR-2.3 **Transit Access**. Locate community-serving facilities in transit-ready areas that are served by transit or can be made accessible to transit.

Policy CIR-2.4 **Future Gold Line**. Support the future alignment of the Ontario Airport Extension of the Metro Gold Line to be located adjacent to the existing Metrolink rail line through Upland.

Policy CIR-2.5 **Future Gold Line Station**. Support the location of the future station to be near the existing Metrolink station in downtown Upland.

Policy CIR-2.6 **Accessible Transit**. Provide pedestrian access to all transit facilities and maintain pedestrian facilities that are safe, attractive, and well lit.

Policy CIR-2.7 **Regional Participation**. Actively participate in regional planning efforts related to transit service within Upland.

Policy CIR-2.8 **Bicycle System**. Implement and maintain a comprehensive bicycle system pursuant to the City's Bicycle and Pedestrian Master Plan, the San Bernardino County Non-Motorized Transportation Plan and Caltrans standards to reduce slope, sharp curves, and interference from vegetation, pedestrians, and motor vehicle traffic.

Policy CIR-2.9 **Bicycle Facilities**. Incorporate bicycle facilities into the design of land use plans and capital improvement projects, including:

a. End of trip facilities (bicycle lockers, showers, where feasible, and changing rooms) within non-residential sites;

b. Bicycle parking within new multi-family and non-residential sites;

c. Publicly accessible bicycle parking; and,

d. Signage for all bicycle routes.

Policy CIR-2.10 **Pedestrian System**. Maintain a network of sidewalks, crosswalks, and other pedestrian facilities throughout the City as specified in the County's Non-Motorized Transportation Plan.

Policy CIR-2.11 **Intersections and Crossing Locations**. Utilize Federal and State guidelines and standards for traffic operations, signal timing, geometric design, Universal Access (ADA) and roadway maintenance that facilitate walking and bicycling at intersections and other key crossing locations.

Policy CIR-2.12 **Regional Bicycle and Pedestrian Connections**. Participate in regional planning activities related to development of regional bicycle and pedestrian facilities that connect to Upland.

delete fulfills "smart Growth" Policies not compatible with Upland's existing Values & character

SAFETY

In order to ~~encourage non-motorized travel~~ and protect all travelers, the Upland transportation system should provide the highest possible level of safety. Upland uses a combination of roadway improvements, urban

design strategies, quality bicycle and pedestrian facilities, and traffic enforcement to ensure a safe transportation network for all users.

Goal CIR-3	A transportation system that ensures safety for all modes of travel.

Policies

Policy CIR-3.1 **Connected Roadway Network**. Require future development or redevelopment to implement local street networks which allow travel by all modes and ensure connectivity with the larger City-wide roadway network.

Policy CIR-3.2 **Complete Streets Roadway Standards**. Require that pedestrian, vehicular, and bicycle circulation on both public and private property be coordinated and designed to maximize safety, comfort and aesthetics while maintaining consistency with applicable Federal, State, and San Bernardino legislation and requirements.

Policy CIR-3.3 **Safe Routes to School**. Collaborate with local school districts and private schools to identify and implement safety measures to improve safe travel to and from schools for students, parents, and school employees.

Policy CIR-3.4 **Slow Traffic**. Use a combination of traffic calming measures, signage, speed limits, and traffic enforcement to slow traffic in areas where non-motorized travel is encouraged, particularly near schools and parks.

Policy CIR-3.5 **Bicycle Education and Enforcement**. Maintain and promote a comprehensive safety awareness program for cyclists and drivers.

PARKING

Parking facilities are essential facilities for most types of land uses and their supply can influence travel choices. For example, reducing the level of available parking has been shown to reduce vehicle travel and increase biking, walking, and transit use. To ensure a balance between the provision of adequate parking to meet residential and business needs and the goal of improving non-motorized travel options, Upland strives to provide an appropriate level of "right-sized" parking facilities.

For example, shared parking concepts allow parking spaces to be used by more than one type of user at different times of the day. This can provide more efficient utilization of parking spaces over predictable cycles of the day, week or year. Another strategy is to provide comprehensive and routine management of parking in key destination areas of Upland, like the Historic Downtown.

Goal CIR-4	A parking system which provides an appropriate level of parking supply in public and private parking areas.

Policies

Policy CIR-4.1 **Shared Parking.** Require mixed-use and multiple use developments to implement shared parking techniques for complementary land uses.

delete Policy CIR-4.2 **Parking Management.** Manage and regularly monitor and evaluate public and private ~~parking~~ resources in key destination areas within the City.

Manage private parking

delete Policy CIR-4.3 **Parking Demand.** Reduce parking demand by improving transit, bicycle and pedestrian mobility, particularly to and from key destination areas.

re-write Policy CIR-4.4 **Accessibility.** Ensure parking is accessible to persons with a range of abilities.

FREIGHT MOVEMENT

Freight vehicles are an integral aspect of the transportation network and are crucial to the economic vitality of any city. A key consideration for the City is the management of freight vehicles to limit any negative impacts to City residents and employees. Established truck routes allow truck traffic to flow efficiently and minimize the possible exposure of people in sensitive areas, such as residential neighborhoods and schools, to accidents involving trucks, high noise levels, and diesel emissions. In addition, guiding truck traffic to designated routes minimizes impacts and maintenance demands on our other non-designated roadways.

Goal CIR-5	**A transportation system which accommodates the efficient movement of freight vehicles on appropriate routes.**

Policies

Review. Make sure there is no "smart growth" funny business

Policy CIR-5.1 **Designated Truck Routes.** Identify, implement, and maintain a system of truck routes within the City that provide for the effective transport of goods while minimizing negative impacts on local circulation and noise-sensitive land uses.

Policy CIR-5.2 **Hazardous Materials Transport.** Coordinate with the State of California and other agencies to limit transportation of hazardous materials through the City.

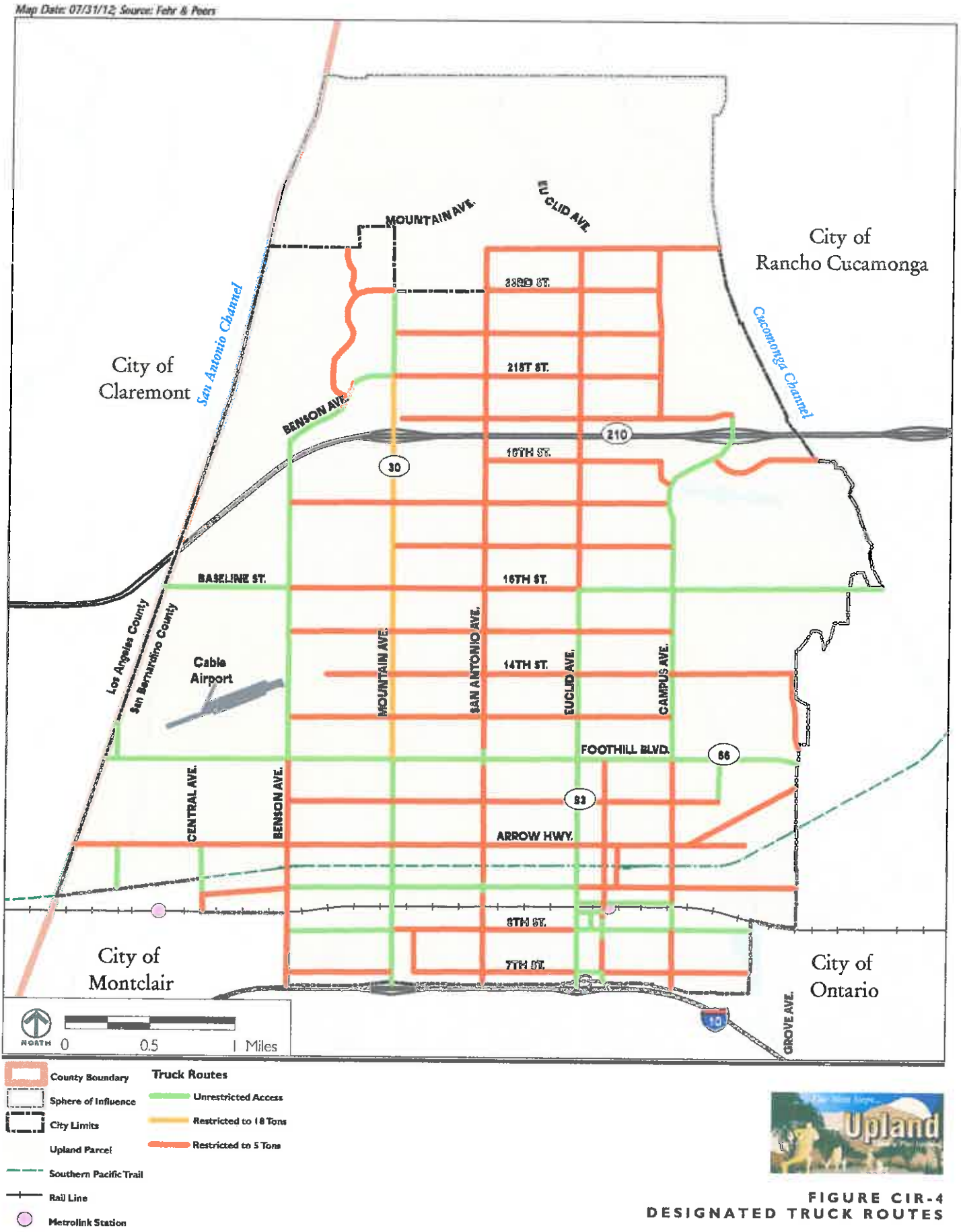
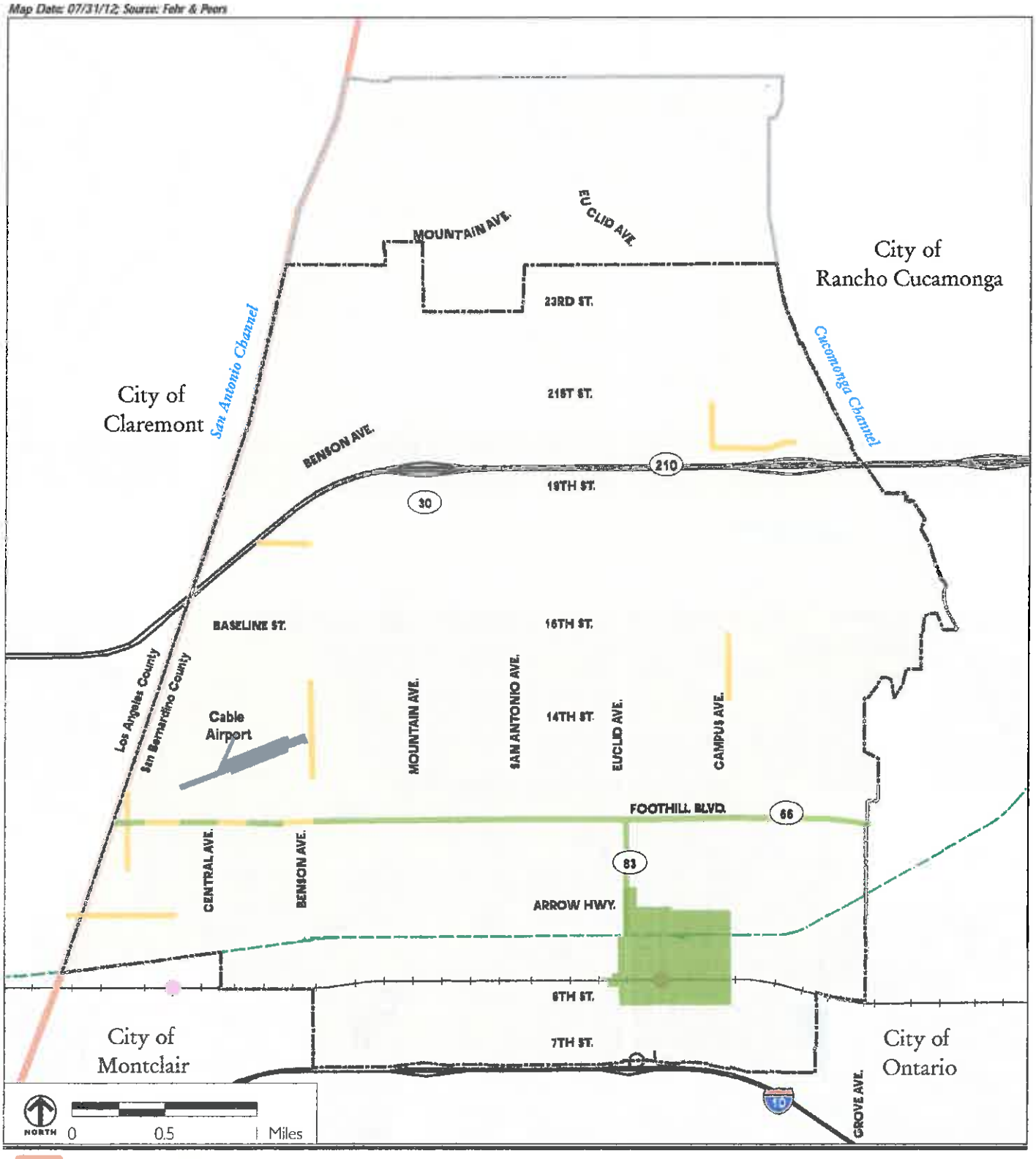


FIGURE CIR-4
DESIGNATED TRUCK ROUTES

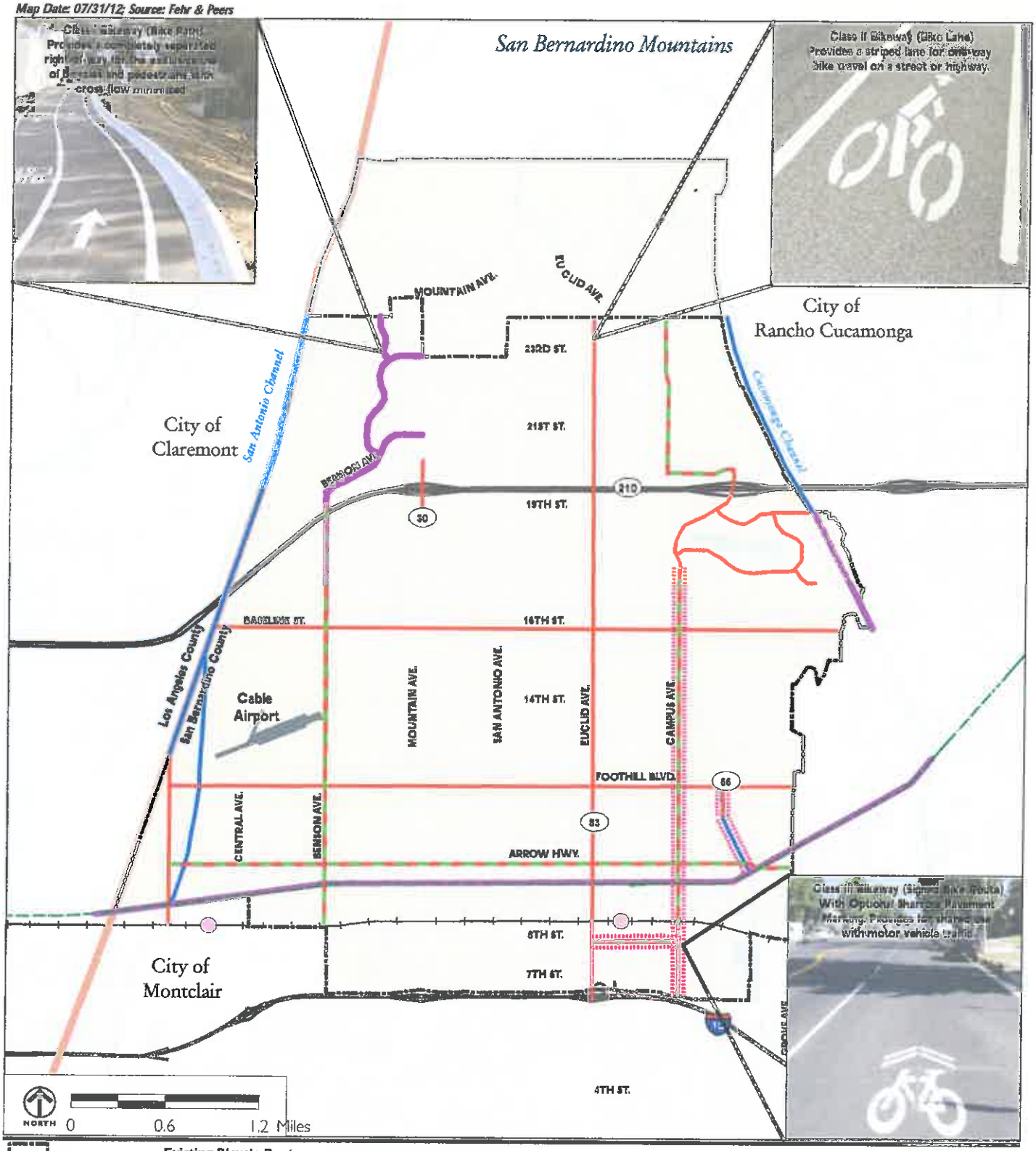


*Pedestrian Multimodal Priority Areas are areas where pedestrians will have a variety of transportation choices, including Metrolink, bike lanes, and bus stations.

**Pedestrian Needs Priority Areas were identified based on visioning exercises and field work to determine where the sidewalk network is incomplete. Some areas that are not conducive to pedestrian use, such as areas with autorepair and wholesale stores, may not have complete sidewalks and were not identified as Needs Priority Areas.



FIGURE CIR-3
PEDESTRIAN FACILITIES



*Priority Bike Lanes are bike lanes selected according to proximity to Downtown and to improve connections between Downtown and Memorial Park.



FIGURE CIR-2
BICYCLE ROUTES

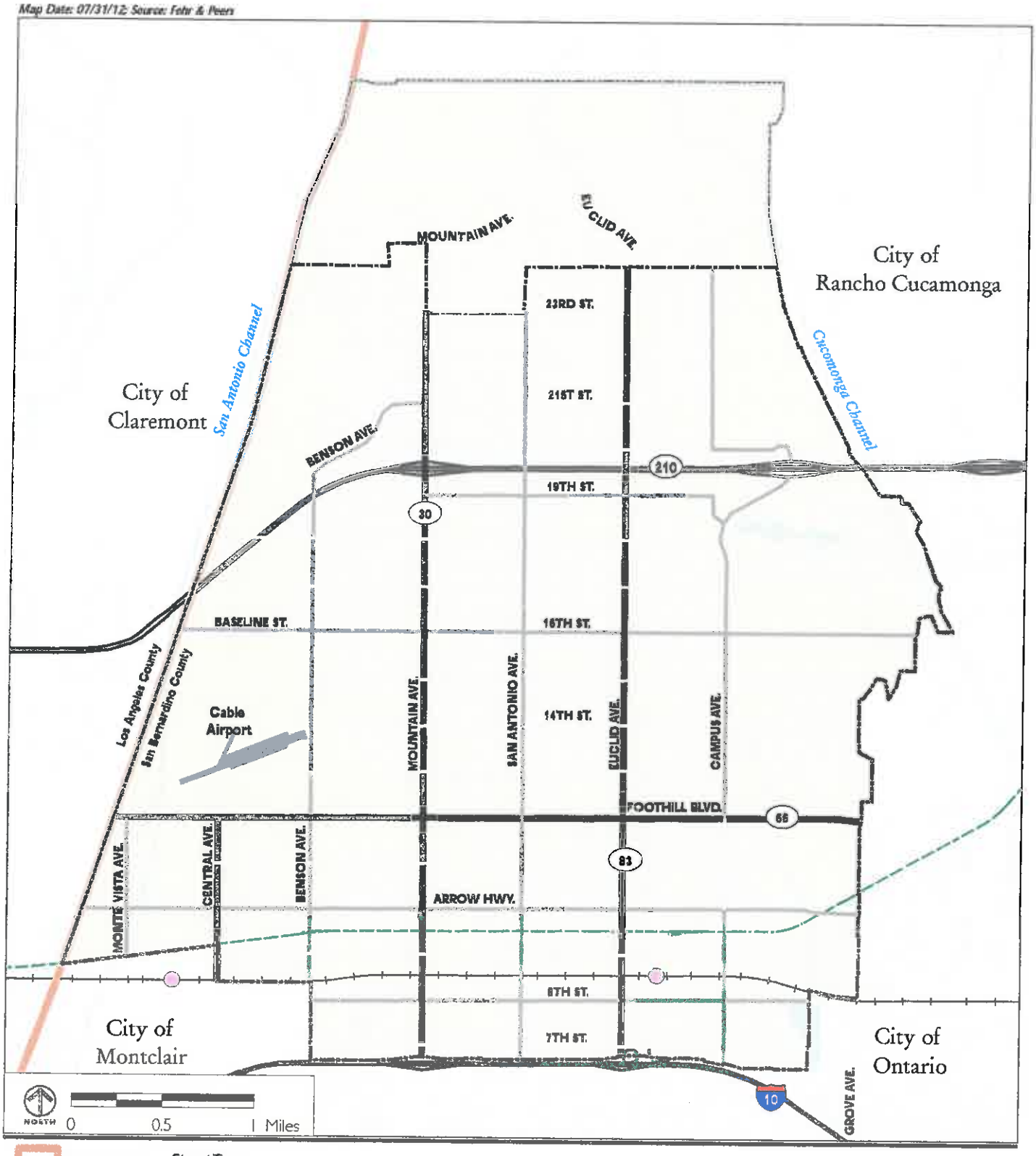


FIGURE CIR-1
ROADWAY SYSTEM

OPEN SPACE AND CONSERVATION ELEMENT

ELEMENT DESCRIPTION FOR HOMEPAGE

The Open Space and Conservation Element emphasizes "growing green" and ensuring environmental sustainability in terms of Upland's outdoor spaces and natural resources. Our open space areas provide important contributions for the community, including flood control, groundwater recharge, mining of mineral resources, and habitat. Our park system provides a variety of both passive and active recreational opportunities.

OVERARCHING GOAL

Increased health and quality of life for citizens of Upland as well as environmental sustainability through conservation of open space and natural resources, and encouraging greenhouse gas reductions and alternatives to the use of non-renewable resources.

GOALS, POLICIES AND ACTIONS SECTIONS

- Open Space and Natural Resources
- Parks and Recreation
- Air Quality
- Greenhouse Gas Emissions
- Non-Renewable Energy
- Mineral Resources

GENERAL PLAN FIGURES

- Figure OSC-1 (Parks, Trails and Recreation Facilities)

BACKGROUND DOCUMENTS

- Upland General Plan Existing Conditions Report: Natural Environment
- Upland General Plan Existing Conditions Report: Community Services and Facilities

OPEN SPACE AND NATURAL RESOURCES

Upland is located at the southern foothills of the San Gabriel Mountains. Most of the City is fully developed with urban uses however it still contains a few open space areas that are largely dedicated to active mining, flood control, and groundwater recharge. These areas provide shelter and habitat for hawks, falcons and a variety of other birds as well as the occasional coyote, possum and raccoon. Upland's useable open space is found in its parks and trails. The City's residential neighborhoods feature extensive tree canopies which makes its streets and sidewalks pleasant places to live and provide memorable landscapes for those passing

through the City. This urban forest also serves the more practical end of absorbing carbon dioxide and pollution, and producing oxygen that contributes to improved air quality and human health.

Goal OSC-1	**Upland's natural resources such as open space, wildlife and vegetation, are protected and enjoyed as limited and valuable resources and integral parts of a sustainable environment.**

Policies

Policy OSC-1.1 **Resource Preservation.** Preserve open space and habitat areas by promoting conservation and preservation easements that protect habitat areas, habitat corridors, and sensitive biological resources.

Policy OSC-1.2 **Open Space Corridors.** Focus on areas that are adjacent to larger open space areas and corridors as the first priority in siting preservation areas.

Policy OSC-1.3 **Joint Use.** Work with property owners and regional agencies to allow safe, joint use of open space areas that are used for other purposes such as flood control, groundwater recharge, utility corridors, and mining for passive recreational activities such as trails or view spots.

Policy OSC-1.4 **Regulatory Protection.** Ensure that new development meets all federal, State, and regional regulations for habitat and species protection.

Policy OSC-1.5 **New Development.** Encourage new development to preserve on-site natural elements and incorporate low impact development techniques.

Policy OSC-1.6 **Public Education.** Support educational programs for residents and visitors about the uniqueness and value of the natural resources, plants, and wildlife in the region, and how to manage development to preserve wildlife populations.

Goal OSC-2	**Upland's urban forest and rich landscaping tradition is managed and enjoyed as a valuable resource that imparts a character to the community.**

Policies

Policy OSC-2.1 **Street Tree Canopy**. Maintain the City's tree-lined streets as an integral component of the City's character by replacing parkway and median trees in conjunction with public and private projects.

Policy OSC-2.2 **Streetscapes**. Maintain the City's landscaped parkways and medians as aesthetic buffers that improve the appearance of the community.

Policy OSC-2.3 **California-Friendly Species.** Encourage new and existing public and private development to incorporate California-friendly and drought-tolerant vegetation into landscape plans to reduce water demand.

Policy OSC-2.4 **Invasive Species**. Prohibit the use of plant species known to be invasive according to the California Invasive Plant Inventory. Introduction or spread of invasive plant species during construction of development projects shall be avoided by minimizing surface

disturbance; seeding and mulching disturbed areas with certified weed-free native mixes; and using California-friendly, noninvasive species in erosion control plantings.

PARKS AND RECREATION

Parks and recreational outlets are an important amenity for Upland's residents. Upland strives to ensure that the size and number of parks and recreational facilities are adequate for the population served and that they are of high quality, well-maintained and designed to sustain the environment.

delete. political

delete re-write removing political language

Goal OSC-3	**Park lands that are environmentally and fiscally sustainable and meet the needs of residents of all ages and interests.**

Policies

Policy OSC-3.1 **Park Preservation.** Preserve existing park space and discourage the use of parkland for non-park related uses or facilities.

Policy OSC-3.2 **Existing Parks.** Upgrade and rehabilitate existing parks as necessary to meet the changing needs of the community.

Policy OSC-3.3 **New Parks and Recreational Facilities.** Ensure that the provision of parks and recreational facilities and services keeps pace with population growth and changing recreational needs in Upland.

delete political in nature.

Where are you going to put these parks? Where are the people coming from?

Policy OSC-3.4 **Underserved Areas.** Prioritize the development of new parks in underserved areas and low-income neighborhoods.

One Upland. We are all Uplanders.

Policy OSC-3.5 **Quimby Act.** Continue to require residential subdivisions to provide at least 3 acres of parkland per 1,000 residents or pay an in-lieu fee or some combination thereof, pursuant to Section 66477 of the California Government Code (the Quimby Act).

delete Infill is a "smart growth" policy

Policy OSC-3.6 **Infill Development.** Encourage new infill development projects to provide mini parks in infill areas to help meet the park standard, as long as they are at least ½-acre in size and include sufficient amenities.

If you know your history, all communal farming should be heavily discouraged!

Policy OSC-3.7 delete **Alternative Forms of Parks.** Facilitate the development of alternative forms of park and recreational resources, including community gardens, pocket parks and green alleys in Downtown.

↑ these are ideas pushed by "smart growth"

Policy OSC-3.8 **Joint-Use Facilities.** Combine new parks, where possible, with other compatible facilities such as schools, flood control, or water conservation areas.

delete

Policy OSC-3.9 **Connectivity between Parks.** Create pedestrian, bicycle and/or equestrian trail links between parks where possible, in order to increase the accessibility of parks to area residents.

delete

↓ stop wasting tax dollars on bikes & walking

Policy OSC-3.10 **Trail System.** Maintain and expand the off-street trail system to provide a continuous system that loops through the City and connects to regional trails.

delete

↓ Designed to enhance a political movement.

Policy OSC-3.11 **Funding.** Support efforts to sustain a long-term funding source for parks acquisition, development, and maintenance in Upland. ~~All State and federal support for parks and recreation should be explored.~~ No more grants!

Policy OSC-3.12 **Maintenance Practices.** Incorporate sustainable practices into the ongoing maintenance of City parks and recreational facilities.

Policy OSC-3.13 **Vandalism.** Provide a graffiti hotline and other measures to limit vandalism in park and recreational facilities.

Policy OSC-3.14 **Sustainable Materials.** Use sustainable materials—reused, renewable, locally sourced and/or recycled—to the greatest extent possible in new parks and recreational facilities.

Policy OSC-3.15 **California Friendly Plant Species.** When feasible, utilize California friendly non-invasive plants for landscaping park and recreational facilities.

Policy OSC-3.16 **Stormwater Management.** Integrate low impact development techniques that retain natural features for stormwater management to the greatest extent possible for all parks facilities.

Policy OSC-3.17 **Trees.** Maintain or plant trees where appropriate to provide shade, ~~absorb carbon, reduce the heat island effect and reduce cooling loads in shaded buildings.~~

Policy OSC-3.18 **Development Impact Fees.** Require new development to dedicate land or pay in-lieu fees to maintain park standards through the Park Acquisition and Development Impact Fee.

AIR QUALITY

Upland takes steps to promote clean air for its citizens and for the region. These steps include encouraging compact development and best management practices in the construction and operation of new development, and through land use measures that control the proximity of sensitive uses to pollution sources. Upland also promotes the viability of modes of travel other than the car, and coordinates its efforts with other jurisdictions.

Goal OSC-4	**Healthful air quality in Upland and the surrounding region, and reduced locally generated pollutant emissions.**

Policies

Policy OSC-4.1 **Land Use Patterns.** Promote land use patterns that reduce the number and length of motor vehicle trips.

Policy OSC-4.2 **Compact Development.** Where development opportunities near shopping areas and transit corridors exist, prioritize higher-density residential development.

Policy OSC-4.3 **Mixed Retail Development.** Encourage employment areas to include a mix of retail support services, and allow new small-scale retail and service uses within established residential neighborhoods to reduce vehicle trips.

Policy OSC-4.4 **Separation of Sensitive Land Uses.** To the extent practicable, separate sensitive land uses (schools, senior centers, medical facilities, and residences) from significant sources of air pollutants, toxic air contaminants, or odor emissions. ~ Not carbon dioxide or other greenhouse gases.

Policy OSC-4.5 **Design of Sensitive Uses.** Require new development with sensitive uses located adjacent to mobile and stationary toxic air contaminants to be designed with consideration of site and building orientation, location of trees, and incorporation of appropriate technology for improved air quality (i.e., ventilation and filtration) to lessen any potential health risks. ~ not to infer automobiles or CO_2

Delete very political statement, part of "Social Justice" ideology. Does not belong in Upland.

Policy OSC-4.6 **Protect all Residents Equally.** Ensure that all land use decisions are made in an equitable manner in order to protect residents, regardless of age, culture, ethnicity, gender, race, socioeconomic status, or geographic location, from the health effects of air pollution.

Policy OSC-4.7 **Proximity to Freeways.** Require developers of projects that include sensitive land uses (schools, senior centers, medical facilities, and residences) within 500 feet of State Route 210 and Interstate 10 to prepare a health impact assessment (HIA) to determine the significance of the impact, and to incorporate project-specific mitigation measures to avoid this risk. ~ if not state mandate, delete.

Delete. supports "smart growth"

Policy OSC-4.8 **Reduction in Commuting.** Promote expansion of employment opportunities within Upland to reduce commuting to areas outside of the City.

Delete

Policy OSC-4.9 **Rideshare Incentives.** Encourage employers to offer employees incentives for ridesharing. ~ stop trying to get people out of their cars. not the role of gov't.

Policy OSC-4.10 **Vehicle Idling.** Continue to enforce the vehicle idling restrictions established by the State. Repeal all over-bearing state mandates. Too many to list!

Policy OSC-4.11 **New Development.** Review proposed development projects as required by CEQA to ensure projects incorporate feasible measures that reduce construction and operational emissions for reactive organic gases, nitrogen oxides, and particulate matter (PM_{10} and $PM_{2.5}$) through project design. ~ if not state mandate, delete

Policy OSC-4.12 **Health Risk Assessment.** New sources of toxic air pollutants shall prepare a Health Risk Assessment as required by Section 44300 of the California Health and Safety Code. The Assessment shall be used to establish appropriate land use buffer zones around those areas posing substantial health risks based upon the California Air Resources Board's guidance provided in the Air Quality Land Use Handbook. - not to infer/include automobiles or CO_2 CARB is an out-of-control unelected bureaucracy.

Policy OSC-4.13 **Best Management Practices.** Require best management practices to reduce air pollution associated with construction of development projects.

Policy OSC-4.14 **Construction Mitigation.** Review construction plans associated with development projects to determine if all feasible mitigation measures are included.

Delete Political. not right for Upland.

Policy OSC-4.15 **Green Building Practices.** Promote green building practices that support healthy indoor living and working environments that are well-ventilated and contaminant-free. - non political, non greenhouse gases

Policy OSC-4.16 **Lead Abatement.** Support lead-abatement programs. ~ I see you haven't kept abreast of "politically" motivated "green-building practices".

~ no grants, no waste of tax dollars

delete

Policy OSC-4.17 **Mold Growth.** Disseminate information about methods for reducing mold growth.

↘ is this what you're wasting our tax dollars on??

delete

Policy OSC-4.18 **Coordinated Planning.** Coordinate air quality planning efforts with other local, regional and State agencies, and encourage community participation in air quality planning.

↘ end membership/relationship with all regional entities. SANBAG SCAG CARB etc.

delete

Policy OSC-4.19 **Community Involvement.** Design and conduct efforts to involve the public and affected/interested parties in the implementation of air quality improvement plans and programs. This may include public forums and workshops, community and education programs, informational brochures and web postings, and a variety of other media forms to maximize citizen involvement.

GREENHOUSE GAS EMISSIONS

Wow! We didn't even get any of this for the GP update.

Beyond absurd.

There are a number of steps that Upland will take in order to reduce greenhouse gases. These include requiring the implementation of green building standards for new developments and taking voluntary steps in reducing greenhouse gas emissions in municipal activities. Examples of the latter include choosing low-emissions fleet vehicles and meeting high green-building standards in the design and construction of municipal buildings. Upland also educates the public in the advantages of green building and provides other information about ways citizens can reduce greenhouse gas emissions.

educate yourself.

Read a book.

Read a newspaper

Goal OSC-5	Greenhouse gas emissions will be at 1990 levels by 2020.

Policies

delete all.

Policy OSC-5.1 **Citywide Greenhouse Gas Assessment.** Comply with pertinent State regulations to assess citywide greenhouse gas emissions for existing land uses and the adopted General Plan buildout. No compliance required of cities for SB 375

Policy OSC-5.2 **Greenhouse Gas Reduction in New Development.** Reduce greenhouse gas emissions from new development by promoting water conservation and recycling; promoting development that is compact, mixed use, pedestrian friendly, and transit oriented; promoting energy-efficient building design and site planning; improving the jobs/housing ratio; and other methods of reducing emissions.

search the internet

Policy OSC-5.3 **Climate Change Assessment and Monitoring.** Assess and monitor the effects of climate change on an ongoing basis with periodic inventories of greenhouse gas emissions in the City and compare those to historical levels to monitor the efficacy of climate change mitigation efforts.

→ Large religious based "political movement"

Take Biology in college.

Policy OSC-5.4 **CEQA Review.** Evaluate greenhouse gas emission impacts from proposed development projects as required by the California Environmental Quality Act.

Policy OSC-5.5 **Emissions Reductions.** Require development projects that exceed AQMD ROG and NOX operational thresholds to incorporate design or operational features that reduce emissions equal to 15 percent from the level that would be produced by an unmitigated project.

Most perverse "Political Movement" of our time!!

Absolutely incompatible with Upland's existing values and character.

Part of a "Well" funded "Political Movement". Not appropriate for Upland.

Policy OSC-5.6 **Reduced Emissions for City Operations.** Promote reduced idling, trip reduction, routing for efficiency, and the use of public transportation, carpooling, and alternate modes of transportation for operating City departments.

Policy OSC-5.7 **Fleet Operations.** Purchase low-emission vehicles for the City's fleet and use available clean fuel sources for trucks and heavy equipment, where economically feasible.

Policy OSC-5.8 **Zero-Emission and Low-Emission Vehicle Use.** Encourage the use of zero-emission vehicles, low-emission vehicles, non-motorized vehicles and bicycles, and car-sharing programs by requiring sufficient and convenient infrastructure and parking facilities in residential developments and employment centers to accommodate these vehicles.

Policy OSC-5.9 **Preference for Reduced-Emission Equipment.** Give preference to professional maintenance providers using reduced emission equipment for contracts for services (e.g., landscape maintenance), as well as businesses which practice sustainable operations, to the extent that it is economically feasible to do so.

Policy OSC-5.10 **Transportation Systems Management and Trip Reduction.** Encourage all City employees to use means other than a single-occupant vehicle for their daily work commute.

Policy OSC-5.11 **Minimum Green Building Standards.** Require new development to comply with the California Green Building Code (CalGreen) adopted by the California Building Standards Commission at the time of building permit application.

Policy OSC-5.12 **LEED Standard for Public Buildings.** Evaluate the feasibility of constructing new public buildings to meet, at a minimum, a LEED-Silver building standard or an equivalent standard, and construct said buildings toward meeting this standard to the extent feasible, using these buildings to demonstrate green building practices to builders, developers, homeowners and others.

Part of a national "Political Movement", Not compatible with Upland's values & characters

NON-RENEWABLE ENERGY

As with other efforts to promote sustainability, minimizing the consumption of nonrenewable energy resources requires action in many different areas. For example, our policies encourage the use of trees and the siting of buildings to reduce the need for heating and cooling. We also promote energy efficiency and sustainability indirectly by recruiting and maintaining businesses whose products and services promote the conservation of nonrenewable energy resources.

Goal OSC-6	A community that minimizes the consumption of nonrenewable energy resources.

Policies

Policy OSC-6.1 **Compliance with Energy Efficiency Standards.** Require existing residential and commercial buildings to meet adopted energy efficiency standards prior to a completion of sale.

Policy OSC-6.2 **New Development.** Encourage solar-oriented design and passive solar heating and cooling in all new residential, commercial and civic development.

Policy OSC-6.3 **Renewable Energy.** Encourage the installation and construction of renewable energy systems and facilities such as wind, solar, hydropower, geothermal, and biomass facilities.

Policy OSC-6.4 **Deciduous Trees.** Require that deciduous trees be planted on the south- and west-facing sides of new buildings onsite to reduce energy use in the summer and winter months.

Policy OSC-6.5 **City Facilities.** Set an example for others to follow by using alternative energy sources such as solar for City facilities.

Policy OSC-6.6 **Recruitment of Energy-Efficient Businesses.** Strive to recruit businesses that research, develop, manufacture, utilize, and promote energy efficiency, conservation and advanced renewable technologies such as waste-to-energy facilities.

Policy OSC-6.7 **Citizen Education.** Work with appropriate agencies to proactively inform, educate and assist residents and developers regarding the objectives and techniques of sustainable development and resource conservation.

re-write to strip political language.

MINERAL RESOURCES

While Upland supports mining operations, we require they be carried out in such a way as to conserve natural resources, and ensure that adjacent land uses are compatible and buffered from mining operations. We also recognize that the need for mining can be reduced by recycling aggregate construction material, so we encourage recycling concrete as an approach to resource conservation.

re-write to strip political language.

Goal OSC-7	**Mining activities in Upland are compatible with efforts for resource conservation, and with adjacent uses.**

Policies

Policy OSC-7.1 **Resource Conservation.** Conserve the last remaining areas identified as containing significant mineral deposit potential as mapped by the California Geological Survey.

Policy OSC-7.2 **Ongoing Extraction Activities.** Support ongoing environmentally sensitive mineral extraction activities within the City until these resources are depleted or extraction is no longer economically viable.

Public needs to review.

Policy OSC-7.3 **Regulation and Management.** Regulate and manage the extraction of mineral resources through the Surface Mine and Reclamation Act (SMARA).

Policy OSC-7.4 **Compatible Operations.** Restrict permitted uses on lands containing and adjacent to important mineral resources to those compatible with mineral extraction, ~~except in cases where such uses offer public benefits that outweigh those of resource extraction~~.

Policy OSC-7.5 **Protection of Adjacent Properties.** Enforce established conditions and performance standards to protect properties adjacent to mining operations and ensure the public's health, safety and welfare.

Policy OSC-7.6 **Reuse of Mined Land.** Require mined property to be left in a condition suitable for reuse in conformance with the California Surface Mining and Reclamation Act (SMARA).

Delete Policy OSC-7.7 **Recycling Aggregate Material.** Encourage the reuse and recycling of existing aggregate construction material for new residential, commercial, and industrial developments.

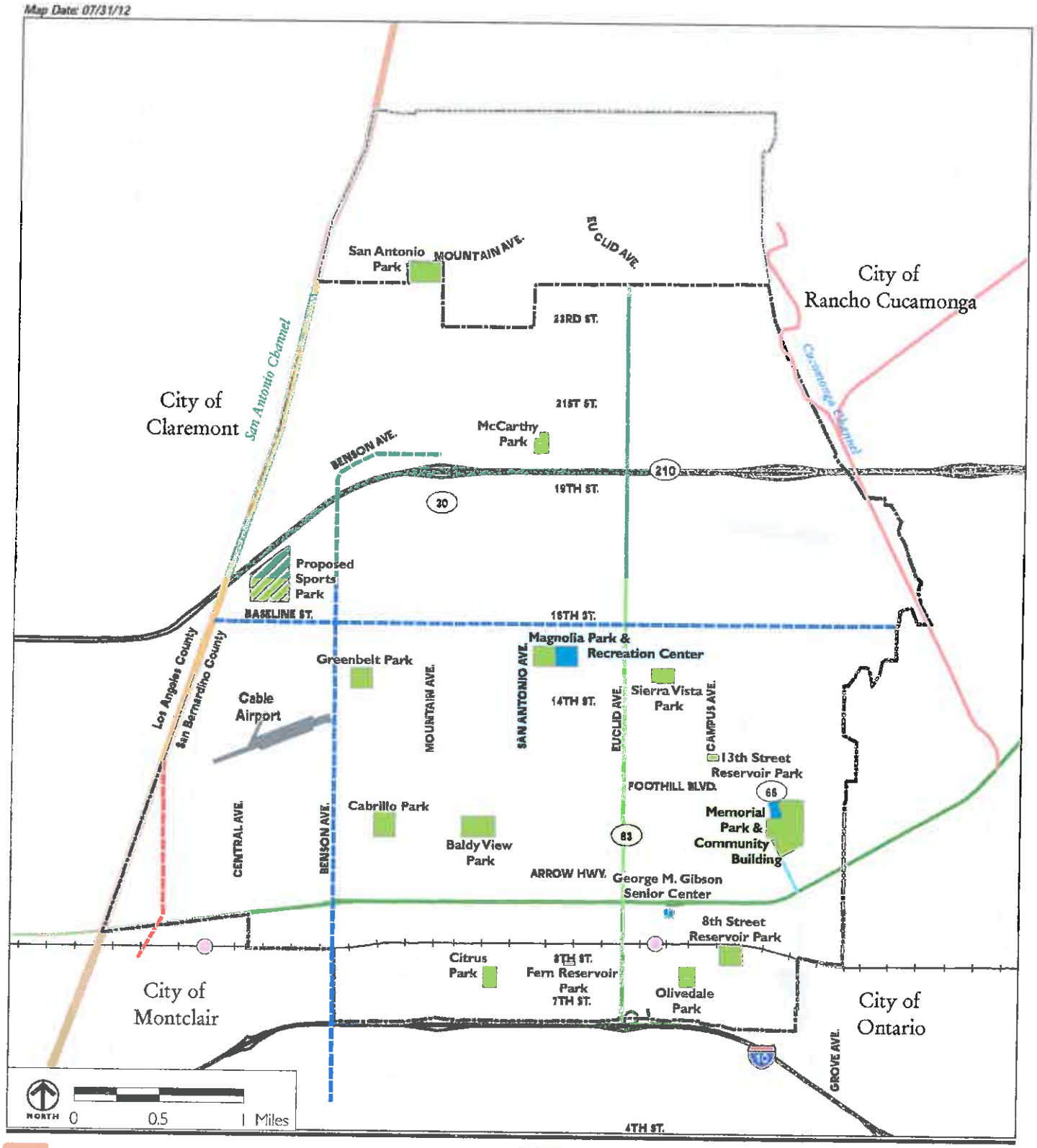


FIGURE OSC-1
PARKS, TRAILS AND RECREATION FACILITIES

This element is optional. Not required by law.

PUBLIC FACILITIES AND SERVICES ELEMENT

ELEMENT DESCRIPTION FOR HOMEPAGE

a lot of entanglements re-write

The Public Facilities and Services Element addresses the provision of efficient and cost-effective services for fire prevention, emergency response, law enforcement, education, recreation, library and animal services; and partners with the school district, outside agencies, the private sector and utility companies for the provision of other key services necessary for maintaining a high quality of life and attracting residents to the City. We cooperate with our partners and leverage their efforts to provide excellent facilities and services while working jointly to fulfill Upland's long-term commitment to ~~conservation of natural resources and a~~ safe ~~and healthful~~ environment.

delete. political.

OVERARCHING GOAL

Facilities, utilities and services that support the need of residents for safety, education, health and quality of life in an efficient and cost-effective manner ~~while meeting Upland's commitment to environmental sustainability.~~ delete. political

GOALS, POLICIES AND ACTIONS SECTIONS

- Public Facilities, Infrastructure and Services
- Fire Prevention and Emergency Response Services
- Law Enforcement and Crime Prevention
- Educational Services and Facilities
- Recreational Programs and Services
- Library Services
- Animal Services
- Water
- Water Quality
- Solid Waste
- Technology and Utilities

GENERAL PLAN FIGURES

- Figure PFS-1 (Public Facilities and Services)
- Figure PFS-2 (Schools)

BACKGROUND DOCUMENTS

- Fire Department Strategic Plan
- Emergency Operations Plan
- Upland General Plan Existing Conditions Report: Community Services and Facilities

PUBLIC FACILITIES, INFRASTRUCTURE AND SERVICES

Upland works with developers, utilities and outside agencies to ensure that the highest quality infrastructure, facilities and services are available equitably for all citizens. We coordinate the continual expansion and improvement of facilities, infrastructure and services to meet demands of growth and modernization. We also maintain our investment in our public facilities and encourage utilities and our private sector partners to do the same.

Goal PFS-1	**A functional and well-maintained City with adequate public facilities, infrastructure and services.**

Policies

Policy PFS-1.1 **Provision of Adequate Facilities and Services.** Manage and maintain existing public facilities, services and infrastructure, at current or improved service levels.

Policy PFS-1.2 **Growth and Level of Service.** Require new development to provide adequate facilities or pay its fair share of the cost for facilities needed to provide services to accommodate growth without adversely impacting current service levels.

Policy PFS-1.3 **Capital Improvement Program.** Continue to update and implement the Capital Improvement Program on an annual basis in a way that supports the vision for the City.

Policy PFS-1.4 **Safe, Attractive, and Compatible Public Facilities.** Ensure that public facilities are designed to be safe, aesthetically pleasing, and compatible with adjacent uses.

Policy PFS-1.5 **Sustainable Facilities and Services.** Explore ways of promoting sustainable practices in public facilities, services and infrastructure in a cost-efficient manner.

Policy PFS-1.6 **Project Coordination.** Coordinate and communicate with utilities and service providers early in project planning in order to take advantage of special programs and avoid issues in the development process.

Policy PFS-1.7 **Infill Areas.** Identify and prioritize infill areas for infrastructure improvements and assist developers in identifying funding mechanisms to cover the cost of providing facilities and services in infill areas.

Policy PFS-1.8 **Underground Utilities.** Encourage undergrounding of all existing and new publicly owned utility lines, encourage undergrounding of all privately owned utility lines in new developments, and work with electricity and telecommunications providers to underground or minimize the visual impacts of existing overhead lines.

FIRE PROTECTION AND EMERGENCY RESPONSE

The City of Upland mitigates potential risk to property and life through providing fire prevention and emergency response services. The Upland Fire Department strives to continually enhance the City's capacity to deliver fire services efficiently and cost effectively through continually improving response times, investing in new technology, and partnering with adjacent cities in the event of a fire. Risks in Upland from wildfires and from residential and industrial uses in the City are increased by seasonal Santa Ana winds. Residential fires pose a risk to human life since many of the structures in Upland were built before improvements to building codes in 1970.

Goal PFS-2	A community protected by fire prevention and emergency response services.

Policies

within budget. Reform Pensions/Salaries

Policy PFS-2.1 **Staffing Standards.** Ensure sufficient levels of staff in order to maintain quality fire protection and emergency medical services to the community as measured by the Fire Department's performance indicators.

Policy PFS-2.2 **Response Times.** Strive to improve response times according to the Fire Department's operational Strategic Plan and standards established by the National Fire Protection Association to provide optimum fire protection and emergency medical services to the community.

Policy PFS-2.3 **Fire Stations.** Plan fire station locations to maintain or enhance current response levels.

Policy PFS-2.4 **Response Units and Facilities.** Provide additional response units, staffing and related capital improvements, as needed, to ensure quality service to the community as development and growth occur in the City.

within budget. Pensions unsustainable.

Policy PFS-2.5 **Mutual Aid.** Continue to participate in mutual aid agreements with Rancho Cucamonga, Ontario, Montclair, Claremont, and surrounding jurisdictions to provide automatic aid during fires or other disasters.

Policy PFS-2.6 **Strategic Plan.** Support and implement the Fire Department Strategic Plan.

make public

City's responsibility ???

Policy PFS-2.7 **Firefighter Training.** Train and prepare firefighters to be qualified to fill higher level positions as the need arises.

is this needed. Watch budget. Fix pensions.

Policy PFS-2.8 **Technology.** Invest in and incorporate future technological advances that enhance the City's ability to deliver fire services more efficiently and cost-effectively.

Policy PFS-2.9 **Development Review Process.** Identify and mitigate fire hazards through the development review process.

make public. what triggers?

Policy PFS-2.10 **Fire Prevention.** Require new development to incorporate adequate emergency water flow, fire resistant design and materials, early warning systems and evacuation routes.

at what cost? Homes?!

Policy PFS-2.11 **Emergency Vehicle Access.** Require new development to be accessible to emergency vehicles and to not impede the ability of service providers to provide adequate emergency response.

Policy PFS-2.12 **Public and Private Roadways.** Ensure that new public and private roadways are adequate in terms of width, radius and grade to accommodate fire-fighting apparatus, while maintaining Upland's neighborhoods ~~and small-town character.~~

LAW ENFORCEMENT AND CRIME PREVENTION

Upland uses a multilayered approach to law enforcement and crime prevention. This means a range of measures such as the use of best practices in law enforcement, ~~to indirect approaches such as ensuring that the siting and landscaping of buildings is a deterrent to crime~~. Upland also actively partners with neighboring cities and communities for the purposes of preventing crime.

Goal PFS-3	A community kept safe through law enforcement and crime prevention.

Policies

Policy PFS-3.1 **Facilities and Personnel.** Continue to maintain sufficient police staffing, performance levels, and facilities to serve Upland's existing and future population. within budget.

Policy PFS-3.2 **Response Time Standards.** Strive to achieve and maintain appropriate response times for all call priority levels to provide adequate police services for the safety of all City residents and visitors.

Policy PFS-3.3 **Response Units and Facilities.** Provide additional response units, staffing and related capital improvements, as needed, to ensure quality service to the community as development and growth occur in the City. within budget

Policy PFS-3.4 **Reserve Police Officer Program.** Continue to provide and utilize an effective and professional Reserve Police Officer program that supports the goals of the Department and community and assists during hazardous events.

Policy PFS-3.5 **Mutual Aid.** Continue to participate in mutual aid agreements with Rancho Cucamonga, Ontario, Montclair, Claremont and surrounding jurisdictions in an effort to improve local and regional service standards.

Policy PFS-3.6 **Use of Resources.** Ensure the most effective use of deployed resources on an on-going basis.

Policy PFS-3.7 **Technology and Training.** Invest in, and incorporate, future technological advances that enhance the City's ability to deliver police services more efficiently and cost-effectively, and ensure all necessary personnel are sufficiently trained on an ongoing basis to keep current and be able to administer new technology. within budget

Delete Policy PFS-3.8 **Crime Prevention.** Apply Crime Prevention Through Environmental Design (CPTED) principles as an effective means of preventing crime, reducing the fear of crime, and improving quality of life. Design new and modify existing residential and non-residential developments, open spaces, landscaping, parking lots, parks, play areas, and other public spaces to ensure visibility, access control, and sense of ownership.

Policy PFS-3.9 **Neighborhood Watch.** Promote the Neighborhood Watch Program to enhance neighborhood and citywide safety.

within budget

Policy PFS-3.10 **Community Policing.** Support community policing through such options as walking and biking police patrols that engage community residents.

Policy PFS-3.11 **Gang Activity and Graffiti Prevention.** Protect the community from gang activity and graffiti through the efforts of City and County operations and programs and through proactive local and regional enforcement of violations.

Policy PFS-3.12 **Nuisance Regulations.** Regulate uses that sell or serve alcohol and provide live entertainment to operate in a way that upholds community health, safety, and welfare, and minimizes demand on public services.

EDUCATIONAL SERVICES AND FACILITIES

delete not the role of city government

Access to high quality education is important to attract and maintain residents and business in the City. Although the City does not control education directly, it partners closely with the school district to ensure the coordination of facilities meet the needs for safety, capacity and access to schools. Upland also teams with the schools and outside agencies to provide quality preschool, after-school and community recreation and education opportunities.

Goal PFS-4	**A community with educational services and facilities that meet the demands of existing and new development.**

Policies

Policy PFS-4.1 **Capacity.** Support efforts of the school districts to ensure sufficient educational facilities for Upland's existing and anticipated kindergarten through twelfth grade population.

Policy PFS-4.2 **Development Review.** Coordinate with the applicable school district during review of significant development proposals to determine and plan for capacity issues over time.

Policy PFS-4.3 **School Facilities Master Plan.** Coordinate with each school district in conjunction with new development to help implement their School Facilities Master Plan.

Policy PFS-4.4 **After-School Programs.** Provide after-school programs to support the extracurricular interests of students.

Policy PFS-4.5 **Community Education and Service.** Work with the school districts and youth organizations in promoting educational opportunities through service projects for children in the community.

Policy PFS-4.6 **Life-long Learning.** Work with the school districts and other educational institutions in the City to provide educational courses and programs for adults and seniors.

Policy PFS-4.7 **Joint Use.** Expand joint use programs with the school districts to allow the use of school sites for recreational purposes and expand parkland in the City.

Policy PFS-4.8 **Co-Location of Facilities.** Work with school districts and private schools to co-locate school facilities, where possible, with community parks and recreation facilities to encourage the joint use of facilities.

No more "Safe Routes to School" grants. All grants have strings.

Delete All

Policy PFS-4.9 **Safe Routes to School.** Work with school districts and private schools to site new schools away from major streets to minimize vehicular noise and traffic hazards and to encourage walking and biking to school through safe, well-marked routes and bicycle lanes, and bicycle facilities on school grounds. Political movement

Policy PFS-4.10 **Site Design for Traffic Mitigation.** Require private school sites to provide adequate on-site pick-up and drop-off areas and more than one access point to prevent school-related traffic congestion on the fronting and surrounding roadways, and encourage the school districts to meet similar design standards for traffic mitigation.

Policy PFS-4.11 **Land Acquisition.** Work with developers to reserve land, in cooperation with the school districts, for purchase by the districts for the construction of new schools. Alternatively, work with the school districts to collect school impact fees in accordance with State law.

RECREATIONAL PROGRAMS AND SERVICES

Not the role of government. Don't waste tax dollars.

Beyond having safe, clean park facilities, Upland provides opportunities for residents to enjoy varied recreational opportunities with programs geared to a wide range of abilities, interests and financial circumstances. The provision of both structured and unstructured recreational opportunities is important for the health, wellbeing and quality of life for Upland's residents.

Goal PFS-5	Recreational programs and services that meet the needs of residents of all ages and interests.

Delete

Policy PFS-5.1 **Program Evaluation.** Evaluate recreational programming on an ongoing basis to ensure that the City's programs and facilities meet the needs of residents of all age groups, abilities, and income levels.

Policy PFS-5.2 **Affordable Recreation.** Provide affordable recreational opportunities for all residents with special emphasis on seniors and teens.

Policy PFS-5.3 **Public-Private Coordination.** Coordinate recreational activities and programs with other public and private recreation providers.

Policy PFS-5.4 **Public Events and Activities.** Support and expand public activities and resources that promote a sense of community and enhance the City's "small-town feel" such as cultural events, street fairs, parades, the farmers market, outdoor concerts, after-school programs, and community centers.

Policy PFS-5.5 **Arts Programs.** Promote visual and performing arts programs.

Policy PFS-5.6 **General Use Facilities.** Encourage the development of general use "drop-in" facilities that offer a gathering place as well as activities that don't require joining a structured class or on-going program, such as a gym or recreational facility.

LIBRARY SERVICES

Access to quality library facilities and programs is important to the residents of Upland. The City strives to provide a library that is responsive to the educational and social needs of residents of all ages and abilities.

Goal PFS-6	Library services that meet the educational, cultural and social needs of Upland.

Policies

Policy PFS-6.1 **Library Programs.** Continue to provide, improve and expand successful adult, teen and children programs to improve utilization of the library.

Policy PFS-6.2 **Joint Use.** Encourage joint use of library facilities with public and private agencies at locations such as schools and community centers.

Policy PFS-6.3 **Facility Usage.** Encourage the use of library facilities as additional venues for arts-related events and programs (e.g., book readings, concerts, art exhibitions, and others).

Policy PFS-6.4 **Computer Technology and Access.** Encourage use of computers and the Internet to access library resources and other information.

Policy PFS-6.5 **Educational Awareness.** Promote public awareness of library programs and services.

Policy PFS-6.6 **Learning Environment.** Ensure that the public library provides a safe and comfortable learning environment for the community.

Policy PFS-6.7 **Funding.** Explore methods of financing the expansion needs and upgrades to the existing Public Library.

ANIMAL SERVICES

The City of Upland is proactive in promoting animal-related public safety and welfare in the community. The City operates an Animal Services facility and gives sheltered animals every opportunity to be reclaimed by their owner, adopted, or rescued. The City strives to increase the number of animals returned to their owners and improve the adoption rates of animals that come through the facility. The City continues to work with volunteers, the community, and the University Health Sciences College of Veterinary Medicine to educate and expand animal support services in Upland, and pursues grant funding and fundraising activities to minimize reliance on the City's General Fund.

Goal PFS-7	A community that ensures public safety and welfare through effective animal control measures and supports sheltering for homeless pets until they are recovered by their owners or find new homes through adoption.

Policies:

Policy PFS-7.1 **Public Education.** Educate the public about responsible pet ownership.

Policy PFS-7.2	**Euthanasia.** Increase the number of animals that are returned to their owners or adopted to new owners such that the need for euthanasia of adoptable animals is minimized.
Policy PFS-7.3	**Intake Numbers.** Reduce intake numbers through programs such as the Targeted Spay and Neuter Program.
Policy PFS-7.4	**Funding.** Pursue grant funding and fundraising activities to minimize reliance on the General Fund for operational costs.
Policy PFS-7.5	**Volunteer Assistance.** Recruit and retain volunteer assistance in a variety of activities to supplement and expand shelter programming and enhance the care and socialization of the animals at the Upland Animal Services Facility
Policy PFS-7.6	**Foster Care Program.** Manage the volunteer foster care program such that it offsets the number of young animals that must be cared for in the Upland Animal Services Facility.
Policy PFS-7.7	**Shelter Population.** Collaborate with other animal control facilities and rescue organizations that are able to accept animals into their programs to transfer and place homeless pets to reduce the shelter population as much as possible.
Policy PFS-7.8	**Surgical Classes.** Support Western University Health Sciences College of Veterinary Medicine to continue providing surgical classes on spaying and neutering within the shelter's medical facility to reduce the cost of adoptions to the public.
Policy PFS-7.9	**Shelter Medicine Curriculum.** Support efforts by Western University Health Sciences College of Veterinary Medicine to implement a shelter medicine curriculum in addition to their surgical classes currently held at the shelter to provide more comprehensive care for shelter animals at a reduced cost to the City.

WATER

Water is a scarce natural resource in Southern California and as such must be carefully managed. Upland's residents and businesses require reliable and cost-effective sources of water for a variety of domestic, commercial and industrial uses. The uses for water vary, creating opportunities for water to come from different sources to match the quality required. Upland will continue to explore and implement opportunities to conserve and recycle water in both the public and private sector. Additionally, stormwater will continue to be managed in such a way as to not increase demands on Upland's infrastructure, and instead, serve to replenish ground water supplies. The Inland Empire Utilities Agency and other agencies partner with the City of Upland to manage water supply, distribution and disposal.

Goal PFS-8	**A community with a reliable and adequate supply of water for all members of the community.**

Policies

make public.

Policy PFS-8.1	**Water System Master Plan.** Continue to periodically update and implement the 2010 Water System Master Plan.

Policy PFS-8.2 **Water Supply.** Continue to acquire additional local supplies of water, including local groundwater, and reduce reliance on imported water from the State Water Project to meet future demands while maintaining a baseline so in times of drought, supplemental supplies will be available.

Policy PFS-8.3 **Water Demand.** ~~Establish~~ water demand reduction standards for new development and redevelopment to reduce per capita and total demand for water.

NO set usage. People can use varying amounts of H_2O

Policy PFS-8.4 **New Development.** Require new developments to dedicate land for water infrastructure such as tanks, pump stations, and wells as needed to support project development.

homes?

Policy PFS-8.5 **Water Availability.** Consider the availability of sufficient, reliable water when reviewing new development.

Policy PFS-8.6 **Water Infrastructure.** Maintain water storage, conveyance, and treatment infrastructure in good working condition in order to supply domestic water to all users with adequate quantities, flows, and pressures.

Policy PFS-8.7 **Facility Capacity.** Require all new water facilities to be designed to accommodate expected capacity for buildout of areas served by these facilities.

Policy PFS-8.8 **Emergency Supply.** Manage the water supply portfolio and system facilities to provide for adequate redundancy to address emergency conditions.

Policy PFS-8.9 **Design of Water Systems.** Require future water systems and facilities to be designed to minimize the likelihood of damage from vandalism or terrorist activity.

in a non-political manner

Goal PFS-9 **A community that supports the use of water conservation measures and the provision of recycled water to minimize the demand on potable water resources.**

where feasible

Policies

Policy PFS-9.1 **Best Management Practices.** Require new development projects to adopt best management practices for water use efficiency and demonstrate specific water conservation measures.

determined by whom?

Policy PFS-9.2 **Conservation Programs and Standards.** Implement cost-effective water conservation programs, such as the existing rebates and grants for water efficiency and conservation, and enforce the Upland Municipal Code water conservation standards, to improve water-use efficiency, reduce water demand, and preserve the City's supplies.

can't go much lower / no. rebates and grants are ratepayer & taxpayer dollars.

Policy PFS-9.3 **Regional Conservation.** Coordinate with neighboring water purveyors to address local and regional water issues and implement regional water conservation programs as part of its water resource management strategy.

residents should not be removing their lawns.

Policy PFS-9.4 **Purple Pipe System.** Review new development projects to determine which are appropriate for recycled water piping systems ("purple pipe") and require these projects to incorporate dual potable and recycled water facilities into their design.

homes?

Policy PFS-9.5	**Irrigation.** As appropriate, require all businesses and industries to use recycled water for irrigation.
Policy PFS-9.6	**Recycled Water Facilities.** Encourage new industrial/commercial and residential developers to construct recycled water backbone facilities for their development. Additionally, continue to work with the IEUA to provide facilities for recycled water distribution.
Policy PFS-9.7	**Captured Rainwater.** Encourage the use of captured rainwater for use in landscapes and irrigation. fine, but don't spend tax dollars.

Wastewater/Sewer

Goal PFS-10	**Wastewater collected, conveyed, treated and disposed of in ways that are safe, sanitary and meet Federal and State regulations.**

Policies

Policy PFS-10.1	**Maintenance of Wastewater System.** Maintain wastewater collection and conveyance infrastructure in good working condition in order to supply municipal sewer service to the City's residents and businesses.
Policy PFS-10.2	**Connection to Wastewater System.** Require all new development located within the City limits to connect to the public wastewater collection system.
Policy PFS-10.3	**Wastewater System Coordination.** Promote coordination between land use planning and wastewater collection, conveyance, treatment, and disposal.
Policy PFS-10.4	**Wastewater System Capacity.** Ensure that all wastewater collection and conveyance facilities are constructed to serve the ultimate buildout of all developments. This shall be done in coordination with the applicable regional agencies, which are responsible for providing treatment services. how big are we going?
Policy PFS-10.5	**New Facilities.** Construct new wastewater conveyance facilities as needed.
Policy PFS-10.6	**New Development.** Grant conditional approval of new development on the availability of sufficient capacity in the wastewater collection and treatment system to serve the project. Hold individual development projects responsible for their fair share of upgrades.
Policy PFS-10.7	**Biosolid Disposal.** Work with the applicable regional agency to ensure biosolid disposal is managed so as to minimize impacts to the environment and public health.

Stormwater Management

Goal PFS-11	**Water quality in the City's creeks, basins, and stormwater system is protected from contamination.**

Policies

Policy PFS-11.1 **Protection of Surface Water Resources.** Implement the Santa Ana Regional Water Quality Control Board's (SARWQCB) Best Management Practices to protect surface water resources from contamination from runoff containing pollutants and sediment.

Policy PFS-11.2 **New Development.** Require new development to protect the quality of water bodies and natural drainage systems through site design, source controls, stormwater treatment, runoff reduction measures, best management practices (BMPs), Low Impact Development (LID), and hydromodification strategies consistent with the City's NPDES Permit.

Policy PFS-11.3 **No Net Increase.** Require all new development to contribute no net increase in stormwater runoff peak flows over existing conditions associated with a 100-year storm event.

Delete Policy PFS-11.4 **Post-Development Runoff.** Require controlling the volume, frequency, duration, and peak flow rates and velocities of runoff from development projects to prevent or reduce downstream erosion and protect stream habitat.

Policy PFS-11.5 **Regional Planning.** Work with local, State, and federal agencies and private watershed organizations to improve water quality. \ coordinate. don't join regional entities

Policy PFS-11.6 **Watershed Education.** Support watershed awareness and water quality educational programs for City staff and the community. — in a non-political manner. don't waste tax dollars

Goal PFS-12	Storm-water collected, conveyed, stored and disposed of to protect property from flooding and to recharge groundwater.

Policies

Policy PFS-12.1 **Stormwater Conveyance.** Design storm drain systems to convey stormwater and recycled water to recharge the groundwater basin.

Policy PFS-12.2 **Groundwater Recharge.** Work with appropriate agencies to locate available facilities and to provide the retaining facilities necessary to recharge the groundwater basin using the City's stormwater.

Policy PFS-12.3 **Maintenance.** Maintain stormwater runoff infrastructure in good condition through regular inspections, maintenance, and repair.

Policy PFS-12.4 **Capacity.** Periodically review stormwater runoff infrastructure to ensure that it minimizes local flooding by attaining capacity that conforms to the Stormwater Master Plan.

Policy PFS-12.5 **Improvements.** Require that local stormwater runoff drainage improvements be built to carry design-year runoff flows resulting from buildout of the land uses shown in the Land Use Element.

Goal PFS-13	Storm drainage facilities that are adequate for new development projects.

Policies

Policy PFS-13.1 **Best Management Practices.** During the construction and operation of projects, promote the use of Best Management Practices (BMPs) to reduce stormwater runoff, improve water quality and reduce the requirements for stormwater runoff drainage infrastructure. without undue costs

Policy PFS-13.2 **Watershed Drainage Plans.** Require developers to prepare watershed drainage plans for proposed developments that define needed drainage improvements per City standards, estimate construction costs for these improvements, and comply with the City's National Pollutant Discharge Elimination System (NPDES).

Policy PFS-13.3 **Water Quality.** Enforce adopted regulations addressing stormwater runoff from urban uses to protect the quality of surface and ground water and other resources from detrimental conditions.

SOLID WASTE

delete. political statement

~~In keeping with its commitment to environmental sustainability~~, the City of Upland partners with the public, outside agencies and the private sector to minimize the generation of waste and dispose of it in ways that are sanitary and healthful for residents. Municipal operations serve as a model for ~~environmentally responsible~~ waste management.

delete. political statement

Goal PFS-14	**Solid waste generation is minimized and collected, stored, transported and recycled in safe, sanitary, and environmentally acceptable ways.**

Policies

Policy PFS-14.1 **State Diversion Goal.** Strive to exceed the State's goal of diverting solid waste from landfills.

Policy PFS-14.2 **Solid Waste Pick-up.** Require trash, recycling, and greenwaste pick-up as a means to ensure a safe, sanitary environment.

Policy PFS-14.3 **Household Hazardous Waste.** Provide for the collection and recycling of household hazardous waste as well as e-waste, used oil and filter container recycling, and sharps disposal (needles/syringes) at the City Yard.

Policy PFS-14.4 **Business Recycling and Composting.** Support current and future regulations regarding commercial recycling.

Policy PFS-14.5 **City Operations.** Serve as a role model to businesses and institutions regarding purchasing decisions that minimize the generation of solid waste in addition to encouraging all City staff to recycle at City facilities.

Policy PFS-14.6 **Disposable, Toxic or Non-Renewable Products.** Reduce the use of disposable, toxic or non-renewable products in City operations.

delete Policy PFS-14.7 **Recycle Asphalt Pavement.** Promote the use of recycled asphalt pavement (RAP) for streets and parking lots, where feasible.

Policy PFS-14.8 **Recycled Materials in New Construction.** Encourage the use of recycled materials in new construction. if quality is maintained

TECHNOLOGY AND UTILITIES

In order for Upland to remain competitive and desirable as a place to live and do business, it must provide access to the most up-to-date infrastructure for telecommunications, the internet and other utilities. ~~Upland partners with utilities to ensure that the infrastructure is provided in a way that is in keeping with Upland's commitment to environmental sustainability.~~ delete. A political Statement

Goal PFS-15	**A community supported by the most current ~~and sustainable~~ provision of technology and utilities to service residents, businesses and institutions.** delete. Political

Policies

Policy PFS-15.1 **Access and Availability.** Work with utility and service providers to ensure access to and availability of utilities and telecommunication facilities for households, businesses, institutions, and public agencies throughout the City.

Policy PFS-15.2 **Project Coordination.** Work with utility and service providers early in the development process to ensure utility and service needs can be successfully integrated into projects.

Policy PFS-15.3 **Adequate Internet Facilities and Service.** Work with service providers to retrofit areas of the City that are not served by current telecommunication and fiber-optic communication technologies.

Policy PFS-15.4 **Co-Location.** Encourage compatible colocation of telecommunication and internet facilities and work with utility companies and internet service providers to provide opportunities for siting facilities on City-owned property and in suitable public right-of-ways.

Policy PFS-15.5 **Incorporation into Public Buildings.** Incorporate new technology into public buildings (e.g., Library, City Hall) and operations on an on-going basis to increase productivity and enhance customer service and access to City services.

Map Date: 07/31/12

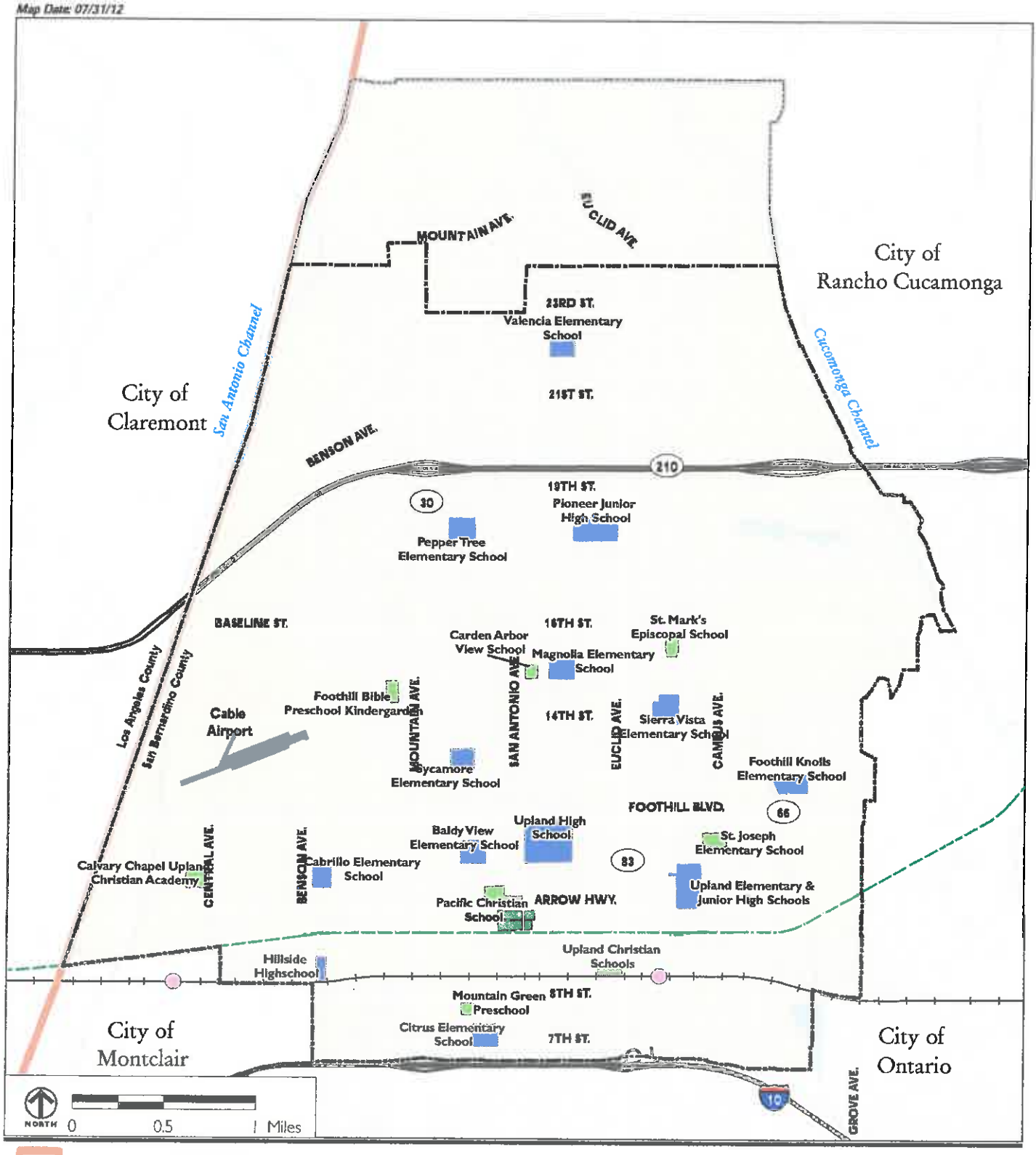


FIGURE PFS-2
SCHOOLS

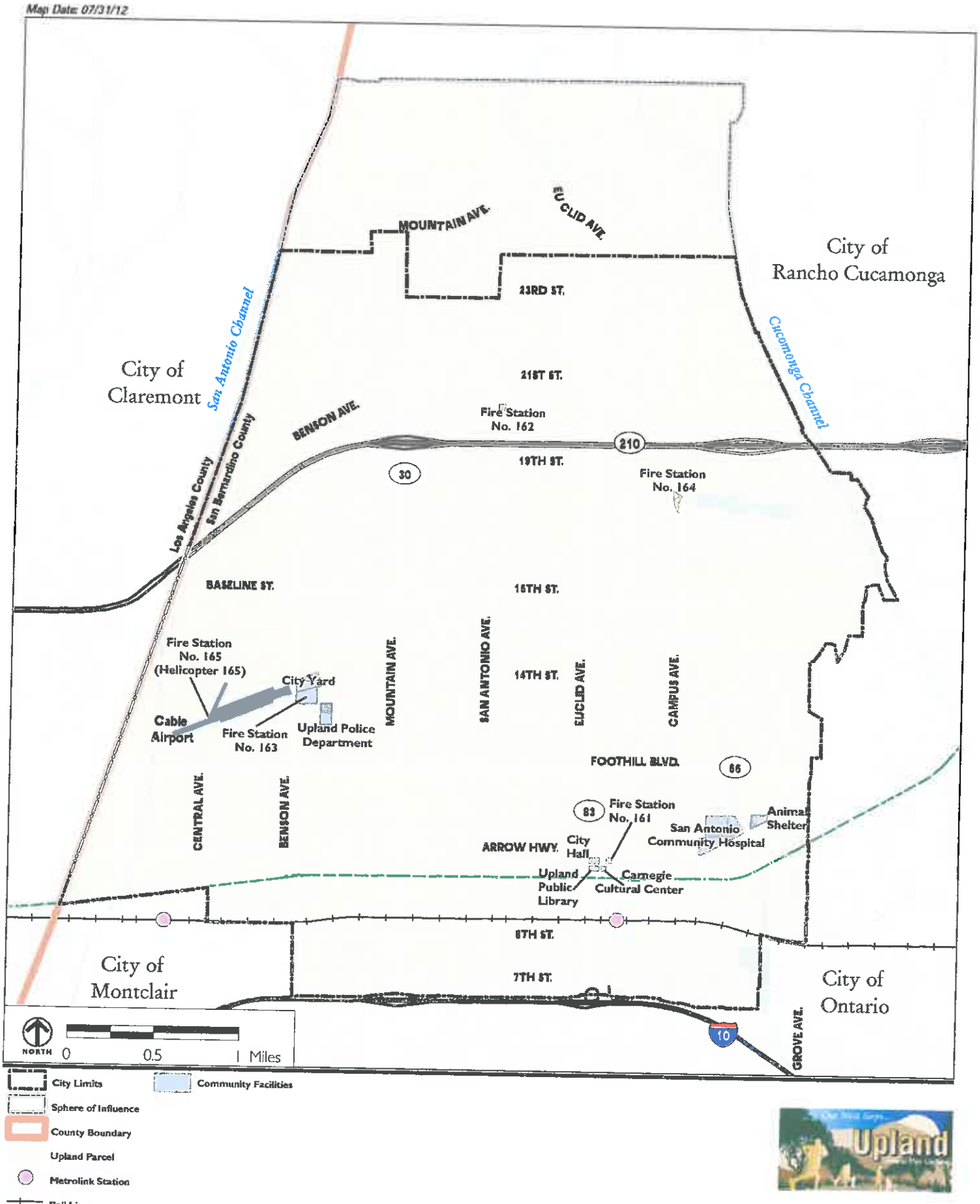


FIGURE PFS-1
PUBLIC FACILITIES AND SERVICES

This entire element is to be deleted. Not required by Law.
It is based on "smart growth" political philosophies not consistent with Upland's values and character.

HEALTHY COMMUNITY ELEMENT

ELEMENT DESCRIPTION FOR HOMEPAGE

they have teamed up to promote "smart growth"

Our health is one of the most important qualities we have. Secure employment, good neighborhoods, or quality housing—though important to residents and the community—mean little if we are in poor health. In recent years, the medical professional and urban planning field have found that our environment—where we live and work, how we travel, what we eat, and where and when we play, socialize, and are physically active—has a major impact on health and well-being. Because health is affected by how we plan our community, improving public health through policy and action is a desirable goal for Upland.

Role of Govt issues

The Healthy Community Element is intended to promote a living and working environment that improves the health and well-being of residents, families, and community. This element's goals and policies are directed at the natural environment, community design, health care facilities and access, and lifestyle choices. They span and complement the goals and policies of other general plan elements that are implicitly related to public health. This element also intends to break new ground and establish an agenda centered on the health and wellness of Upland residents, workforce, and visitors.

listed 1st

Break new ground? establish an agenda?

OVERARCHING GOAL

A community that promotes a positive physical, social, and economic environment that supports the health and well-being of its members, quality of life, and long-term sustainability.

GOALS, POLICIES, AND ACTIONS SECTIONS

- Land Use, Transportation, and Design
- Active Living Environment
- Environmental Quality
- Food and Beverage Environment
- Alcohol, Tobacco, and Drug Use
- Health Facilities and Services
- Safe Community

BACKGROUND DOCUMENTS AND RESOURCES

- Technical Memorandum
- Parks and Recreation Master Plan
- Bicycle and Pedestrian Master Plan
- Upland Unified School District
- CDC Healthy Communities Program
- National Prevention Strategy
- Healthy People 2020 Objectives

Political in nature. Designed to push an agenda

delete extremely political in nature.

Not compatible with Upland's existing values & character.

Delete entire element. See H-1

LAND USE, TRANSPORTATION, AND DESIGN

Goal HC-1	**A City that incorporates and prioritizes health and wellness principles in City planning decisions affecting land use, housing, transportation, parks, neighborhoods, services, and the environment.**

Upland's built environment—its transportation, land use, parks, housing, and urban design—affects our quality of life and the opportunities to choose a healthy lifestyle. Complete streets and safe transportation routes encourage walking, bicycling, and transit use. Complete neighborhoods with parks, recreation, food stores, and services improve our choices to be active and healthier. An appropriate balance of land uses and services creates a more complete community. And a diverse range of housing types and prices for residents of all ages and abilities help satisfy the life-stage housing needs of residents. Upland will implement the following land use, transportation, and design policies that further health.

Policies

Policy HC-1.1 **Health in All Policies**. Consider how all City land use, development projects, regulations, permitting processes, and other decisions impact community health, and prioritize decisions that positively contribute to the health of residents, workforce, and the community.

Policy HC-1.2 **Complete Neighborhoods.** Encourage new development to create complete neighborhoods and districts where residents can live within an easy and safe walking distance to daily services, recreational opportunities, and other community amenities that are part of a healthy lifestyle (cf: CC-4).

Policy HC-1.3 **Complete Streets.** Enhance and improve the safety, convenience, and accessibility of roadways with trees, sidewalks, bicycle lanes, and other amenities to encourage pedestrian, bike, and transit activity for residents of all ages and abilities.(cf: CIR-3)

Policy HC-1.4 **Life-Stage Housing**. Provide a diversity of housing types by location, tenure, type of unit, and price level throughout the City; support housing accommodations or living arrangements that can accommodate people and households of all ages and abilities.

ACTIVE LIVING ENVIRONMENT

Goal HC-2	**An active living environment that offers ample parks, community facilities, recreation activities, and multiuse pedestrian and bicycle trails, and development types that encourage a healthy and active lifestyle.**

Being physically active on a regular basis is a key way to improve and maintain our health. In combination with healthy eating, physical activity helps to maintain a healthy weight, improve mental health, and reduce the risks and costs of chronic disease. Making available safe, accessible, and affordable parks, recreational facilities, age-appropriate recreational programs as well as other community amenities, such as shopping centers and places of employment, can help encourage people to build exercise into their daily routines and choose healthier lives. Bicycle routes, sidewalks with trees, and trails also encourage residents to bicycle and walk to and from community

Delete entire element. See H-1

destinations rather than drive. Upland will encourage an environment that fosters active living through the following policies.

Policies

Policy HC-2.1 **Parks and Open Space.** Improve the availability and accessibility of parks resources through joint use agreements, alternative forms of parks, and other opportunities for recreation. (cf: OSC-2)

Policy HC-2.2 **Recreational Facilities.** Support the availability and accessibility of age-appropriate recreational facilities, both private or publicly owned, to meet the diverse recreational needs of Upland residents. (cf: OSC-2)

Policy HC-2.3 **Recreation Programs.** Provide and/or sponsor recreational programs, and services that are accessible and affordable to residents of all ages and abilities and encourage active and healthy living. (cf: OSC-2)

Policy HC-2.4 **Bicycle and Pedestrian Routes.** Expand and maintain safe bicycle and pedestrian trails, facilities, crosswalks, and connections to various community amenities to encourage residents to be physically active and exercise. (cf: CIR-2)

Policy HC-2.5 **Health Education.** Provide and/or support the provision of educational campaigns that teach residents about the health benefits of exercise and physical activity and that motivate lifestyle changes.

ENVIRONMENTAL QUALITY

Goal HC-3	**Clean and healthful natural environment that promotes the health and well-being of Upland residents and workforce and distinguishes Upland as a healthful place to live and work.**

Residents choose to live in Upland because of our natural environment, trees and landscape features, and the health benefits they offer. The water we drink, the air we breathe, and the noise we hear influence our health, wellness, and quality of life. In southern California, we are surrounded by environmental pollutants that affect our health and well-being. While we cannot eliminate all environmental pollutants—and some are beyond our control, such as regional air quality—Upland recognizes and values the importance of a clean environment that promotes the health and well-being of residents. The City is committed to providing a clean and healthful natural environment through the following policies.

Policies

Policy HC-3.1 **Air Quality.** Improve indoor and outdoor air quality through land use siting, appropriate mitigation, education, enforcement, and coordinated planning with business, government, and residents. (cf: OSC-3)

Policy HC-3.2 **Water Quality.** Improve and maintain the quality of water resources by controlling runoff, managing the watershed, and implementing other best management practices. (cf: PFS-7)

Policy HC-3.3 **Noise Levels.** Protect the health of residents from excessive interior and exterior noise through the enforcement of noise standards, land use siting criteria, and appropriate mitigation. (cf: SAF-1)

Delete entire element. See H-1

Policy HC-3.4 **Hazardous Waste.** Work with government agencies, private industry, and stakeholders to manage the generation, transport, and use of toxic and/or hazardous wastes, and reduce their accidental release. (cf: SAF-5)

FOOD AND BEVERAGE ENVIRONMENT

Goal HC-4	**A balanced retail food and beverage environment that offers a wide variety of foods and beverages that are affordable and culturally appropriate and that encourage healthy lifestyle choices.**

Nutritious food and beverages contribute to our health and well-being. However, which foods and beverages are consumed is largely determined by availability and cost. As is the case for cities in the Inland Empire, Upland has an abundance of unhealthy food and beverage stores compared to healthier alternatives. In combination with lack of physical activity, this may contribute to poorer food choices and poorer health. A balance of healthy and unhealthy retail food and beverage stores, coupled with a better understanding of the benefits of good nutrition, can encourage residents to choose healthier food alternatives. Upland will implement the following policies to encourage healthier lifestyle choices.

Policies

Policy HC-4.1 **Healthy Food Sources.** Attract and support a wider range and number of healthy food sources, including full-service grocery stores, ethnic food markets, healthy restaurants, and farmers' markets.

Policy HC-4.2 **Sit-down Restaurants.** Attract sit-down restaurants that offer a broader choice of foods, including healthier options, as an alternative to convenience food establishments.

Policy HC-4.3 **Community Education.** Support programs that educate residents about healthy eating habits and lifestyles, including topics such as nutrition, healthy cooking, life-stage nutrition needs, and similar topics.

ALCOHOL, TOBACCO, AND DRUGS

Goal HC-5	**A community free of alcohol dependency, tobacco use, and drug abuse by creating an environment that supports healthy choices, provides access to prevention and treatment services, and enforces laws that protect residents and the community.**

Move or re-write elsewhere

Many Upland residents know there is no better place to live or raise a family. This quality is not accidental, but evolved through proactive policies and actions that create community and institutional structures to support families and children. Cities must continually address the availability of alcohol, tobacco, and drugs to limit not only the harm to individuals but also the far-reaching consequences to families, school and job performance, and our community. The causes of alcohol, tobacco, and drug use are many and require an approach aimed at environmental prevention, intervention, treatment, and enforcement. Upland will implement the following policies to address these issues:

Delete entire element. See H-1

Policies

Policy HC-5.1 **School Programs**. Support programs of the Upland Unified School District to educate students and change social norms in an effort to involve youth, parents, and educators in developing programs that prevent and treat alcohol, tobacco, and drug use among youth.

Move or re-write elsewhere

Policy HC-5.2 **Public Education**. Work with local organizations to educate residents, businesses, and others about the harmful effects of tobacco, alcohol, and drug use and the need for effective control strategies; support organizations that educate the community.

Policy HC-5.3 **Land Use/Permitting**. Consider the concentration of alcohol and/or tobacco retail outlets in land use decisions; consider regulating the permitting of additional alcohol and/or tobacco retail outlets where an undue concentration exists.

Policy HC-5.4 **Social Services**. Continue to support the permitting of sites and services for substance abuse treatment, rehabilitation services, mental health services, or other social service programs that reach individuals and families commensurate with the need in Upland.

HEALTH FACILITIES AND SERVICES

Goal HC-6	**A community where all members have convenient access to a full range of quality primary, preventative, and specialty health care, including mental health, vision, and dental care.**

Access to health and wellness services is an important part of a healthy community. Upland residents benefit from affordable and quality dental, medical, and specialty care services that provide prevention and treatment services in the community. This includes private, public, and nonprofit organizations providing health and auxiliary services affordable to residents of all income levels, ages, families, and abilities. Many of these social, health, and community organizations also educate Upland residents about how to make healthier lifestyle choices. Because of the importance of health in the community, Upland is committed to encouraging and supporting health facilities and services through both policies and programs:

Policies

Policy HC-6.1 **Hospital Facilities**. Support and facilitate the periodic plans for expansion, rehabilitation, and renovation of San Antonio Community Hospital to meet the diverse needs of Upland and the greater region.

Policy HC-6.2 **Health Services**. Support the relocation and availability of organizations providing a broad range of health prevention and treatment services commensurate with the diverse needs of Upland residents.

Policy HC-6.3 **School Health Programs**. Support community groups, the San Bernardino County Public Health Department, and Upland Unified School District to support school health education and services.

Policy HC-6.4 **Special Needs**. Support organizations serving the health needs of seniors and disabled people; ensure that land use, zoning, and permitting standards encourage the siting of special needs facilities in Upland.

Delete entire element. See H-1

Policy HC-6.5 **Community Needs Collaboration.** Foster collaboration among community based organizations, education and faith based sectors, businesses, and clinicians to identify community needs and ensure that prevention-focused healthcare and services are available, integrated, and mutually reinforcing.

SAFE ENVIRONMENTS

Goal HC-7	**A community that is safe and welcoming to residents of all ages and contributes to a healthy and active lifestyle.**

A healthy community is fundamentally one that is safe for all residents living in Upland. It provides safe, attractive, and clean neighborhoods and public spaces. Roadways and pedestrian connections are safe for residents to walk, bicycle, and travel on. Residents feel safe from crime and can take walks during the evening or walk around town. Schools provide a safe environment for children to learn and be active. Residents are safe from environmental hazards that lead to poor health and diminish quality of life. Although Upland is known as a safe community, efforts need to be continued. The City will continue to implement policies and programs to make Upland a safe place for residents.

Policies

Policy HC-7.1 **Safe Streets.** Incorporate improvements to street designs, pedestrian routes, and enforcement that make it safer to walk and bicycle to activity centers, including shopping, schools, parks, and other destinations.

Policy HC-7.2 **Safe Schools.** Support efforts at the Upland Unified School District to maximize the safety of students during school hours and after school through education and enforcement of regulations.

Policy HC-7.3 **Safe Neighborhoods.** Support safe and healthy neighborhoods through neighborhood watch efforts, community policing techniques, and targeted efforts in certain neighborhoods or apartments.

Policy HC-7.4 **Safe Community Planning.** Apply Crime Prevention Through Environmental Design principles when reviewing new development and addressing crime prevention opportunities within the community.

Policy HC-7.5 **Safe Environment.** Continue to support policies and programs that ensure an environment that is safe from air, water, noise, hazardous waste, and other manmade environmental hazards (cf: HC-2).

SAFETY ELEMENT

ELEMENT DESCRIPTION FOR HOMEPAGE

The City of Upland is proud of its safe environment and is committed to the protection of life and property from the risks of natural and man-made hazards. Upland is susceptible to natural hazards such as earthquakes, flooding, and wildfires; and by man-made threats caused by exposure to harmful noise sources, hazardous materials, sickness and crime. Protection from natural and man-made hazards is essential in establishing a sense of well-being for residents and attracting new residents and quality businesses to the City that help to sustain a thriving economy. Upland will continue to collaborate with outside agencies and educate the community to ensure ongoing emergency preparedness, prevention and response in the event of a hazardous incident.

OVERARCHING GOAL

A community protected from natural and man-made hazards including noise, floods, earthquakes, fire, and hazardous materials, through prevention, preparedness, and emergency response.

GOAL AND POLICY SECTIONS

- Noise
- Flood Hazards
- Earthquakes and Geologic Hazards
- Wildland and Urban Fires
- Hazardous Materials
- Airports
- Preparation and Emergency Response

GENERAL PLAN FIGURES

- Figure SAF-1 (Faults and Fault Zones)
- Figure SAF-2 (100-Year and 200-Year Flood Zones)
- Figure SAF-3 (High Fire Hazard Zones)

BACKGROUND DOCUMENTS

- Upland General Plan Existing Conditions Report: Natural Environment

NOISE

Upland protects residents, the labor force and visitors from the harmful effects of noise by establishing exterior and interior noise standards. ~~Higher exterior noise standards are permitted for mixed-use and residential infill projects, as long as the interior noise standard is maintained~~. Policies in this section help mitigate for noise by requiring the implementation of noise reduction techniques in site design and construction to ensure the compatibility of uses. Mobile sources of noise, such as vehicles and aircraft, are also regulated by the enforcement of Upland's noise standards.

Goal SAF-1	**Upland is protected from interior and exterior noise levels that cause harm to safety, health and well-being.**

Policies

Policy SAF-1.1 **Exterior Noise Standards**. Require noise mitigation for all development where the projected exterior noise levels exceed those shown in Table SAF-1, to the extent feasible.

Table SAF-1 Exterior Noise Compatibility Standards

Land Use Type	Highest Level of Noise Exposure that is Regarded as "Normally Acceptable" (Ldn of CNEL)
Residential – Low Density Single-Family, Duplex, Mobile Homes	60 dBA
Residential – Multi-Family	65 dBA
Mixed-Use	70 dBA
Transient Lodging – Hotels, Motels	65 dBA
Schools, Libraries, Churches, Hospitals, Nursing Homes	70 dBA
Auditoriums, Concert Halls, Amphitheaters	Mitigation based on site-specific study
Sports Arena, Outdoors Spectator Sports	Mitigation based on site-specific study
Playgrounds, Neighborhood Parks	70 dBA
Golf Courses, Riding Stables, Water Recreation, Cemeteries	75 dBA
Office Buildings – Commercial, Office/Professional	70 dBA
Industrial, Manufacturing, Utilities, Agriculture	75 dBA

Source: Governor's Office of Planning and Research, State of California General Plan Guidelines 2003, 2003, pages 244-254.

Policy SAF-1.2 **Exterior Incremental Noise Standards.** Require noise mitigation for all development that increases existing noise levels by more than the allowable increment shown in Table SAF-4, to the extent feasible.

TABLE SAF-4 **EXTERIOR INCREMENTAL NOISE IMPACT STANDARDS FOR NOISE-SENSITIVE USES (DBA)**

Residences and Buildings Where People Normally Sleep		Institutional Land Uses with Primarily Daytime and Evening Uses	
Existing L_{dn}	Allowable Noise Increment	Existing Peak Hour L_{dn}	Allowable Noise Increment
45	8	45	12
50	5	50	9
55	3	55	6
60	2	60	5
65	1	65	3
70	1	70	3
75	0	75	1
80	0	80	0

Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment, 2006.

Policy SAF-1.3 **Interior Noise Standards.** Require new development to include noise mitigation to assure acceptable interior noise levels appropriate to the land use type: 45 dBA L_{dn} for residential, transient lodgings, hospitals, nursing homes, and other uses where people normally sleep; and 45 dBA L_{dn} (peak hour) for office buildings and similar uses.

Policy SAF-1.4 **Location of Noise-Sensitive Land Uses.** Prevent noise-sensitive land uses (schools, medical centers and hospitals, senior centers, and residences) from locating in areas with noise levels that exceed those considered normally acceptable for each land use unless measures can be implemented to reduce noise to acceptable levels.

Policy SAF-1.5 **Noise Impact Study.** Require a noise impact study to evaluate impacts of projects that may exceed 65 L_{dn} as part of the design review process.

Policy SAF-1.6 **Acoustical Study.** Require an acoustical study for all new residential developments that lie within the 65 L_{dn} noise contour on the Future Noise Contour Map, to ensure indoor levels will not exceed City standards. In addition, the City shall continue to enforce the California Building Code for indoor noise levels.

Policy SAF-1.7 **Noise Reduction in Site Design.** Require measures that attenuate exterior and/or interior noise levels to acceptable levels to be incorporated into all development projects where current and/or future outdoor noise levels may be unacceptable. Require noise reduction features, the focus of which shall be on site design techniques, so long as they do not conflict with the goals of the Community Character Element. Techniques include:

a. Designing landscaped building setbacks to serve as a buffer between the noise source and receptor.

b. Placing noise-tolerant land uses such as parking lots, maintenance facilities, and utility areas between the noise source and receptor.

c. Orienting buildings to shield noise-sensitive outdoor spaces from a noise source.

d. Locating bedrooms or balconies on the sides of buildings facing away from noise sources.

e. Utilizing noise barriers, such as landscaped berms, to reduce adverse noise levels in noise-sensitive outdoor activity areas, avoiding sound walls wherever possible.

Policy SAF-1.8 **Vibration Screening Distances.** Require new residential and commercial projects located adjacent to major freeways, rail lines or other vibration sources to follow the Federal Transit Administration screening distance criteria. cost? Financial burden?

Policy SAF-1.9 **Alternative to Sound Walls.** Encourage the use of design strategies and other noise reduction methods along transportation corridors in lieu of sound walls to mitigate noise impacts and enhance aesthetics.

Policy SAF-1.10 **Motor Vehicle Code.** Enforce California Motor Vehicle Code that prohibits amplified sound that can be heard 50 feet or more from a vehicle, and that addresses excessive exhaust noise.

Policy SAF-1.11 **Construction Noise.** Require construction projects to adhere to the City's construction hours and incorporate measures to minimize impacts.

Policy SAF-1.12 **Operational Noise.** Require ~~mixed-use~~, commercial, and industrial projects to mitigate operational noise impacts to adjoining sensitive uses to meet operational noise thresholds.

Policy SAF-1.13 **Airport Compatibility.** Prohibit new residential development within the 60 dBA CNEL airport noise contour, and only approve noise-compatible land uses consistent with the ALUCP.

Policy SAF-1.14 **Noise Level Reduction Near Airport.** Require new structures within any Airport Land Use Compatibility Zone except D or E to incorporate exterior-to-interior noise level reduction design features sufficient to meet the interior noise level criteria specified in the ALUCP.

Policy SAF-1.15 **Coordination with Cable Airport.** Work with Cable Airport to monitor aircraft noise, implement noise-reducing operation measures (i.e., Fly Quiet, Fly Neighborly programs), and promote pilot awareness of noise sensitive land uses.

FLOOD HAZARDS

By understanding and anticipating potential risks, Upland can protect life and property from flooding hazards. Policies in this section protect Upland residents through interagency coordination in flood management, ensuring full compliance with national standards, and requiring maintenance of the City's existing floodplain storage areas. The City will evaluate new development for potential flood hazards prior to

approval to minimize flooding risk and impervious surfaces. Upland will also educate the public and ensure evacuation procedures are in place in the event of the San Antonio Dam failure.

Goal SAF-2	**A community protected from injury or loss of life and damage to property due to flood hazards.**

Policies

Policy SAF-2.1 **Interagency Flood Management.** Continue to work with appropriate local, State and federal agencies to maintain the most current flood hazard and flood-plain information and use it as a basis for project review and to guide development.

Policy SAF-2.2 **National Flood Insurance Program.** Continue to participate in the National Flood Insurance Program (NFIP) and ensure that City regulations are in full compliance with the standards adopted by the Federal Emergency Management Agency (FEMA).

Policy SAF-2.3 **Floodplain Storage Maintenance.** Maintain and improve storm drainage infrastructure, including the City's urban creeks, to maintain existing floodplain storage.

Policy SAF-2.4 **Floodplain Requirements.** Regulate development within floodplains in accordance with State and federal requirements and maintain the City's eligibility under NFIP.

Policy SAF-2.5 **Flood Control Channels.** Maintain a healthy riparian corridor in City-maintained flood control channels to reduce the risk of flooding due to erosion, siltation, blockage and heavy undergrowth.

Policy SAF-2.6 **Existing Development.** Minimize flood risks associated with existing development.

Policy SAF-2.7 **New Development.** Require evaluation of potential flood hazards prior to approval of development projects.

Policy SAF-2.8 **Construction Methods.** Identify construction or other methods to minimize damage if new development is located in flood hazard zones.

Policy SAF-2.9 **Impervious Surfaces.** Minimize impervious surfaces to reduce stormwater runoff and increase flood protection.

Policy SAF-2.10 **Development in the 100-Year Flood Zone.** Prohibit new development within the 100-year flood zone unless it can be shown that the development will not:

a. Create danger to life and property due to increased flood heights or velocities caused by excavation, fill, roads and intended use.

b. Create difficult emergency vehicle access in times of flood.

c. Create a safety hazard due to the unexpected heights velocity, duration, rate of rise and sediment transport of the flood waters at the site.

d. Create excessive costs in providing governmental services during and after flood conditions, including maintenance and repair of public facilities.

e. Interfere with the existing waterflow capacity of the floodway.

f. Substantially increase erosion and/or sedimentation.

g. Contribute to the deterioration of a watercourse or the quality of water in any body of water.

h. Require storage of material, or any substantial grading or placement of fill.

i. Change the water storage/volume capacity of the flood basin.

Policy SAF-2.11 **Flood Barriers.** Prevent the construction of flood barriers within the 100-year flood zone which will divert flood water or increase flooding in other areas.

Policy SAF-2.12 **Siting and Design of Essential Public Facilities.** Require that essential public facilities be located and designed to mitigate potential flood risk to ensure long term operation.

Policy SAF-2.13 **Dam Failure.** Plan for the evacuation of people from areas subject to inundation from San Antonio dam failure.

Policy SAF-2.14 **Public Education.** Promote public education on flooding hazards.

EARTHQUAKES AND GEOLOGIC HAZARDS

Upland is in an area susceptible to seismic and geologic hazards. The City protects the public from these hazards through the enforcement of safety standards, state-of-the-art site design and construction methods, and regulating the retrofitting of existing critical facilities.

Goal SAF-3	A community protected from earthquakes and other geologic hazards.

Policies

Policy SAF-3.1 **Building Codes.** Enforce the building codes adopted by the State of California in all new construction and renovations.

Policy SAF-3.2 **Geologic Mapping.** Rely on the most current and comprehensive geological hazard mapping available to assist in the evaluation of potential seismic hazards to proposed new development.

Policy SAF-3.3 **Geotechnical Investigations.** Require site-specific soils and/or geologic reports for development in areas where potentially serious geologic risks exist. These reports shall address the degree of hazard, design parameters for the project based on the hazard, and the appropriate mitigation measures.

Policy SAF-3.4 **Mitigation Monitoring.** Monitor and enforce mitigation measures to reduce risks for projects where seismic and geological hazards can be mitigated.

Policy SAF-3.5 **Prohibiting Development.** Prohibit development in known areas where seismic and geological hazards cannot be mitigated.

Policy SAF-3.6 **Retrofit Critical Facilities.** Promote the upgrade, retrofitting, and/or relocation of all existing critical facilities (e.g., hospitals, schools, police stations, fire stations, water facilities, emergency operation centers, emergency access routes, public works yard,

public refuge areas) and other important public facilities that do not meet current building code standards and are within areas susceptible to seismic or geologic hazards.

Policy SAF-3.7 **Utility Lines.** Work with utility providers to ensure that utility lines are designed to withstand seismic forces, are accessible for repair, and are provided with safety features such as automatic shutoff valves, switches and expansion joints.

Policy SAF-3.8 **Future Decision-Making.** Continue to incorporate geotechnical hazard data into future land use decision-making, site design and construction standards.

WILDLAND AND URBAN FIRES

The City of Upland provides for coordinated fire protection for all areas of the City to ensure that the level of response to fires is met through staffing, equipment and access to adequate water resources. Policies in this section ensure that Upland proactively educates and informs its residents and businesses about the potential risks of fire and fire prevention techniques, and the City will continue to work with developers to ensure that threats by fire are minimized in new projects.

Goal SAF-4	**A community protected from loss of life, injury, damage to property and loss of natural resources caused by wildland and urban fires.**

Policies

Policy SAF-4.1 **Public Education.** Promote educational programs for the public related to fire safety and prevention.

Policy SAF-4.2 **Prevention Programs.** Participate in fire and life safety prevention programs with neighboring jurisdictions and other governmental agencies as needed.

Policy SAF-4.3 **Development.** Continue to require all development, new and existing, to provide necessary service, fire hydrants and road improvements consistent with the California Fire Code.

Policy SAF-4.4 **Development Review.** Include the Fire Department in the review of development proposals to ensure projects adequately address safe design and on-site fire protection and comply with applicable fire and building codes.

Policy SAF-4.5 **Fire Sprinkler Systems.** Promote the installation of fire sprinkler systems for both commercial ~~and residential use~~ and in structures where sprinkler systems are not currently required by the Municipal Code or California Fire Code.

Policy SAF-4.6 **High Fire Hazard Safety Zones.** Require all development in areas of potential wildland fire hazards, as shown in the High Fire Hazard Map, to include clearance around structures, fire-resistant ground cover and fire-resistant roofing materials.

Policy SAF-4.7 **City-Owned Property Maintenance.** Continue to remove excessive/overgrown vegetation and rubbish from City-owned property to prevent and minimize fire risks to surrounding properties.

Policy SAF-4.8 **Private Property Maintenance.** Require property owners to maintain property in a manner that minimizes fire hazards through the removal of vegetation and hazardous structures, materials and debris. where appropriate. Protect property rights

Policy SAF-4.9 **Landscaping.** Encourage the use of drought-resistant and fire-resistant plants in areas subject to wildland fires.

Policy SAF-4.10 **Fire Services.** Ensure an acceptable level of fire safety and emergency medical services throughout the City.

Policy SAF-4.11 **Water Supplies for Fire Suppression.** Ensure that adequate water supplies are available for fire-suppression throughout the City.

HAZARDOUS MATERIALS

Industrial uses within the City and proximity to major transportation routes by rail and truck make Upland susceptible to contamination from accidents involving hazardous materials. Upland protects its residents and businesses through the location and regulation of land uses and through the enforcement of County, State and federal requirements. Policies in this section continue practices for the documentation, monitoring, clean up, and re-use of hazardous materials and sites for the protection of Upland's air and groundwater ~~and for the reduction of greenhouse gases.~~ delete. political

Goal SAF-5	A community protected from harmful effects of hazardous materials and waste.

Policies

Policy SAF-5.1 **Sensitive Uses.** Require adequate separation between areas where hazardous materials are present and sensitive uses such as schools, senior centers, hospitals and medical centers, residences and public facilities.

Policy SAF-5.2 **Investigate Sites for Contamination.** Ensure buildings and sites are investigated for the presence of hazardous materials and/or waste contamination before development and periodically during operation for which City discretionary approval is required. The City shall ensure appropriate measures are taken to protect the health and safety of all possible users and adjacent properties.

Policy SAF-5.3 **Transport of Hazardous Materials.** Ensure the safe transport of hazardous materials through Upland through implementation of the following measures:

a. Restrict transport of hazardous materials within Upland to designated routes.

b. Prohibit the parking of vehicles transporting hazardous materials on City streets.

c. Require that new pipelines and other channels carrying hazardous materials avoid residential areas and other immobile populations to the greatest extent possible.

Policy SAF-5.4 **Reduction of Hazardous Waste.** Work with households, businesses and others who generate hazardous waste to reduce overall hazardous waste in Upland.

Delete Policy SAF-5.5 **Green Building.** Encourage the use of green building practices to reduce the use of potentially hazardous materials in construction. Political

Policy SAF-5.6 **Clean Industries.** Strive to maintain and attract clean industries to the City and discourage the expansion of businesses, with the exception of health care and related medical facilities, that require on-site treatment of hazardous industrial waste.

delete Policy SAF-5.7 **Dry Cleaners.** Prohibit the use of Perchloroethylene (PERC) in new dry cleaning facilities and require that dry cleaners ~~in mixed-use developments~~ use clean technology.

Industry standard to ban?

Policy SAF-5.8 **Household Hazardous Waste Collection Programs.** Continue to work with the San Bernardino County Fire Department Hazardous Materials Division to provide household hazardous waste collection programs for convenient access and the proper disposal of products containing hazardous materials or hazardous wastes.

Policy SAF-5.9 **Storage of Hazardous Waste.** Work with the Upland Fire Department to monitor and regulate the storage of hazardous materials in conformance with the Uniform Fire Code.

Policy SAF-5.10 **County Regulations.** Continue to work with the San Bernardino County Fire Department Hazardous Materials Division to ensure that businesses in Upland follow the hazardous materials regulations and guidelines outlined in the County of San Bernardino Hazardous Waste Management Plan.

Policy SAF-5.11 **State and Federal Laws.** Continue to enforce State and federal laws and regulations pertaining to the reporting, clean-up, transport, and management of hazardous materials, including the guidelines and procedures mandated by the State legislature for evaluating hazardous waste facility applications.

Policy SAF-5.12 **Emergency Response Plans.** Require applicants proposing to generate hazardous waste to submit emergency response plans to the Upland Fire Department and San Bernardino County Fire Department Hazardous Materials Division.

Policy SAF-5.13 **Education.** Educate residents and businesses on how to reduce or eliminate the use of hazardous materials and products, and encourage the use of safer, nontoxic, environmentally friendly equivalents.

with all political language removed

AIRPORTS

Upland benefits from the presence of Cable Airport, and from the proximity of Ontario International Airport, but the advantages also come with risks to public safety and nuisances such as noise. Airports present special constraints for nearby land uses and for emergency response capacity. Policies in this section support the local airports, while protecting surrounding land uses in accordance with policies set forth in the respective Airport Land Use Plans.

Goal SAF-6	**Risks associated with aircraft operations at Cable Airport and Ontario International Airport are minimized.**

Policies

Policy SAF-6.1 **Land Use Compatibility.** Evaluate the compatibility of proposed land uses within the influence area of Cable Airport and the Ontario International Airport in accordance with the policies set forth in the respective Airport Land Use Plans.

Policy SAF-6.2 **Development Restrictions.** Require all development in Upland to be consistent with the required setbacks and height restrictions for Cable Airport and the Ontario International Airport as determined by the Federal Aviation Administration and the respective Airport Land Use Plans.

PREPARATION AND EMERGENCY RESPONSE

Upland mitigates threats posed by a variety of natural and man-made hazards for the safety of Upland residents and businesses, including earthquakes, floods, fires, windstorms, and terrorist events. The City achieves this by promoting awareness in the community and by collaborating with outside agencies, cities, State and federal authorities that provide procedures for preparedness, response and recovery from disaster.

Goal SAF-7	**Government, businesses and households protected from and prepared for natural or man-made disasters.**

Policies

Policy SAF-7.1 **Emergency Operations Plan.** Maintain, update and implement, as needed, the Emergency Operations Plan to address disasters such as earthquakes, flooding, dam failure, hazardous materials spill, epidemics, fires, extreme weather, major transportation accidents, and terrorism.

Policy SAF-7.2 **Department-Specific Emergency Operations Plans.** Ensure the maintenance of department-specific Emergency Operations Plans.

Policy SAF-7.3 **Staff Trainings.** Conduct periodic trainings with staff on emergency operations, based on the Emergency Operations Plan.

Policy SAF-7.4 **Mutual Aid Agreements.** Continue to participate in mutual aid agreements with Rancho Cucamonga, Ontario, Montclair, Claremont and surrounding jurisdictions to ensure adequate resources, facilities, and other support for emergency response.

Policy SAF-7.5 **Collaboration with Agencies and Businesses.** Work with other agencies and businesses within the City to assist and support their disaster preparedness efforts.

Policy SAF-7.6 **Post-Disaster Response.** Plan for the continued function of critical facilities following a major seismic or geologic disaster to help prevent major problems during post-disaster response such as evacuations, rescues, large numbers of injuries, and major clean-up operations.

Policy SAF-7.7 **Infrastructure.** Regularly review the adequacy of local infrastructure to withstand a hazardous event.

Policy SAF-7.8 **Public Education.** Continue to provide information to residents and businesses on emergency preparedness, such as preparing emergency kits, developing a communications plan, implementing evacuation procedures and updating emergency plans.

Do what is right for Upland residents... Re-write this plan!

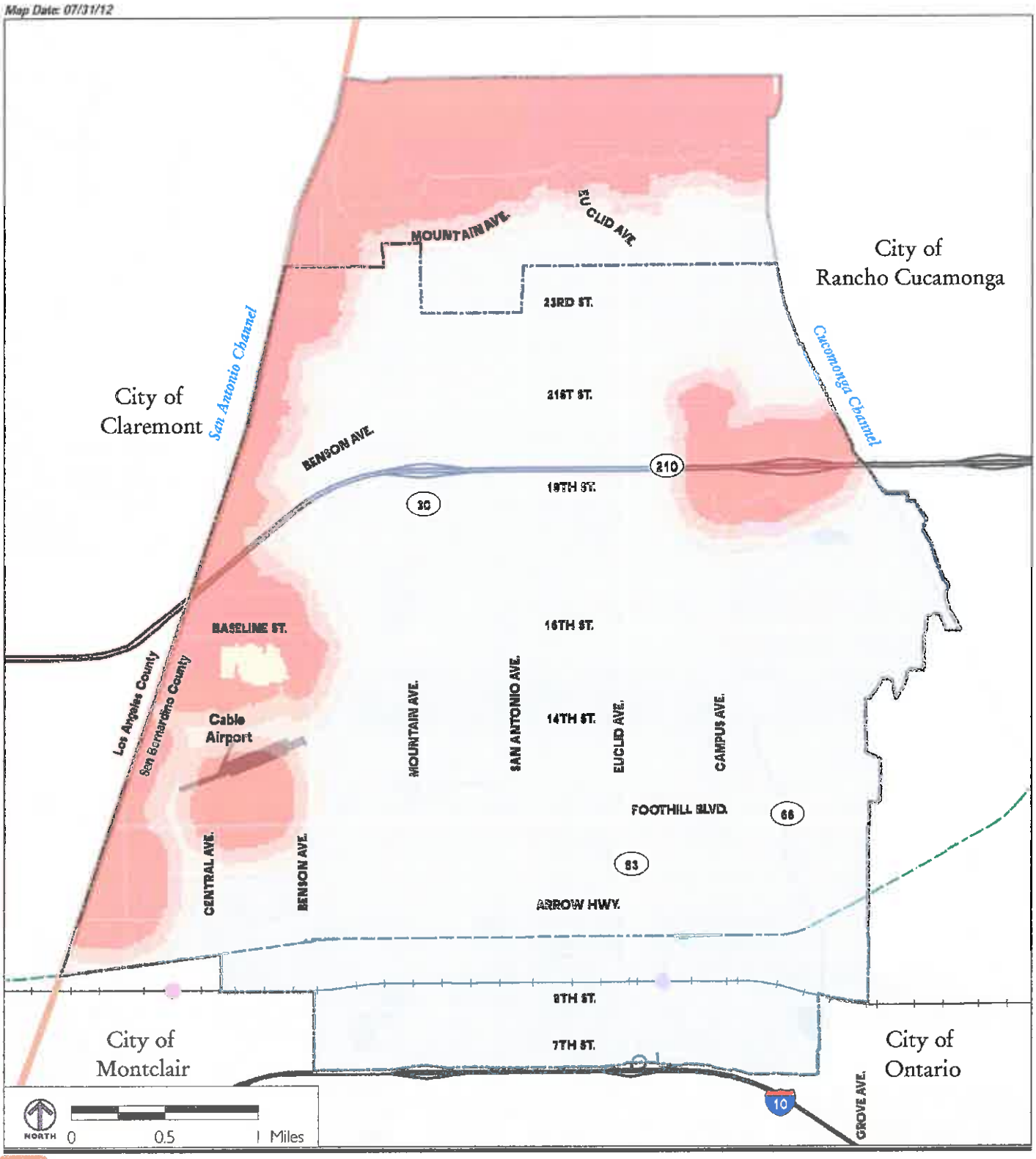


FIGURE SAF-3
HIGH FIRE HAZARD ZONES

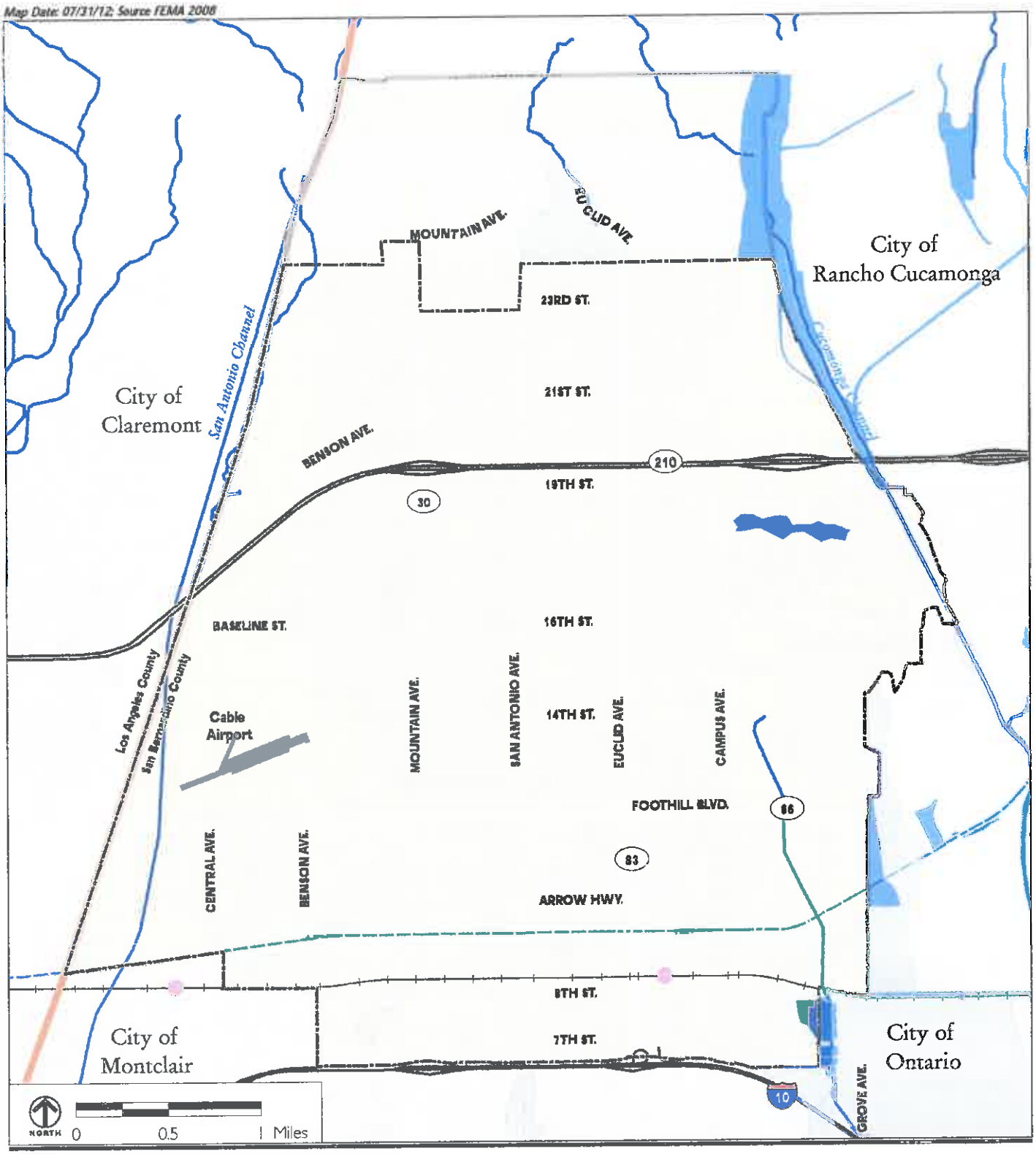


FIGURE SAF-2
100-YEAR and 200-YEAR FLOOD ZONES

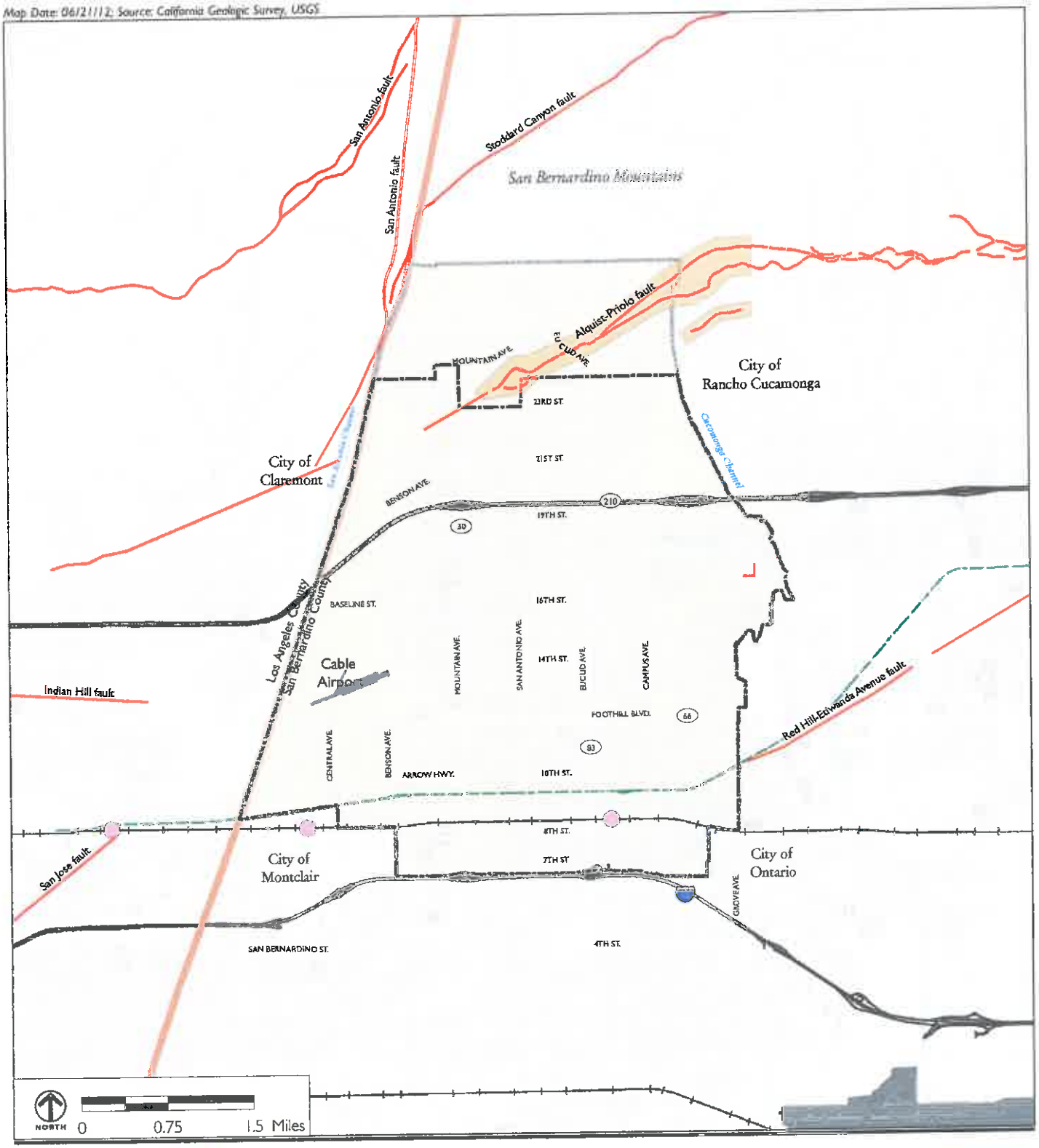




FIGURE SAF-1
FAULTS AND FAULT ZONES

RESPONSE TO COMMENT LETTER NO. 26
Todd Mills
July 22, 2015

PO 26-1 Refer to MR-12, and Responses PO 1-1 and PO 8-1.

PO 26-2 Refer to MR-12, and Responses PO 1-1 and PO 8-1. The commenter generally opposes the use of "smart growth" principles for the proposed Project. The comment addresses the General Plan's merits and not the Draft EIR's adequacy. No response is necessary. The commenter's concerns are noted and will be considered by the City's decision-makers during their deliberations on the Project.



Marilyn Mills,
311 Julia Court
Upland, CA 91784

Heights –

Objections to the Draft Zoning Code Update and EIR
Cover letter: to emphasize certain points in the document.

The newspaper misstated that residents were against affordable housing. That is not accurate

1. EIR – uses the term "social equity" – political and inappropriate and unconstitutional **PO 27-1**

2. The Plan does not say we support the Constitution in any of the documents

3. Zoning Code Update:

High Density Houses increases Home prices & Many have done studies that show -

Section: 17.01.020 Purpose of the Zoning Ordinance" **PO 27-2**

Protect AND PROMOTE the health, safety and welfare of residents

Government over-reach – the city should not be involved in the health affairs of residents

4. Promote an environmentally sustainable pattern of development through the implementation of SMART GROWTH practices and reduction of Greenhouse gases."

Smart Growth is a political movement based on doomsday environmentalism. Political philosophies have NO place in a General Plan. They are inappropriate and must be deleted. **PO 27-3**

In reference to reduced Green House Gas emissions, see the Chapman University Center for Demographics and Policy recent study from March 2015 which states that further restrictions on GHG from current policies have no effect on California or the nation and only crushes the middle class and employers through financially devastating regulations.

The Climate Action Plan is voluntary and in light of this current study should be completely deleted and any codes relating to GHG within the zoning code update **PO 27-4**

also deleted. They will be found to be over regulation with negative financial effects on Upland. **PO 27-4**

4. The position of DEVELOPMENT SERVICES DIRECTOR is found 203 times in the Zoning Code. The administrative committee is eliminated and DSD takes over approval on site plans and minor activities. The DSD is given the authority to give density bonuses at his discretion. No staff person should have this much *authority. This needs to be addressed throughout the entire zoning code. This will* open the door to corruption. **PO 27-5**

5. Densities Table 17.03.1
ALL DENSITIES BE LOWERED TO MAXIMUM OF 19 INCLUDING DENSITY BONUS *MANDATED BY LAW. No more new 3 stories residences. Code also allows for* shared driveways. It is not compatible with the current Community Character. **PO 27-6**

6. Heights in the zoning code allow up to 70 foot tall buildings. It allows 65 tall building within a certain distance away from single family residents. **PO 27-7**

7. DELETE ALL MIXED USE AS it is the major tenant of Smart Growth proven to be financially unsustainable. No live work. **PO 27-8**

8. Promote and support an efficient multi-modal transportation system that facilitates walking biking and the use of public transportation in lieu of car travel. **PO 27-9**

THE CITY HAS NO RIGHT THROUGH ZONING OR VISIONING TO CHANGE THE BEHAVIOR OF RESIDENTS AND TRY TO GET THEM OUT OF THEIR CARS.

9. 17.05.010 Purpose of Mixed Use

Promote infill development, intensification and reuse of currently underused sites. **PO 27-10**

This means that they can fill every vacant space with high density, identify commercial or industrial businesses that could be closed or moved who have land where developers and the city could make lots more money with high density housing like they have planned for Ford of Upland.

10. 17.11.060 Bicycle parking

At least 10% of the number of required auto parking spaces shall be bicycle parking spaces and must be within 50 feet of the entrance to the building.

Business owners must provide long-term bicycle parking at a minimum ration of one space per 20 vehicle spaces. These spaces have to have security guards or some kind of security for the bikes.

PO 27-11

This is will place a heavy burden on business owners. Why not leave it up to the business owner to work with his employees needs?

- *Requirement for Certificate of Appropriateness*. This Certificate would replace and expand upon the existing design review process for alterations to historic resources identified in the City's Historic Resources Survey and Local Register.

Development Process

Proposed Zoning Code Part 5 contains the proposed development review process. A new "development review plan" process is proposed to combine the existing site plan and design review processes into a single process that considers site layout in conjunction with building design.

Approval Levels

Proposed Zoning Code Part 5 also contains the process for reviewing and approving projects, which is proposed to be improved and streamlined by:

- Shifting decision-making authority from staff to the Planning Commission for uses that merit additional review and oversight, such as alcoholic beverage sales. Also, the request for a Finding of Public Convenience and Necessity for off-site alcoholic beverage sales in an area that is already over-concentrated per the California State Department of Alcoholic Beverage Control would be reviewed by the Planning Commission (instead of the City Council) in conjunction with a proposed project (i.e., liquor store, convenience store, etc.). **PO 27-12**

- Shifting decision-making authority from the Planning Commission to Development Services Director for desirable uses that have a minimal potential to adversely affect the community. In conjunction with this shift, an Administrative Use Permit is proposed to allow the Director to review certain types of uses and apply conditions of approval to ensure they operate in a manner that is compatible with the community.

- Eliminating the Administrative Committee as a decision-making authority and authorizing the Development Services Director as the decision-making body on site plans and minor activities such as lot line adjustments. The Director would be required to seek technical input and recommendations from affected disciplines including Engineering, Building, Fire, Public Works, Police, etc. and take action on the project. This will streamline and expedite the process by:

  - Eliminating the need to convene staff merely to hold formal, monthly Administrative Committee meetings to approve projects; and

  - Allowing the Director to sign an approval letter upon receipt of technical recommendations from staff in affected disciplines.

RESPONSE TO COMMENT LETTER NO. PO-27
Marilyn Mills
July 22, 2015

PO 27-1 The commenter notes the use of the term "social equity" in the Draft EIR. The term is included on Draft EIR page 3-5. This term is used solely in Section 3.4, *Statement of Objectives*, and does not influence or impact the Draft EIR's analysis of the Project. The comment does not raise significant environmental points or address the Draft EIR's adequacy. As such, no further response is necessary.

PO 27-2 The comment addresses Upland Zoning Code Section 17.01.020. The comment does not raise significant environmental points or address the Draft EIR's adequacy. As such, no further response is necessary.

PO 27-3 Refer to Response PO 27-2. Although not a General Plan requirement, the City has prepared a Climate Action Plan (CAP), which is intended to address the main sources of emissions that contribute to global climate change. The purpose of the CAP is to guide the development, enhancement, and ultimately the implementation of actions that will reduce the City's GHG emissions. The Project and resultant GHG emissions are subject to compliance with an existing regulatory framework, which include various Assembly Bills, Executive Orders, and Senate Bills; see Draft EIR Section 5.6.1, *Existing Regulatory Setting*. The comment regarding the financial impacts associated with GHG policies does not raise significant environmental points or address the Draft EIR's adequacy. As such, no further response is necessary.

PO 27-4 Refer to Response PO 27-3. The commenter's concerns have been noted, and will be considered by the City's decision-makers during their deliberations on the Project.

PO 27-5 This comment notes the number of references to Development Services Director, thus, addresses the merits of the City's Zoning Code and not the Draft EIR's adequacy. While the City has removed the Administrative Committee as an official decision-making body, the City has not removed the Administrative Committee in the decision-making process. Members from each Department that make up the Administrative Committee are still required to review, approve, and sign-off on development plans that come before the Development Services Director for final approval.

PO 27-6 The comment requests modifications to the City's Zoning Code concerning density and building height; see MR-2. The City will reduce the density of the C/I MU Zone from 25 units per acre to 20 units per acre; and will reduce building heights in the C/O MU Zone and the Office Professional (OP) Zone from 70 feet to 50 feet maximum. The comment does not raise significant environmental points or address the Draft EIR's adequacy. The commenter's concerns have been noted, and changes have been made to the GPU/ZCU. No further response is necessary.

PO 27-7 Refer to Response PO 27-6.

PO 27-8 Refer to MR-2 and Response PO 27-3.

PO 27-9 The comment does not raise significant environmental points or address the Draft EIR's adequacy. As such, no further response is necessary.

PO 27-10 Refer to MR-2 and Response PO 27-9.

PO 27-11 Refer to Response PO 27-9.

PO 27-12 This comment is an attachment (Draft EIR page 3-31), and does not specifically address the Draft EIR's adequacy. No further response is necessary.

Marilyn Mills
311 Julia Court
Upland, CA 91784

Submitted 22 July 2015

Objections to the Draft Zoning Code Update

17.01.020 Purpose of Zoning Ordinance is to implement GP
17.01.020 A. General ....protect and PROMOTE the health, safety and welfare of Upland residents.
IT IS NOT THE DUTE OF GOVERNMENT TO PROMOTE THE HEALTH, SAFETY AND WELFARE OF RESDENTS – ESPECIALLY THE HEALTH!! That is government over-reach and against the Consitution. DELETE!!

4. *Promote an environmentally sustainable pattern of development through the* implementation of smart growth* practices and reduction of greenhouse gases.
*This is a political movement and not appropriate for a general plan. It is based on unproven philosophies and has proven to be economically unsustainable. It has failed in every city where it has been tried. Citizens all over the country are rising up to fight this "green" takeover. "Smart Growth" has a particular goal of "social justice", redistribution of wealth by turning suburban communities into urban communities and lowering the standard of life (transit centers in lieu of cars, high density housing, more crime, etc.) Do your research on this. There is an OVERWHELMING AMOUNT of data on this, proving these facts.

WHAT IS YOUR DEFINITION OF AN "Environmentally sustainable pattern of development?" Upland's "environment" has been sustainable for over 100 years and will continue for another 100 years IF "Smart Growth" is NOT implemented. Our downfall will be "Smart Growth." **PO 28-1**

The Chapman University Center for Demographics and Policy report: "CEQA Green House Gas Regulation and Climate Change" reports their findings that following the current GHG regulations and instituting even more severe policies, will have no affect on the environment in California. Further it states that the current regulations have caused more poverty (24% in CA – highest in nation) and crushed the middle class and driven away business and citizens. More than 2 million have left the state because of over-regulation causing lack of jobs.

5. Protect designated historic residential districts and structures.
DELETE HISTORIC ZONES – THESE DESIGNATIONS HAVE ULTERIOR MOTIVES to obtain GRANTS which entangle the city and persons who must follow regulations to get the $$. IN ADDITION, "HISTORIC PRESERVATION" = LAND GRAB = REDUCE INDIVIDUAL PROPERTY RIGHTS. Preserving historic homes and sites must be a very selective process so as not to trample the constitutional rights of land owners. Too much of Upland has been designated historical and therefore the Historic Preservation Ordinance is unconstitutional in nature. Parts of this zoning code, general plan and housing element allow Upland Heritage and the Preservation Committee too much authority over properties as they have the final say. The final say is always with the Citizens.

8. Ensure development is attractive, constructed with quality and durable materials, promotes harmony in the visual relationships, and transitions between newer and older buildings. This is a good code but not supported in the Plan and related documents.

10. Promote and support an efficient multi-modal transportation system that facilitates walking, biking and the use of public transportation in lieu of car travel.
This item and subsequent zoning codes, transit oriented development, and other related principles, must be deleted from the zoning code and other documents related to the General Plan as it is part of the political movement of "Smart Growth." Citizens do NOT want to ride public transportation unless they have NO OTHER OPTION. Ridership on buses, trains (and even bicycles) is down. Public transportation is subsidized by the tax payers – up to 75% of ticket prices alone are paid for by taxpayers (See Public Policy Institute report on BART and CA transit) (Governor Brown and many other states have robbed the State Highway funds to pay for public transportation because it is NOT economically sustainable.) This idea if implemented will financially hurt the residents.

This is a bad, economically unsustainable plan for Upland.
How will the City pay for the ongoing upkeep of these "multi-modal transportation" areas?
Do NOT allow this in the Plan.

PO 28-1

17.01.030 Relationship to the General Plan
If there are inconsistencies between the Z and GP, the GP governs.

17/01.060 Admin
ZO administered by CC, PC and DS Dir or as established in Chapter 17.43
ALL OF WHOM ARE RESPONSIBLE TO THE CITIZENS OF UPLAND. ANY ZONING CHANGES SHALL BE MADE KNOWN TO THE RESIDENTS Through announcements in the Upland Magazine, local newspaper – local section, front page of the City website, & water bill announcements – a true honest attempt to reach the most possible citizens.

17.02.020 Authority

The DS Dir is delegated the responsibility and authority AND WITH OVERSITE **by** the CC to interpret the meaning and applicability of all provisions in the ZO.

17.03 Zones and Zoning Map

Table 17.03.1
RM20 – Residential Multi-Family Low, min 10 to 20 units max
CHANGE TO 10 TO 14 MAX (with 35% bonus incentives to go to 19)
RM 30 – Residential Multi-family Medium minimum 20 and max 30 units/acre
CHANGE TO 19 MAXIMUM

Note: RMR with a density of 20+ qualifies for TOD

DELETE
COMMERCIAL RESIDENTIAL MIXED USE
BUSINESS/MIXED USE
COMMERICAL/OFFICE MIXED USE
COMMERCIAL/INDUSTRIAL *MIXED USE*
CONCEPT FATALLY FLAWED AND PROVEN NOT TO BE ECONOMICALLY SUSTAINABLE.

17.04.010 Purpose of Residential

What is "adequate"? Is there a written standard acceptable to the residents of what adequate is?

A4. Allow for uses compatible with a single-family residential setting, including day cares, public and quasi-public uses,...and accessory and second units.
PUBLIC OR QUASI-PUBLIC USES???

F. RS-4 (houses only 1,000 square feet – tiny lots

P0 28-1

H. RM –
1. sustain a diverse labor force and meet the needs of all segments of Upland community.

2. compatible in scale, mass and character with exiting neighborhood and provide respectful transitions to avoid any negative impacts or disruptions to adjacent structures.
This code is GOOD but NOT FOLLOWED IN PRACTICE OR SUPPORTED IN OTHER PARTS OF THE ZONING CODE, HOUSING ELEMENT AND GENERAL PLAN. This is in conflict with medium and high density housing. #2 should remain and densities and building heights need to be significantly lowered. Negative impacts on neighborhoods, specifically traffic and crime, will occur. New developments will not be consistent with the accepted currant COMMUNTIY CHARACTER. The current Community Character is not compatible with high density urban designs.

3. *Ensure* ADEQUATE *light, air, privacy and open space for each dwelling.*

Pg 30
J. RM-20 densities from 20 units/acre exclusive of incentives
CAN ONLY BE 14 + INCENTIVES(35% incentives brings total to 19)
20+ qualifies zone for TOD

NO 3 stories
NO SHARED DRIVEWAYS – Over crowding has a very negative impact on neighborhoods. (Do your research on this! Data is out there in abundance!)

K. RM-30

30 units/acre exclusive of incentives and bonus
REDUCE TO 14 SO THAT MAX DENSITY IS 19.

PG 37
B. Stucture Setbacks and Height
Pg 38
RS20 35 feet, RM20 45 feet, RM30 55 feet
Note: each floor is usually 10 feet, with a hipped roof, 2 story buildings can be 35 feet if interior ceilings are higher than 8 feet. If buildings can have standard ceiling heights and a flat roof, 55 feet can be up to **5 stories.**

Pg 39
Single Family Residential Zones – no more than 40% of front or side yard shall be dedicated to driveways, walkways or hardscape. City does not have the right to tell people what to do in their yards. Delete this code.

4. In multi-family developments, parking should be provided at the rear of the building and accessed by alleys. This will create a continuous residential street frontage that is pleasant to walk
along. If parking is provided at the side of the building, it should
include a "street edge" of landscaping, walls or trellises. **PO 28-1**

THE CITY IS OVER PLANNING – HAVING PARKING OFF THE STREET IS FOCUS of many of the new codes. Through zoning, housing element and general plan, parking is being restricted all over the city. This CANNOT BE RESTRICTED. Citizens will do their shopping to places that have AMPLE and easy to access parking. Citizens will not rent or buy dwellings if they do not have AMPLE parking or them and guests. RESTRICTIVE PARKING CODES will DRIVE PEOPLE AWAY FROM UPLAND!

PG 40 – Building design – all of these sections are over planning and border on unconstitutional. *Cities may not tell private property owners what to do on their properties. The exception* comes when there is a specific existing Community Character, ie. We don't build office buildings on residential cul de sacs.

These zoning codes also are not consistent with the Orchards and other specific plans that do not complement or are harmonious with the surrounding homes.

Pg 44
17.05.010
Purpose of the Mixed-Use Zones
A. Mixed-Use Zones.
The purposes of the Mixed-Use zones are to:

1.Foster developments that provide a mix of related land uses close to one another, either within a single building, on the same parcel, or on adjacent parcels, IN ORDER TO REDUCE RELIANCE ON THE AUTOMOBILE, CREATE PEDESTRIAN-ORIENTED ENVIRONMENTS, AND SUPPORT SOCIAL INTERACTION by allowing
residents to work or shop within walking distance to where they live;

2.PROMOTE INFILL DEVELOPMENT, INTENSIFICATION, AND REUSE OF CURRENTLY UNDERUSED SITES CONSISTENT WITH THE GENERAL PLAN; (((((((

vibrant, attractive, and pedestrian-friendly mixed-use employment centers that step down in height and mass to adjacent residential neighborhoods. The preference for land uses consist of vertical mixed-use developments. Allowable ground floor uses include local-serving retail uses, service oriented commercial uses, and some small-scale office uses that generate customer traffic. Office uses are the predominant use above the first floor. The maximum permitted non-residential FAR is 1.5, exclusive of City and state density bonuses. The C/O-MU zone implements the Commercial/Office Mixed-Use
(C/O-MU) land use designation in the General Plan

HOW MANY STORIES IS "MULTIPLE"?
DELETE MIXED USE – KEEP THEM OFFICE BUILDINGS.
THE ZONING CHANGES WILL DRIVE OFF BUSINESS THAT ARE EXISTING.
ZONING CANNOT CREATE JOBS.

(pg 51) 2-24
B. Ground Floor Commercial in the C/R-MU

1. Multi-family residential projects abutting Foothill, Mountain, Euclid must incorporate ground floor commercial uses along the sites primary street frontage. Minimum of ground floor commercial is 10,000 or 10% of project floor area, whichever is greater.
NO MIXED USE.

PO 28-1

2. Planning Commission may waive or accept modification – if a single-use project is necessary given unique characteristics or will contribute to the vitality of the area.
NO MIXED USE. FATALLY FLAWED CONCEPT. DOES NOT WORK IN ANY CITY WHERE IT HAS BEEN TRIED. CITIZENS REJECT THIS CONCEPT.
NO MULTI-RESIDENTIAL PROJECTS ON EUCLID, etc.
NO MIXED USE ON EUCLID, etc.

(pg 52) 2-25

C. Live Work
3. Parcels that abut Central/11, Monte Vista/Foothill, Benson/11th may be required to incorporate a commercial component at the direction of the DS Dir.
DS DIR IS NOT KING. THIS AUTHORITY MAY NEVER BE GIVEN TO THIS POSITION.
IT INVITES AND BREED CORRUPTION.
ALL MIXED USE MUST BE DELETED.

(pg 53) 2-26
Table 17.05-3 Setback and Height Standards for Mixed Use Zones
HEIGHTS: (indicate 4-7 story buildings depending on interior ceiling heights) NOT ACCEPTABLE
CR-MU 50
BRMU 40
COMU 70

CIMU 40

NO MIXED USE. NO COMMERCIAL AT 70 FEET WHICH, UNDER THIS UPDATE, ALLOWS MAX HEIGHT ON EUCLID, FOOTHILL, MOUNTAIN AND AT THE DESCRITION OF DS DIR ON OTHER INTERSECTION.
THIS CODES VIOLATES THE CHARACTER OF UPLAND – NOT COMPATIBLE WITH A CITY O GRACIOUS LIVING. NO URBAN ENVIRONMENT.

(PG 55) 2-28

B. Vertical Mixed Use –
1. Neighborhood Context
    a. avoid – traffic impact
    b. buildings to be compatible with height, massing, design characteristics.
CURRENT SPECIFIC PLANS DO NOT ABIDE BY THIS CODE. NEW DEVELOPMENT IS NOT CONSISTENT WITH CURRENT COMMUNITY CHARACTER.

(pg 56) 2-29

3. Transitional Height
    1 – mixed used projects next to single family homes 25' – 35 feet in height
    2- mixed use projects within up to 45' to single family homes – 45 feet in height
    3- mixed use projects up to 65 from single family home – 65 feet in height.
HEIGHT NOT COMPATIPLE WITH CURRENT BUILDINGS AND ALSO NOT COMPATIBLE WITH VALUES AND COMMUNITY CHARACTER OF UPLAND.

PO 28-1

(pg 58) 2-31

17.06.010 Purpose of the Commercial Zones
A. to:
    3. Encourage the development of commercial and office areas that create an opportunity to walk and bike between businesses, shopping and residences,
    4. Ensure that new commercial and office development is designed to minimize traffic and parking impacts on surrounding neighborhoods...
LEVEL D, E, AND F ARE NOT ACCEPTABLE IMPACTS (SEE TRAFFIC STUDIES)

(pg 58) 2-31
B. Neighborhood Commerical – this entire section is a flawed concept and is not sustainable. It does not result in creating a "village" that no one has to leave. Studies have shown it does not work.

(pg 66) 2-39

Commercial heights of to 70 feet – not acceptable. Not compatible with current community character.

(pg 67) 2-40
B. Site Design
2. New building fronts should occupy at least half of a lot's available frontage. Building should be located as close as possible to the front setback line.

(pg 71) 2-44
Table 17.07-1
Industrial Zones
Residential Land Uses
Emergency Shelters

(pg 83) 17.08.020 Land Use Regulations for Special Purpose Zones

Table 17.08-1 Permitted Special Purposes Zones

See Cable Airport – THESE LOOK LIKE CABLE IS PLANNING A COMMERCIAL AREA IN THE AIRPORT.
Cultural and Religious Facilities
Office, Governmental
Public Safety Facilities
Alcohol Sales (YIKES!! – no pilots allowed!)
Auto Rental
Auto service station
ATM- drive through
ATM – walk up
Restaurants – full service
Bakery
Mobile Food Vender
Retail Stores
Swap meets
Business support services
Office
Major and minor utilities

PO 28-1

(pg 93) 2-66
17.09.030 Scenic Corridor Overlay
Euclid

(pg 94) 2-67
8. Use of Side Yards

Side yards may be used for vehicle parking and/or loading purposes provided an average width of not less than 5 feet adjacent to the side property line is fully landscaped.
TOO MUCH REGULATION OF PRIVATE PROPERTY. DELETE.

(pg 100) 3-1
E. Operation of Building – Any permitted use of a building shall only occur within the interior of the building. No business operations or storage may occur on the exterior of the building unless expressly permitted in accordance with the applicable regulations within this title.

THIS IS OVER REGULATION. This could apply to lemonade stands, garage sales and storage sheds. Citizens must be permitted to use their private property

F. Emmissions and Nuisances. No use shall cause the emission of any noise, odor, dust, mud, smoke, ash, steam, vapors, gases, vibration or other similar causes or forms of pollution that can cause damage to human health, vegetation or other property.
This is an over-reach. If someone smokes a cigarette outside and it wafts over to my property and I am allergic to smoke, I can run to the city for redress. If I use my fireplace, and the smoke wafts to my neighbor, he can run to the city for redress. The issue is "CAUSE DAMAGE TO HUMAN HEALTH" is not defined well enough to have this included.

(pg 112) 3-13 Parking and Loading **PO 28-1**

Purpose
E. Promote the use of alternative transportation.
DELETE THIS. It is NOT the role of government to promote the use of alternative forms of transportation. This is government over-reach!!! This is a political agenda.

Table 17.11-1 On-site Parking Requirements

this chart NEEDS TO BE COMPARED to the old chart. Smart growth principles encourage cities to reduce the number of minimum spaces for home and businesses to discourage car use. Whatever the old maximum number of spaces is, must remain unless it is lower than this proposed table. Reduced rather than ample parking is a political philosophy and in reality drives consumers away from Upland to areas that do have ample parking for both shopping and housing.

(pg 119) 3-20 Parking and Loading

17.11.060 Bicycle parking

A. Short term
1. Parking spaces required: - at least 10% of the number of required auto parking spaces.
2. Location: ...must be within50 feet of a mina entrance to the building it serves. (Wow – preference given to those who ride bikes)

3. Separation: Bicycle and auto parking shall be separated from one another by a physical barrier...to protect bicycles and their riders from damage.
THESE POLICIES/CODES are so regulated that it will drive the cost of housing and business up.
6. Size and Accessibility – again these are very restrictive for owners and costly.
B. Long Term

1. Parking Spaces Required: 5 for every five units in multi-family residential projects.
WAY TOO MANY. Bicycle use is down.
2. Other: any establishment with 25 or more full-time employees shall provide long-term bicycle parking at a minimum ration of one space per 20 vehicle spaces.
AGAIN HURTS BUSINESS OWNERS. THEY NEED TO DETERMINE HOW MANY SPACE THEY NEED BASED ON THE NUMBER OF EMPLOYEES WHO RIDE.

3. *Covered spaces: at least 50% of long-term bicycle parking shall be covered.* (What about employee's cars??? Bikes have preferencial treatment.

4. Security.
a. Long-term bicycle parking must be in an enclosed bicycle locker.
b. a fenced, covered, locked, or guarded bicycle storage area.
c. A rack or stand inside a building that is within view of an attendant or security guard or visible from employee work areas; or
d. Other secure area approved by the Director of Development Services.
Again, punitive to business owners. LET THEM WORK THIS OUT WITH THEIR EMPLOYEES AND RENTERS.

PO 28-1

(pg 123) 3-24

17.11.100 Park Locations and Design Standards

Dimensions of parking spaces must be ample for SUV's and trucks. The dimensions listed need to be compared to previous codes to ensure that spaces have not been diminished. Another goal of "Smart Growth" is to diminish the availability and size of large parking spaces. Again, this drives customers and renters to facilities where they have ample parking.

Chapter 17.12 Landscaping

17.12.030 Water Efficient Project Requirements
A. General Submittal Requirements
***3. Applicants for projects that require other discretionary approvals shall submit conceptual landscaping plans for design reviews in conjunction with the other discretionary applications, and the submittal and approval of landscape and irrigation a construction plans shall be required as a condition of approval.**

This entire section needs to be replaced with less regulation and more common sense. The restrictions to home and property owners is crushing. The section* that requires a homeowner to have their landscape checked if they require a permit for some other project, is unconstitutional. This is government over-reach. This is control of private property.

(pg 166) 17.16.080 Landscape Maintenance

B. Landscaped area shall be mowed, groomed, trimmed, pruned and watered to main healthy, growing condition.
This statement needs to be completely revised or eliminated. Not applicable anymore with drought tolerant plantings, cactus, gravel, and drought conditions.

(pg 168)
Chapter 17.17 Density Bonus Program

Upland has already met its low income housing threshold.
THIS SECTION NEEDS TO BE DELETED. UPLAND RESIDENTS DO NOT WANT COMPACT, DENSE HOUSING. IT IS COMPATIBLE WITH OUR CURRENT COMMUNITY CHARACTER.
DS Director has discretion to offer bonuses – DELETE

PO 28-1

17.17.050 Amount of Density Bonus
Table 17.17.1 –

A 35% bonus is given for 11 units for very low income housing.
For moderate income units, a developer is only given a 16% density bonus which promotes denser, low and very low income housing.

Chapter 17.18 Community Benefit Program
DELETE – This is an optional item offered by the DS DIR. This does not have proper oversite and the DS Dir has the final say and can even grant bonuses based on nothing at his discretion.
DELETE THIS ENTIRE SECTION.

Part 4 Special Land Use Regulations

Chapter 17.26 Historic Preservation

Chapter 17.28 Live/Work Units
SMART GROWTH CONCEPT with a political agenda - DELETE

Part 5 Land Use and Development Approval Procedures

Chapter 17.44 Permit Review Procedures

DS Dir cannot have so much power. This leads to corruption. The Administrative Committee is being disbanded and DS Director has the final say on may issues. "DS Director" is mentioned 203 times in the Zoning Draft. THIS IS A RED FLAG!!!

The rest of the Zoning Code update information must be looked at to find any regulation or code that supports Smart Growth. If any code supports Smart Growth, then it must be deleted as the political movement of Smart Growth is a fatally flawed concept, economically unsustainable and is political and not appropriate in the City of Upland Zoning Code and General Plan and related documents. **PO 28-1**

####

RESPONSE TO COMMENT LETTER NO. PO-28
Marilyn Mills
July 22, 2015

PO 28-1 The comment does not raise significant environmental points or address the Draft EIR's adequacy. Refer also to Responses PO 27-2, PO 27-3, and PO 27-6.

COMMENT LETTER PO-29



Upland General Plan Update EIR
Comments

Dean Mills
311 Julia Ct.
Upland, CA 91784
July 22, 2015

1. The EIR states that projected development and increased population would result in an ultimate increase in the demand for water supplies, including groundwater. It concludes that water demand from population growth from the project will have a less than significant impact on the water supply. This conclusion is formed in part from the 2010 Urban Water Management Plan. Given the current four-year drought, outside water purveyor reductions and significant water use restrictions on residents, why rely on outdated UWMP and not seek current proof of water supply impact? There is no law that prevents using updated data, and the risk of being wrong far outweighs any inconvenience that further delay in getting the facts may cause.

PO 29-1

2. The EIR Water section refers to Policy PFS-8.1 Water System Master Plan - Continue to periodically update and implement the 2010 Water System Master Plan. Given the current water situation and impact of future growth, why not update the WSMP before concluding a less than significant impact? It is negligent to current residents to endure current and future water use cutbacks to allow new population growth, especially when the City did not use every available method to get current proof of water availability and reliability. This needs to be corrected now.

3. There is no mention of additional railroad tracks being built through the city along the Metro line as well as the Gold Line extension possibly on the Pacific Electric trail. There are serious environmental effects including noise, vibration and diesel exhaust from railroad locomotives. Diesel exhaust is a chemical known to the State of California to cause cancer and contains chemicals known to cause birth defects. Although the Gold Line is electric, the EIR does not address any mitigation measures for these environmental effects.

PO 29-2

4. The EIR includes the Fehr & Pehrs Traffic Study March 2013. This study likely underestimates traffic counts and congestion because it was done while the economy was still recovering and unemployment still high, both of which are significant factors contributing to lower traffic. This underestimation of traffic will significantly impact LOS after proposed development.

PO 29-3

5. The EIR includes traffic charts of level of service (LOS) that show after proposed development LOS of D, E and F. Foothill for example goes from a D to an E. Who in the City makes the decision as to what is acceptable? Mitigation listed seems inadequate and ineffective for LOS E and F. Does development trump traffic at all costs? Are these low acceptable levels of

PO 29-4

LOS deliberately allowed to further the stated goal of reducing automobile use and forcing people into public transit? Traffic levels of service and mitigation need further review, public input and approval before finalizing the EIR. **PO 29-4**

6. The EIR does not address the impact of the City's joint agency agreement with the City of Montclair for the Fire Department. **PO 29-5**

7. In the Police Protection section, the EIR analysis states "Project implementation would allow for additional development, resulting in an increase in the City's and SOI's population and businesses, and thus, an overall increase in demand for police protection services." Crime in residential and commercial areas will definitely increase and expand. The Policy ES-4.5 to impose development impact fees to cover increased services demands is a short-term solution. As the city becomes more built out, future impact fees will become inadequate. There needs to be a financial constraint analysis to determine the impact of cumulative development and the ability to provide services. The EIR in the Police Protection section also does not address the impact of increased gang activity, deferring instead to other agencies to solve, thus ignoring any Project mitigation of the significant negative environmental impact on safety. **PO 29-6**

RESPONSE TO COMMENT LETTER NO. PO-29
Dean Mills
July 22, 2015

PO 29-1 Refer to MR-5, MR-6, and Responses PO 3-2, PO 12-1, and PO 12-2.

PO 29-2 As discussed on Draft EIR pages 5.4-69 and 5.4-70, the Project would support the expansion of rail service within the City. However, the Project does not include the construction or expansion of rail facilities in the City. The Draft EIR is a programmatic analysis of the GPU, and any rail expansion in the future would require a separate environmental analysis.

PO 29-3 Refer to Response PA 3-1.

PO 30-4 As noted on Draft EIR page 5.4-43, deficient LOS for State Highway intersections are LOS E or F, and GPU Policy CIR-1.1 (page CIR-2) requires all intersections outside of the Downtown Specific Plan to maintain LOS D, and maintain LOS Eat all intersections within the Downtown Specific Plan area and intersections along the Transit Priority Roadways. Impacts to all study intersections and roadway segments would be reduced to a less than significant level with implementation of Mitigation Measures TRA-1. In addition, Project implementation would allow for mixed-use development and other development near public transit options, which would decrease vehicle congestion on the City's roadways.

PO 29-5 As discussed on Draft EIR pages 5.17-8 and 5.17-9, the Project includes Policy PFS-2.5, which requires participation in mutual aid agreements with Rancho Cucamonga, Ontario, Montclair, Claremont, and surrounding jurisdictions to provide automatic aid during fires or other disasters. Compliance with General Plan 2035 Policy PFS-2.5 and the UMC would result in a less than significant impact concerning fire protection services.

PO 29-6 Refer to Response PO 3-1.

Upland Planning Commission Oral Comments

Dean Mills
311 Julia Ct.
Upland, CA 91784
July 22, 2015

Planning Commissioners and Staff. The public comment period for the General Plan is scheduled to end tonight. These comments will be submitted in written form to be formally included in the public comments. I am also submitting comment on the EIR for your review.

Last week, around Wednesday, the City converted to a new website. I have here in my hand a flash drive that contains two copies of the General Plan March 2015 Update from the City's website. One copy was downloaded a few months ago from the old website and the other downloaded a few days after the new website went live. Both contain an interesting feature. On page one there is a Table of Contents which lists sections for Introduction, Land Use Element, Focus Areas, etc. However, when scrolling down past the Table of Contents the next section is the Land Use Element. The Introduction section is totally missing!

Among other things, the Table of Contents shows the Introduction contains a section on Vision Statement and one on Key Values. These are extremely important issues to understand when reviewing the General Plan Update. Vision and Key Values are the framework of everything! The notice of this meeting said the Plan documents were available online and at the city library. So, yesterday I went to the library and reviewed the large Plan Binder sitting on a shelf just to the left of the entrance. Please look at the photo on the screen of what I found. The Introduction section was not there either, it was also missing. **PO 30-1**

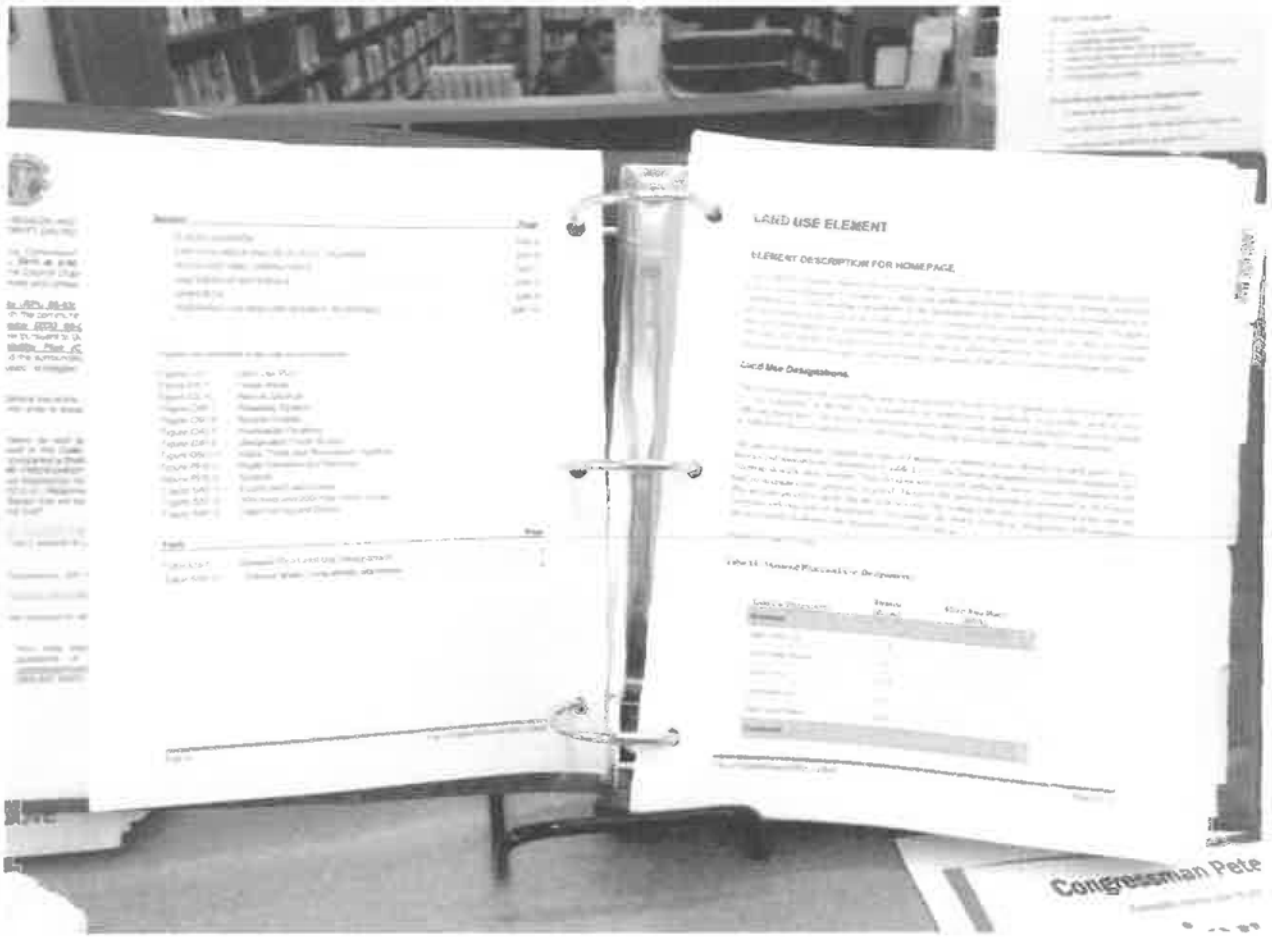
This is not acceptable and the missing Introduction section means the Plan documents put out for public review are incomplete. It doesn't matter if one page or 50 pages are missing. Incomplete documents mean they do not meet the criteria for public review and requires that the public review period be extended.

By the way, someone on staff knows the truth about this and what's going on because yesterday I went back online to the new City website and, lo and behold, the Introduction section is now included which was missing just last week. Sometime in the last few days a corrected version was posted to replace the erroneous document previously provided for public review. This action raises some serious questions such as how do we know if this newly provided Introduction has been changed or altered without our knowledge? What else may be missing?

At the last City Council Meeting, it was revealed that a red-line document exists that shows changes, additions and deletions made by Staff to the Plan document distributed for public review. Yesterday at City Hall a development services staff person said the red-line document is not available to the public. Also, Councilwomen Carol Timm has stated in several City Council **PO 30-2**

Meetings that she has spent hundreds of hours with Development Director Jeff Zwack working on the Plan and making changes and correcting inconsistencies. How does the public know the content or impact of any red-line changes? Have any policies been added or altered? Have subtle changes been made that have changed the original meanings or intent? There appears to have been some irregularities in this whole process. So, for transparency and trust, the public must have access to the final red-line document along with a public comment period. And because of the previously mentioned missing pages from the Plan, the public comment period absolutely must be extended!

PO 30-2


LAND USE ELEMENT
ELEMENT DESCRIPTION FOR HOMEPAGE
Land Use Designations
Congressman Pete

PO 30-3

RESPONSE TO COMMENT LETTER NO. PO-30
Dean Mills
July 22, 2015

PO 30-1 The comment pertains to the posting of the GPU, and does not address the Draft EIR's adequacy. No response is necessary.

PO 30-2 Refer to Responses PO 1-1 and PO 8-1. The commenter's concerns have been noted and will be considered by the City's decision-makers during their deliberations on the Project.

PO 30-3 Refer to Response PO 30-1.

HUTTON DEVELOPMENT COMPANY

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July 22, 2015

City of Upland
Development Services Department
Attention: Keri Johnson
460 N. Euclid Avenue
Upland, CA 91786

Re: City of Upland Draft Program Environmental Impact Report

Dear Ms. Johnson,

These comments are submitted by Hutton Companies on the Draft Environmental Impact Report ("DEIR") prepared by the City of Upland ("City") for the proposed General Plan Update (GPU 08-03), Zoning Code Update (ZCU-08-03), Climate Action Plan, Cable Airport Land Use Compatibility Plan Update ("Project"). The Project proposes a comprehensive update of the City's General Plan, Zoning Code and Cable Airport Land Use Compatibility Plan, as well as the preparation of a new Climate Action Plan. **PO 31-1**

Hutton Companies ("Hutton") is a landowner in the City of Upland. Hutton owns and manages the College Park Retail Centre and the College Park Apartment Homes on the southwest corner of the intersection of West Arrow Route and Monte Vista Avenue. Hutton also owns a triangle-shaped, 2.76-acre vacant parcel located on the southeast corner of the intersection of West Arrow Route and Monte Vista Avenue. The San Antonio Channel is adjacent to the easterly boundary. A retention basin is located beyond San Antonio Channel along the eastern boundary. Land uses in the general vicinity (approximately one mile) of the site are a mixture of residential, commercial, institutional, and heavy industrial. Primary land uses in the vicinity of the site are sand and gravel facilities and the Cable Airport to the north, the Claremont Colleges to the northwest, residential and recreational use to the west, the Montclair Metrolink Station, the San Antonio Channel, and a regional shopping center to the south. Additional land uses within approximately one mile of the site are two neighborhood shopping centers, five public schools, a mobile home park, a cemetery, six parks, three municipal buildings, and a botanical garden and golf course. **PO 31-2**

On June 21, 2012 the City circulated an Initial Study and Negative Declaration ("ND") analyzing the impacts related to changing the zoning from Light Industrial to Highway Commercial for the 2.76-acre vacant parcel. The adopted General Plan designation for the vacant site was Commercial/Industrial-Mixed Use. Hutton Companies requested a Highway Commercial zoning designation, which was consistent with the site's existing Commercial/Industrial-Mixed Use General Plan designation. The Highway Commercial zoning designation was requested to permit the site to be developed with a variety of new commercial uses (retail, restaurant, office, medical office, etc.) or as multi-family residential. The application to rezone the property did not include a development application. The request was limited to changing the project site's zoning designation to Highway Commercial. The ND included a Traffic **PO 31-3**

Impact Analysis which evaluated the impact of nine potential development scenarios on the site, including a restaurant, a pharmacy, fast food outlets, medical offices and 40 apartment units. The ND was circulated and one comment letter was received. A public hearing was not held for the project.

In May of 2014 Hutton requested to schedule the public hearings for the rezone. However, because the City was processing a comprehensive update to the adopted General Plan, the City requested that Hutton process a general plan amendment ("GPA") as part of the proposed project to change the site's General Plan land use designation to from Commercial/Industrial-Mixed Use Highway Commercial to be consistent with the City's proposed General Plan update. Although the zoning was consistent with the Commercial/Industrial-Mixed Use Highway Commercial, Hutton Companies agreed to the GPA in an effort to prevent further delays related to the City's years-long General Plan Update efforts.

The revised ND was circulated for public review in August 2014. Hutton processed the zone change and GPA to gain the flexibility of the Highway Commercial zoning and avoid further delay. Hutton has always understood that multi-family residential was conditionally permitted. 17.74.050 Conditional uses and structures in the CH Highway Commercial Zone states that:

> "Multifamily dwellings located in multistory structures having a height greater than 40 feet or two stories, with or without commercial usage of the ground floor and subject to provisions of Sections 17.74.080, 17.74.120 and 17.54.070."

PO 31-3

In the Land Use section, the revised ND contemplated the development of various non-residential uses and a residential use on the site, as follows:

> The proposed GPA and zone change to Highway Commercial could eventually lead to conversion of a former materials recycling and processing site to commercial, office, or mix-use and residential uses. This would result in additional commercial and residential land uses in proximity to both the multimodal transportation facility at the Montclair Transcenter and the Claremont Colleges. Future utilization of the site for commercial businesses or office buildings would provide additional employment opportunities that would increase the number of jobs available to local residents. The close proximity of the project site to the Claremont Colleges will also afford students and faculty additional housing opportunities if residential uses are developed (Page 55).
>
> The proposed zoning designation is consistent with surrounding land uses, regional plans, and the adopted General Plan. The Highway Commercial General Plan and zoning designation would allow the City the flexibility to consider additional commercial uses in close proximity to nearby residential, commercial and institutional uses, allowing for extensive interaction between uses, as envisioned by the proposed General Plan update. The proposed zoning designation would not result in new land uses or increased densities/intensities that are not already permitted in the adopted General Plan's commercial and industrial land use designation or those envisioned by the City's proposed General Plan update.

The GPA and rezoning were approved by the City in December of 2014. Hutton was never made aware that the City was considering removing the multi-family residential as conditionally permitted use. PO 31-3

Based on our review of the EIR, General Plan Update, Zoning Update and supporting documentation, we believe the EIR for the proposed Project fails to comply with CEQA's requirements. In particular, the EIR is internally inconsistent, fails to describe the Project adequately, and provides an incomplete and inadequate description of the existing and proposed land use changes. As a result, the EIR fails to serve its basic purposes to inform the City about the Project's potentially significant impacts and to reduce those impacts to a less than significant level. PO 31-4

As discussed in greater detail below, there is substantial evidence that the Project will result in undisclosed potentially significant impacts on land use and planning. The City may not approve the Project until it fully analyzes the following issues.

1. **The Zoning Code Update is internally inconsistent and is not consistent with the General Plan, making it unclear what version of the project was analyzed by the DEIR.**

Page LU-3 of the General Plan Update states that there are "four solely commercial land use designations in the Land Use Plan" including the Highway Commercial designation, which "is intended to provide commercial uses for Upland residents' daily and occasional needs. *It is applied only in existing major commercial areas*. General commercial areas include a wide variety of commercial, office, and restaurant uses oriented to retail trade and services." (Emphasis added).

The general development standards, design standards and parameters for commercial uses are outlined in Chapter 17.06, Commercial Zones, of the Zoning Code Update. The land use regulations for each respective zone identify land uses permitted and prohibited, to promote compatibility between dissimilar uses. Page 2-31, Section 17.06.010, Purpose of the Commercial Zones, of the Zoning Code Update defines the purpose of the Highway Commercial (HC) land use designation as: PO 31-5

> **"Highway Commercial (HC).** The HC zone is intended to provide for a full range of retail, service, and office uses to serve the daily and occasional needs of residents, workers, and visitors. The HC zone is applied only along major corridors to ensure that a diversity of commercial uses is available within convenient locations. Permitted uses include general retail, personal services, professional offices, restaurants, gas and service stations, hotels and motels, and other similar commercial uses. *Multiple-family dwellings, light manufacturing, and warehousing and storage are permitted in the HC zone with the approval of a Conditional Use Permit*. Single-family homes are not permitted in the HC zone. The maximum permitted FAR is 0.5. The HC zone implements the Highway Commercial (HC) land use designation in the General Plan." (Emphasis added).

However, according to Zoning Code Table 17.06-1, Permitted Land Uses in the Commercial Zones, *Multi-family Residential (3 or more attached)* are not allowed. This is inconsistent with the stated intent of the land use designation in the General Plan and the HC zoning as defined on page 2-31 of the public review draft of the Zoning Code Update. Table 17.06-1 should be revised to clearly state that multi-family residential is a conditionally permitted use. Furthermore, the DEIR should be revised to

include buildout assumptions for multi-family residential uses in Table 5.1-2 Current General Plan Development Potential. PO 31-5

Clarifying that multi-family residential is conditionally permitted in HC zone would foster developments that provide a mix of related land uses within close proximity and walking distance in order to encourage more walking and to reduce traffic and greenhouse gas emissions associated with driving, in furtherance of the General Plans Update's goals.

The EIR acknowledges that commercial projects have slowed in the City of Upland:

> "NON-RESIDENTIAL DEVELOPMENT TRENDS
>
> A number of non-residential trends have land use implications as well. Commercial projects have slowed considerably, but there still remains demand for additional office and industrial space in the City. Although, there has been less than 150,000 square feet of non-residential development in the City over the past five years, the majority of this development has been office buildings along Foothill Boulevard. Non-residential development that is permitted but not yet built primarily consists of industrial buildings just south of Foothill on Eleventh Street. The most recent commercial development permits have been for renovation projects along Foothill Boulevard." (DEIR Page 5.1-24) PO 31-6

Therefore, the City needs to maintain flexibility in the Zoning Code Update, as defined by Section 17.06.010, Purpose of the Commercial Zones, to allow for a mix of development opportunities for commercially designated parcels that are not zoned for mixed-use development or cannot provide mixed-uses on one site as required by the C/R-MU, B/R-MU, C/O-MU, and C/I-MU mixed-use zones.

2. **In order to further the General Plan's Goals, the proposed Highway Commercial (HC) zoning designation needs to maintain the flexibility afforded by the adopted CH Highway Commercial Designation, otherwise it will result in significant and unavoidable land use impacts.**

According to DEIR Exhibit 5.3-1, Development Patterns, Hutton's vacant site is not along a major commercial corridor. According to DEIR page 5.1-8, the Highway Commercial category includes those commercial uses that are conducive to highway uses for frontage or efficiency reasons, and those uses that are too intensive to consider for neighborhoods. Hutton's vacant parcel is located in the College Heights area of Upland. The DEIR acknowledges that this area is a prime location for multi-family housing and transit oriented development, yet the Zoning Code Update fails to ensure these types of developments will be permitted by not clearly stating the multi-family residential is a conditionally permitted use in HC zone. DEIR page 5.3-23 describes the College Height Quadrant as: PO 31-7

> "**College Heights**
> The Project considers this area as a prime location for new transit-oriented development and nonresidential employment generating uses. Because of the already broad range of uses in College Heights, the Project proposes to enhance compatibility and multi-modal accessibility throughout the area. Under Project buildout conditions, visual character of the area would change as new multi-family residential developments would join the existing College Park and Broadstone developments, creating a housing base and potential for a cohesive residential community. Proposed GPU Policies would

focus on the pedestrian realm for new development, improving connectivity, and creating visual pleasing and inviting frontages along major streets. The ZCU would allow intensified and concentrated industrial development through the Commercial/ Industrial Mixed Use zone (C/I-MU) in College Heights (west of Benson Avenue to the City limits and south of Cable Airport to the City limits) to preserve and enhance the City's employment base. Structures within this Zone would have a maximum permitted height of 40 feet. Uses and developments in this area would be subject to the CALUCP's requirements for the intensity and height of structures."

PO 31-7

Hutton's vacant parcel is a .3 mile, or five minute walk to a Metro Gold Line station. This is an ideal location for a boutique residential project. The Highway Commercial (HC) zoning as currently presented in Zoning Code Update Table 17.06-1, Permitted Land Uses in the Commercial Zones, does not permit mixed-use or multi-family housing in this zone and would not maintain the flexibility envisioned for the College Heights Quadrant as described in the DEIR. Maintaining flexibility by clearly allowing multi-family residential as a conditionally permitted use in the Zoning Code Update would further the following General Plan Update Policies:

- Policy LU-4.2 Balance Commercial and Residential Development. Strive to balance commercial and residential development within the City to reduce the number of residents commuting long distances for their shopping needs.
- Policy LU-5.1 Complementary Uses. Encourage the development of complementary land uses that reduce the need for car travel, such as grocery stores, basic commercial services, parks and recreational fields, and schools in close proximity to residential uses.
- Policy ES-3.9 Residential Density. Increase residential densities in appropriate locations to provide a customer base for new and existing commercial uses.
- Policy LU-4.2 Balance Commercial and Residential Development. Strive to balance commercial and residential development within the City to reduce the number of residents commuting long distances for their shopping needs.
- Policy H-3.2 Encourage development of residential uses in strategic proximity to employment, recreational facilities, schools, neighborhood commercial areas, and transportation routes.

PO 31-8

Allowing multi-family residential conditionally in the HC zoning designation, as is permitted under the currently adopted Zoning Code, would ensure that the City and project proponents have adequate flexibility to develop transit-oriented development, residential or nonresidential employment generating uses for parcels that are not able to provide mixed-uses onsite. This flexibility is necessary for the Zoning Code to further the General Plan's goals; flexibility is also needed to ensure that projects that are not strictly Highway Commercial or strictly mixed-use would still be sited to balance commercial and residential development within the City to reduce the number of residents commuting long distances to go to work or for their shopping needs. As an example, the Hutton's vacant parcel is ideally located across the street from commercial and residential uses, as well within walking distance from the college and the metro station. The Highway Commercial (HC) zoning, if it excludes residential uses, would severely limit the type of development that could occur on the 2.76 acre site. The site is not large enough to be a true mixed-use as defined by the C/R-MU, B/R-MU, C/O-MU, and C/I-MU mixed-use zones.

Achieving the General Plan's goals and policies related to balanced and complementary land uses, densification in appropriate locations, and strategic placement of new residential development necessitates a flexible set of zones. As most of the city of Upland is already subdivided and developed, achieving any type of substantial movement towards the General Plan's long-term goals requires zoning that acknowledges mixed-use development potential on smaller sites, away from the designated "mixed-use zones" defined in the General Plan. Such smaller sites also offer the opportunity for innovative design, unique architectural features, and a broader range of unit types to accommodate the increasingly diverse Upland community. Failure to accommodate mixed-use development on such sites virtually ensures the continuation of current land use patterns, and the failure to achieve the General Plan's goals to any substantive degree. **PO 31-8**

3. **Commercial Live-work units are conditionally permitted in the Highway Commercial (HC) zone, but are not included in the DEIR's buildout statistical table and buildout assumptions.**

Although live/work units are conditionally permitted in HC zone, they are not clearly defined in the Zoning Code. Live/work units are discussed in Chapter 17.28 of the Zoning Code Update. Section 17.28.010 Purpose, states that the purposes of a live/work ordinance are to:

> A. Provide locations where appropriate new businesses can start up;
>
> B. Provide opportunities for people to live in mixed-use industrial and commercial areas when it is compatible with existing uses;
>
> C. Provide opportunities for business operators to live in the same structure that contains their commercial or industrial activity;
>
> D. Provide standards for the development of new live/work units and for the reuse of existing commercial and industrial structures to accommodate live/work opportunities; and **PO 31-9**
>
> E. Ensure that live/work units function predominantly as workspace *with incidental residential accommodations*. The live/work space shall be maintained and classified as a business use. (Emphasis added).

However, page 7-11 of the Zoning Code Update defines live-work units primarily residential for Commercial and secondary for Industrial as follows:

> "Live Work means property that combines residential living space with commercial or manufacturing space in which occupant(s) both resides and works in the unit or on-site. The use is intended for low intensity uses, such as offices and does not include retail, restaurant, assembly, or other high intensity uses.
>
> a. "Live-Work, Commercial" means a single dwelling unit (e.g., studio, loft, or one bedroom) that is primarily a residential unit with ancillary use(s) as a private commercial space.

b. "Live-Work, Industrial" means industrial buildings or spaces within buildings that are used jointly for industrial and residential purposes where the residential use of the space is secondary or accessory to the primary use as a place of work.

PO 31-9

Furthermore, it is unclear how a single dwelling unit is defined and whether more than one bedrooms would be allowed. Please clarify if more than one-bedroom units would be allowed and what assumptions were made for these units the DIER.

PO 31-10

Additionally, according to Section 17.28.040 Permitted Use, live/work units would not be permitted in the CH zone:

> "Live/work units and allowable uses shall be permitted in the C/R-MU and B/R-MU mixed-use zones and conditionally permitted in the C/O-MU and C/I-MU mixed-use zones, as provided in Part 2 (Zoning Districts, Land Uses, and Development Standards). Uses within live/work units shall be limited to only those uses allowed in the applicable zoning district, except where prohibited in Section 17.28.050 (Prohibited Use)."

PO 31-11

Please revise the Zoning Code Update to clearly define what the primary purpose of the live/work unit is and to be internally consistent between Zoning Code sections. In addition, please demonstrate that live/work units are analyzed in the EIR.

Conclusion

For the reasons set forth above, the DEIR should be revised to provide an accurate and complete project description that includes identification of the type of residential land uses that are conditionally allowed in the Highway Commercial (HC) zone. Those residential units should be included as part of the Project's development potential and analyzed throughout the DEIR. In the absence of the City correcting Table 17.06-1, Permitted Land Uses in the Commercial Zones, to explicitly state that multi-family residential is allowed with a conditional use permit, the DEIR needs to be revised to analyze an EIR alternative that allows residential uses in the Highway Commercial (HC) zone. The current General Plan mapping and Zoning Code Update does not achieve the General Plan Update's goals and results in potentially significant and unavoidable land use impacts as a result of the proposed project.

PO 31-12

Please include me on the interest list for the General Plan Update, the DEIR, and any upcoming meetings. If you have any questions or concerns, please contact Konnie Dobreva at 949.794-1183 or Konnie@EPDSolutionsinc.com.

Sincerely,

K Dobreva

pov

Christopher Felix

President of Hutton Development Company

RESPONSE TO COMMENT LETTER NO. PO-31
Christopher Felix, President
Hutton Development Company
July 22, 2015

PO 31-1 This is an introductory comment and does not address the Draft EIR's adequacy. No response is necessary.

PO 31-2 The commenter describes the "Hutton" properties (including a 2.76-acre parcel located at the southeast corner of the West Arrow Route/Monte Vista Avenue intersection) and the surrounding area within the City of Upland. The comment does not address the Draft EIR's adequacy. No response is necessary.

PO 31-3 The commenter describes the planning and review process for a land use amendment and rezone project in 2012 involving the 2.76-acre parcel. The comment does not address the Draft EIR's adequacy. No response is necessary.

PO 31-4 This comment is introductory to Comments PO 31-5 through PO 31-11; see Responses below.

PO 31-5 This comment notes certain inconsistencies between the ZCU and the GPU concerning allowing multi-family residential (MFR) in the Commercial Highway (HC) zone. This comment also requests that MFR be conditionally permitted in the HC zone. The inadvertent inconsistencies between the ZCU and the GPU will be addressed with preparation of the final documents. Specifically, the ZCU and GPU text will be revised to exclude references to MFR uses, in order to ensure consistency between the two documents. This comment addresses the merits of the Project and does not raise significant/specific environmental points. The Draft EIR did not assume any dwelling units within the HC zone. Therefore, the Draft EIR's environmental analyses are adequate. It is further noted, in the GP 2035's anticipated development capacity, a reasonable distribution of land uses was assumed for each land use designation, based on existing conditions and development trends. However, under each land use designation, various land use scenarios may be ultimately developed on any given property, subject to the permitted uses and the development standards of the corresponding zone.

PO 31-6 Refer to Response PO 31-5.

PO 31-7 Refer to Response PO 31-5.

PO 31-8 Refer to Response PO 31-5.

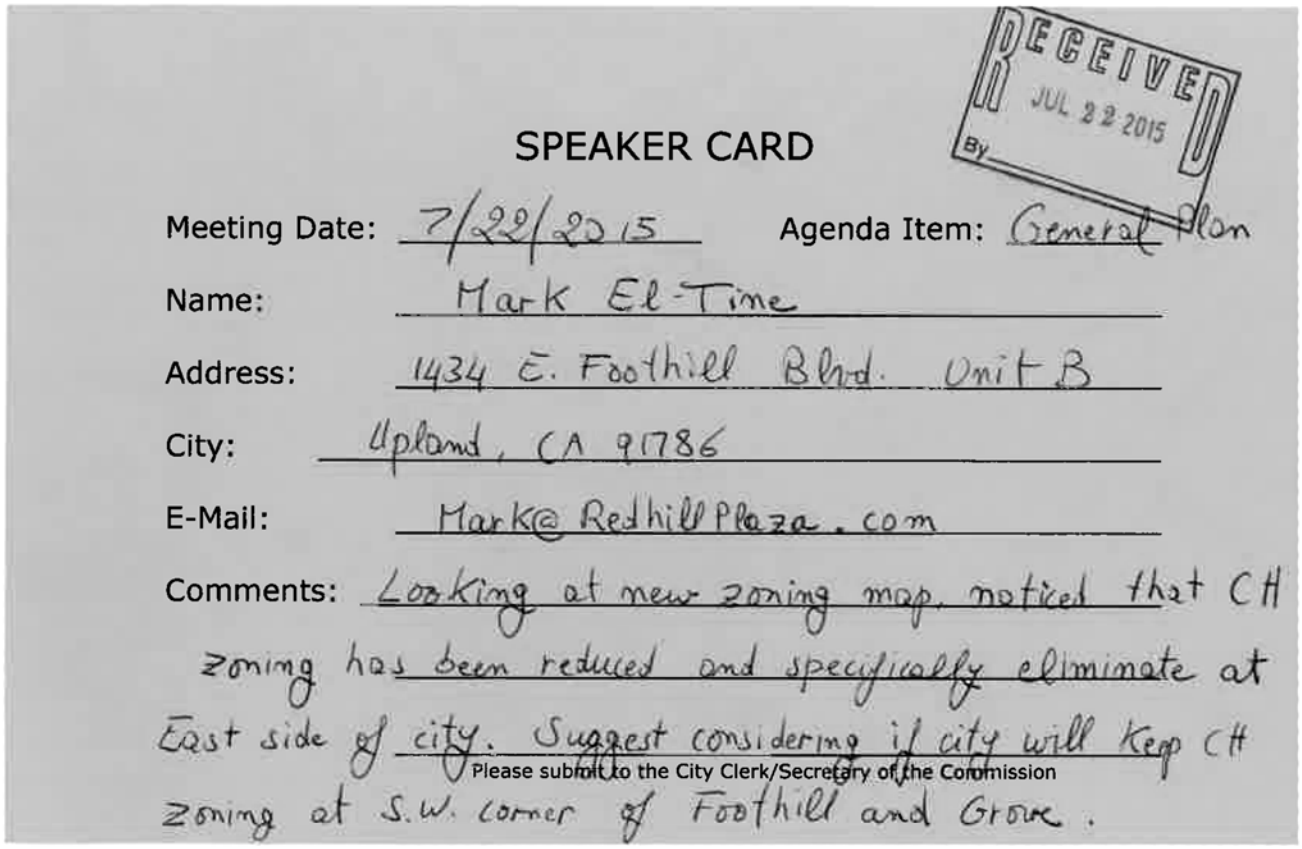
PO 31-9 This comment notes that live-work units are conditionally permitted in the HC zone, however, were not included in the DEIR's buildout assumptions, which is an accurate

statement. Refer to Response PO 31-5. This comment addresses the merits of the Project and does not raise significant/specific environmental points. Therefore, no further response is necessary.

PO 31-10 Section 5.44.010, *Definitions, of the Upland Municipal Code*, defines a "dwelling unit" as "…each single-family dwelling and each separate habitation unit of an apartment, duplex or multiple-dwelling structure designated as a separate habitation for one or more persons, although a part of the same building or structure." One or more bedrooms are permitted in a single dwelling unit.

PO 31-11 This comment notes certain inconsistencies between the ZCU and the GPU concerning allowing live-work units. Refer to Responses PO 31-5 and PO 31-9. This comment addresses the merits of the Project and does not raise significant/specific environmental points. Further, given that the Draft EIR did not assume any dwelling units within the HC zone, the Draft EIR's environmental analyses are adequate.

PO 31-12 Refer to Responses PO 31-5 through PO 31-11.



RECEIVED
JUL 22 2015
By

SPEAKER CARD

Meeting Date: 7/22/2015 Agenda Item: General Plan

Name: Mark El-Time

Address: 1434 E. Foothill Blvd. Unit B

City: Upland, CA 91786

E-Mail: Mark@RedhillPlaza.com

Comments: Looking at new zoning map, noticed that CH zoning has been reduced and specifically eliminate at East side of city. Suggest considering if city will keep CH zoning at S.W. corner of Foothill and Grove.

Please submit to the City Clerk/Secretary of the Commission

PO 32-1

RESPONSE TO COMMENT LETTER NO. PO-32
Mark El-Time
July 22, 2015

PO 32-1 The comment pertains to the parcel located at the southwest corner of the Grove Avenue/East Foothill Boulevard intersection. As shown on Draft EIR Exhibit 3-5, *Proposed Zoning Map*, the Project proposes to rezone (and redesignate) this parcel to Commercial/Office Mixed-Use (C/O-MU). The parcel is currently zoned Commercial Highway (CH). The commenter requests that the property not be rezoned/redesignated, but rather remain HC. The comment does not raise significant environmental points or address the Draft EIR's adequacy. As such, no further response is necessary. Notwithstanding, the commenter's request has been noted and will be considered by the decision-makers during their deliberations on the Project.

COMMENT LETTER PO-33

-----Original Message-----
From: Judy Chen-Lee [mailto:judychenlee@gmail.com]
Sent: Wednesday, July 22, 2015 5:33 PM
To: Jeff Zwack; Tonya Pace; mpicaO@ci.upland.ca.us; Jessica Bui; Wayne Carvalho
Subject: [SPAM] OBJECTION TO ZONE CHANGE
Importance: Low

Fr: Ray Chen
>>
>> As a owner of a business unit in Central Village for the past 30 years, I believe it is not in the best interest of Upland as city to change the zoning of Central Village from commercial to mixed use, for three reasons: **PO 33-1**
>>
>> 1. Central Ave. is a main thoroughfare for traffic to and from the 210 and 10 freeway into the city itself. Building residential units in additional to the numerous apartment complexes already being built in the area would increase the traffic and congestion along Central Ave. and surrounding streets. **PO 33-2**
>>
>> 2. The increased population in the area of local businesses is likely to negatively impact the ingress and egress from these business locations (e.g., ease of access), which would in turn negatively impact the tax revenue collected by the city from these businesses. **PO 33-3**
>>
>> 3. The change in zoning, and related subsequent development of apartments and/or condominiums, would potentially create a significant number of new living accommodations in Upland. Not only would this decrease surrounding real estate value in the city, but if this abundance of housing is not able to be filled in the event of a economic downturn, this may significantly impact Upland's reputation and image as a desirable location to live and work. **PO 33-4**

RESPONSE TO COMMENT LETTER NO. PO-33
Ray Chen
July 22, 2015

PO 33-1 The comment pertains to the Central Village, which involves the parcel located at the southwest corner of the Central Avenue/West Arrow Route intersection. As shown on Draft EIR Exhibit 3-5, *Proposed Zoning Map*, the Project proposes to rezone (and redesignate) this parcel to Commercial/Residential Mixed-Use (C/R-MU). The parcel is currently zoned Commercial Highway (HC). The commenter requests that the property not be rezoned/redesignated, but rather remain HC. The comment does not raise significant environmental points or address the Draft EIR's adequacy. As such, no further response is necessary. Notwithstanding, the commenter's request has been noted and will be considered by the decision-makers during their deliberations on the Project.

COMMENT LETTER PO-34

From: Jasmine [mailto:jasmine@imperialdrivingschool.com]
Sent: Wednesday, July 22, 2015 6:06 PM
To: Jeff Zwack; "tpace"@ci.upland.ca.us; Melecio Picazo; Jessica Bui; Wayne Carvalho; Shannon Kimball; jasmine@imperialdrivingschool.com
Subject: Proposed Zoning Change for Central Village

July 22, 2015

Ladies and Gentlemen of the Council,

As one of many owners of a commercial subdivision within the area affected by the proposed zoning change from the current Commercial Highway to Mixed-use, we would like to make a statement for the record against the zoning changes currently under consideration.

As members of the Upland business community for over a decade we feel we have a uniquely informed perspective and understanding of the local area and the needs of our community. In our view there is no benefit to such a change; in fact we believe the opposite to be true.

PO 34-1

The area in question is already effectively a mixed-use area complete with residential apartments, homes and business centers (of which Central Village is but one) within the span of several blocks. As such the area currently has a unique combination of factors that already allow for the conditions that the zoning change is purported to remedy, namely 'flexibility' and the ability for owners to reside close to their place of business – both of which were cited by city representatives as justifications for the change.

Moreover, as proposed, the zoning change will add a level of uncertainty that will likely negatively

impact the stability of Central Village as the strictly commercial center that it is today. The mere potential to allow subdivisions to be retrofitted for residential use risks upending the professional aesthetic that makes Central Village attractive as a place for conducting business – especially when there is no need to add residential spaces to an area that has ample supply of them already.

PO 34-1

Given these reasons, we would like to respectfully reiterate and affirm our opposition to the proposed zoning changes currently under consideration for *Central Village*.

Thank you,

Jasmine DeCarvalho

Imperial Driving and traffic School

425 N. Central Ave.

Upland, CA 91786



Proposed Zoning Change 001.jpg
465K

July 22, 2015

Ladies and Gentlemen of the Council,

As one of many owners of a commercial subdivision within the area affected by the proposed zoning change from the current Commercial Highway to Mixed-use, we would like to make a statement for the record against the zoning changes currently under consideration.

As members of the Upland business community for over a decade we feel we have a uniquely informed perspective and understanding of the local area and the needs of our community. In our view there is no benefit to such a change; in fact we believe the opposite to be true.

The area in question is already effectively a mixed-use area complete with residential apartments, homes and business centers (of which Central Village is but one) within the span of several blocks. As such the area currently has a unique combination of factors that already allow for the conditions that the zoning change is purported to remedy, namely 'flexibility' and the ability for owners to reside close to their place of business – both of which were cited by city representatives as justifications for the change.

PO 34-2

Moreover, as proposed, the zoning change will add a level of uncertainty that will likely negatively impact the stability of Central Village as the strictly commercial center that it is today. The mere potential to allow subdivisions to be retrofitted for residential use risks upending the professional aesthetic that makes Central Village attractive as a place for conducting business – especially when there is no need to add residential spaces to an area that has ample supply of them already.

Given these reasons, we would like to respectfully reiterate and affirm our opposition to the proposed zoning changes currently under consideration for *Central Village*.

Thank you,

Jasmine DeCarvalho
Imperial Driving and traffic School
425 N. Central Ave.
Upland, CA 91786

RESPONSE TO COMMENT LETTER NO. PO-34
Jasmine DeCarvalho
July 22, 2015

PO 34-1 The comment pertains to the Central Village, which involves the parcel located at the southwest corner of the Central Avenue/West Arrow Route intersection. Refer to Response PO 33-1.

Keri Johnson

From: LARRY TINSLEY [cindytinsley@verizon.net]
Sent: Sunday, March 15, 2015 4:24 PM
To: Upland Nextsteps
Subject: comment

received
8/20/2015

Dear Ms Johnson

I would like to inquire about any plans to limit the amount of noise from the 210 freeway. Freeway walls have not been installed in areas above the colonies.
The freeway noise has steadily increased over the years.

It has been beyond what should be an accept noise level.

PO 35-1

I would like to know what the Planning commission of the city of upland is planning to go do.

C. Tinsley

RESPONSE TO COMMENT LETTER NO. PO-35
Cindy Tinsley
August 20, 2015

PO 35-1 The commenter inquires about plans to reduce noise from the 210 freeway. The comment does not address the Draft EIR's adequacy. As such, no further response is necessary. Notwithstanding, the commenter's request has been noted and will be considered by the decision-makers during their deliberations on the Project.

Keri Johnson

From: Steve Wade [srw@srwadelaw.com]
Sent: Tuesday, April 07, 2015 8:05 AM
To: Upland Nextsteps
Subject: Upland Zoning and General Plan



Ms. Johnson,

I have reviewed the Draft Zoning and General Plan Amendments. I have questions regrading the City's compliance with SB 2 in regards emergency homeless shelters and and transitional housing. Specifically,

1) I don't see a zone in which emergency housing and/or transitional housing is allowed without a CUP or other special approval as required by the law.

PO 36-1

2) I believe that a section discussing the requirements of SB 2 should be contained in both documents, explaining how the City intends to comply.

I would appreciate the time to,discuss these issue with the proper persons at the City prior to the Planning Commission hearing on the 22nd. I can be reached at this email address or by phone at 909 575-7597

thank you.

Stephen R Wade
Sent from my iPad

RESPONSE TO COMMENT LETTER NO. PO-36
Stephen Wade
August 20, 2015

PO 36-1 This commenter raises concern regarding compliance of the General Plan and Zoning Code with the SB 2 in regards to emergency homeless shelters and transitional housing. The commenter believes there should be a discussion of compliance with SB 2 in both documents. The comment does not address the adequacy of the Draft EIR. As such, no further response is necessary. Notwithstanding, the commenter's request has been noted and will be considered by the decision-makers during their deliberations on the Project.

12.5 ERRATA TO THE DRAFT EIR

Text changes are intended to clarify or correct information in the Draft EIR, as initiated by the Lead Agency or due to environmental points raised in the comment letters. Should a response to a comment require revisions to the Draft EIR, these are presented in a box, with added text indicated by underlining and deleted text indicated by ~~strike through~~, as shown in the following example.

~~Deleted DEIR text~~ Added text

Revisions to the Draft EIR text are presented below according to EIR section, page, and, where appropriate, paragraph.

SECTION 1.0, EXECUTIVE SUMMARY

Page 1-3

In addition to style and format changes, the ZCU includes various key revisions to existing standards and new or added provisions, which involve the following:

- Organization/Format;
- New Zones and Development Standards;
- ~~Landscaping;~~
- ~~Community Benefit Program;~~
- Standards for Specific Land Uses;
- Historic Preservation;
- Development Process; and
- Approval Levels.

CLIMATE ACTION PLAN

The City has developed a Climate Action Plan (CAP) ~~as next steps toward a path to sustainability~~. The CAP provides a framework for reducing greenhouse gas (GHG) emissions. The CAP recommends GHG emissions targets that are consistent with the State of California's reduction targets and presents a number of strategies that would enable the City to meet the recommended targets. The CAP also suggests best practices for addressing climate change impacts, and provides recommendations for measuring progress.

The CAP is intended to address the main sources of the GHG emissions ~~that cause climate change~~, which include emissions from the energy consumed in buildings and for transportation, as well as the solid waste sent to landfills. The purpose of the CAP is to guide and enhance

development, and ultimately the implementation of actions that will reduce the City's GHG emissions. The CAP has been designed to support the following functions:

Page 1-5:

- Define a strategy for turning this plan into action and transparently tracking and reporting progress toward the GHG reduction goals;
- Preserve local land use control over how GHG reductions are accomplished in the City; and
- Streamline the environmental review process.

Pages 1-8 through 1-28: Section 1.6, *Summary of Environmental Impacts and Mitigation Measures*, has been revised, as needed for consistency with the revisions that follow.

SECTION 3.0, PROJECT DESCRIPTION

Page 3-6

- Describe Upland's emissions sources;
- Provide projections of future emissions based on growth allowed by the General Plan;
- Provide clear guidance to City staff regarding when and how to implement key provisions of the plan;
- Recommend strategies, measures, and actions to achieve GHG reductions;
- Demonstrate Upland's commitment to comply with State GHG reduction efforts;
- Define a strategy for turning this plan into action and transparently tracking and reporting progress toward the GHG reduction goals;
- Preserve local land use control over how GHG reductions are accomplished in the City; and
- Streamline the environmental review process.

Page 3-20:

Commercial/Residential Mixed-Use (C/R-MU)

This designation supports a combination of retail, service commercial and medium- to high-density multi-family residential. The preference for land uses within this designation is to

provide integrated (i.e., horizontal) mixed-uses. The Commercial/Residential Mixed-Use designation is intended to support the development of compact, walkable, and pedestrian-oriented districts. Maximum residential density is 20 dwelling units per gross acre and FAR is ~~0.5~~ 1.0. This designation replaces the existing Residential/Commercial Specific Plan designation.

Page 3-16:

Exhibit 3-4, *Proposed General Plan 2035 Land Use Map* (replaced)

Page 3-26:

Table 3-4
Proposed Zoning Districts

Existing Zoning District	Proposed Zoning District	Proposed General Plan Land Use Designation
Residential Zones		
RS-20, RS-15, RS-10	RS-20, RS-15, RS-10	Single-Family Residential Low (SFR-L)
RS-7.5, RS-6, RS-4.3	RS-7.5, ~~RS-6~~, RS-4	Single-Family Residential Medium (SFR-M)
RS-MH, RM-3.6 MH, RM-4.4 MH	Mobile Home Park (MH)	Mobile Home (MH)
RM-4.4, RM-4.4 CO, RM-3.6, RM-3.6CO	RM-1	Multi-Family Low (MFR-L)
RM-2.0, RM-2.0CO	RM-2	
RM-1.5	RM-3	Multi-Family Residential Medium (MFR-M)

Page 3-29:

~~Landscaping~~

~~Section 17.12.040 (Projects Not Subject to Water Efficient Requirements) strengthens water efficient landscaping requirements for projects not subject to the City's Water Efficient Landscape Ordinance as required by California Assembly Bill 1881. Strengthened requirements address plant selection, use of turf lawns, plant groupings, irrigation systems, irrigation schedule, timing of installation, and maintenance.~~

~~Community Benefit Program~~

~~Chapter 17.18 (Community Benefit Program) establishes new incentives for the incorporation of projects that add value to the community, including, but not limited to, employment-generating uses, mixed-use development, community open space, green building practices, public art and outdoor dining. Specifically, this chapter outlines the process and requirements for types of community benefits that developers can provide in exchange for incentives and concessions, including density bonuses and financial incentives. Incentives for mixed-use development include an increased FAR of up to 0.20, an increased residential density of up to 20 percent, up to 10 feet of additional building height, and a reduction in the amount of required off-street parking spaces~~

Page 3-27:

Exhibit 3-5, *Proposed Zoning Map* (replaced)

Page 3-32:

In order to address ~~potential global climate change impacts~~ greenhouse gas (GHG) emissions, the City of Upland recognizes the efforts needed to incorporate more ~~sustainable practices~~ GHG emission control in its future. As one component of these efforts, the City has developed a Climate Action Plan (CAP) ~~as next steps toward a path to sustainability~~. The CAP provides a framework for reducing ~~greenhouse gas (~~GHG~~)~~ emissions. The CAP recommends GHG emissions targets that are consistent with the State of California's reduction targets and presents a number of strategies that would enable the City to meet the recommended targets. The CAP also suggests best practices for addressing climate change impacts, and provides recommendations for measuring progress.

The CAP is intended to address the main sources of the GHG ~~emissions that cause climate change~~, which include emissions from the energy consumed in buildings and for transportation, as well as the solid waste sent to landfills. The purpose of the CAP is to guide and enhance development, and ultimately the implementation of actions that will reduce the City's GHG emissions. The CAP has been designed to support the following functions:

SECTION 5.1, LAND USE

Page 5.1-25:

Goal LU-5: A community that facilitates options for the use of cars, walking, biking, and the use of public transportation ~~in lieu of car travel~~.

Page 5.1-26

Policy LU-5.1	Complementary Uses. Encourage the development of complementary land uses ~~that reduce the need for car travel~~, such as grocery stores, basic commercial services, parks and recreational fields, and schools in close proximity to residential uses.

Page 5.1-30:

Table 5.1-4 (continued)
Project Consistency With SCAG's 2012-2015 RJP/SCS

Goal #	Goal	Determination of Consistency
RTP/SCS G6	Protect the environment and health for our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking).	Consistent: Refer to Response to Goal RTP/SCS G2. Additionally, the GPU identifies the following Goals, Policies, and Actions, in furtherance of RTP/SCS G6: • Goal HC-1: A City that incorporates and prioritizes health and wellness principles in City planning decisions affecting land use, housing, transportation, parks, neighborhoods, services, and the environment (see Action HC-1.1). • Goal HC-3: Clean and healthful natural environment that promotes the health and well-being of Upland residents and workforce and distinguishes Upland as a healthful place to live and work (see Policy HC-3.1). • Goal HC-7: A community that is safe and welcoming to residents of all ages and contributes to a healthy and active lifestyle (see Policy HC-7.5). • Goal LU-1: A viable community with a mix of land uses and building types that offer a wide range of choices to live, work, shop and participate in civic, cultural, open space, and recreational opportunities (see LU-1.3). • Goal LU-4: A community whose land use patterns focus growth in ways that are ~~sustainable~~ supportable and environmentally responsible, including the implementation of smart growth practices and the reduction of greenhouse gas emissions consistent with Assembly Bill (AB) 32, Senate Bill (SB) 375, the Regional Transportation Plan and Sustainable Community Strategy (see Policies LU-4.1 to 4.4). • Goal LU-5: A community that facilitates options for the use of cars, walking, biking, and the use of public transportation ~~in lieu of car travel~~. (see Policies LU-5.1 to 5.4). • Goal OSC-4: Healthful air quality in Upland and the surrounding region, and reduced locally generated pollutant emissions (see Policies OSC-4.1 to 4.19 and Actions 4.1 to 4.9).

Table 5.1-4 (continued)
Project Consistency With SCAG's 2012-2015 RJP/SCS

Goal #	Goal	Determination of Consistency
		• Goal OSC-5: Greenhouse gas emissions will be at 1990 levels by 2020 (see Policies OSC-5.1 to 5.12 and Actions 5.1 to 5.8). • Goal OSC-6: A community that minimizes the consumption of nonrenewable energy resources (see Policies OSC-6.1 to 6.6 and Actions 6.2 to 6.7).

Page 5.1-34

Policy LU-4.2	Balance Commercial and Residential Development. Strive to balance commercial and residential development within the City to ~~reduce the number of residents commuting long distances for their shopping needs~~ provide services for residents and a supportive clientele for business.

Page 5.1-35

Policy LU-4.3	Jobs Housing Balance. Encourage a balance between jobs, workforce skills, and housing supply. ~~which will reduce the negative impacts of long commutes.~~

Page 5.1-35

Policy LU-5.1	Complementary Uses. Encourage the development of complementary land uses that ~~reduce the need for car travel~~, such as grocery stores, basic commercial services, parks and recreational fields, and schools in close proximity to residential uses.

Page 5.1-35:

Policy LU-5.4	Transit-Oriented Development. Support the development of ~~high density~~ multi-family residential and mixed-use projects around transit stations by allowing a reduction in the parking requirements or other development standards.

SECTION 5.2, POPULATION, HOUSING AND EMPLOYMENT

Page 5.2-13:

The General Plan 2035 establishes as a goal (Goal PFS-1) a functional and well-maintained City with adequate public facilities, infrastructure, and services. It is also the City's goal (Goal LU-4) to provide a community whose land use patterns focus growth in ways that are ~~sustainable~~ supportable and environmentally responsible. In furtherance of achieving these goals, all future development within the City with potential to induce population growth, whether through the development of housing or employment-generating land uses, would be subject to implementation of the General Plan 2035 Policies and Actions outlined below. Implementation of the specified Policies and Actions would ensure the population growth that would occur through residential and employment-generating land uses would result in less than significant impacts. It is further noted, the forecast population growth would occur over an approximately 22-year period, allowing for development of necessary services and infrastructure commensurate with the anticipated growth. Finally, substantial development of unplanned or unforeseen public services and utility/service systems would not be required.

Page 5.2-15:

Goal LU-4:	A community whose land use patterns focus growth in ways that are ~~sustainable~~ supportable and environmentally responsible.

Page 5.2-18:

Policy LU-4.2	Balance Commercial and Residential Development. Strive to balance commercial and residential development within the City to ~~reduce the number of residents commuting long distances for their shopping need~~s provide services for residents and a supportive local clientele for business.

Page 5.2-18:

Policy LU-4.3	Jobs Housing Balance. Encourage a balance between jobs, workforce skills, and housing supply ~~which will reduce the negative impacts of long commutes~~.

Page 5.2-18:

Policy LU-5.4	Transit-Oriented Development. Support the development of ~~high-density~~ multi-family residential and mixed-use projects around transit stations by allowing a reduction in the parking requirements or other development standards.

SECTION 5.3, AESTHETICS

Page 5.3-19:

Policy FA-7.3	New Development. Require new development along Euclid Avenue to be compatible ~~in~~ with and reinforce the scale, site design and ~~architectural character~~ overall stylistic characteristics of buildings within 200 feet of the subject site ~~with other developments~~ along the ~~corridor within its vicinity~~ Euclid corridor.
Policy FA-7.4	~~Adaptive Reuse~~ Historic Character of the Foothill/Euclid Intersection. ~~Prevent the adaptive reuse of historic residential homes on Euclid Avenue north of the commercial properties at its intersection with Foothill Boulevard~~. Preserve the historic character of Euclid Avenue at Foothill Boulevard by protecting and preserving the historic homes on the northeast corner of the intersection of Euclid Avenue and Foothill Boulevard.
Policy FA-7.5	Historic Properties. ~~Prioritize the relocation of historic resources on Euclid Avenue prior to demolition~~. Relocating buildings, or adapting historic buildings to accommodate new uses, in which minimal changes are made to the structure and the historic integrity of the structure is maintained, is preferred over the significant alteration or demolition of the resource.

Page 5.3-33:

Policy FA-7.3	New Development [Euclid Avenue]. Require new development along Euclid Avenue to be compatible ~~in~~ with and reinforce the scale, site design and ~~architectural character~~ overall stylistic characteristics of buildings within 200 feet of the subject site ~~with other developments~~ along the ~~corridor within its vicinity~~ Euclid corridor.

Policy FA-7.4	~~Adaptive Reuse~~ Historic Character of the Foothill/Euclid Intersection [Euclid Avenue]. ~~Prevent the adaptive reuse of historic residential homes on Euclid Avenue north of the commercial properties at its intersection with Foothill Boulevard~~. Preserve the historic character of Euclid Avenue at Foothill Boulevard by protecting and preserving the historic homes on the northeast corner of the intersection of Euclid Avenue and Foothill Boulevard.

Page 5.3-34:

Policy FA-7.5	Historic Properties [Euclid Avenue]. ~~Prioritize the relocation of historic resources on Euclid Avenue prior to demolition~~. Relocating buildings, or adapting historic buildings to accommodate new uses, in which minimal changes are made to the structure and the historic integrity of the structure is maintained, is preferred over the significant alteration or demolition of the resource.

Page 5.3-35:

General Plan 2035 Policies and Actions: ~~None are applicable.~~

Policy OSC-1.7	Dark Sky Protection. Promote shielded, dark-sky friendly lighting for Uplands' outdoor lighting needs in order to reduce light pollution and glare, increase energy efficiency, protect wildlife, and promote better health.

Mitigation Measures: No further mitigation is required beyond implementation of the ZCU standards and guidelines and the GPU Policy specified above.

SECTION 5.5, AIR QUALITY

Page 5.5-17 and 5.5-18:

Mitigation Measures:

AQ-1	Prior to issuance of any Grading Permit, the Development Services Director and the Engineering/Land Development Division shall confirm that the Grading Plan, Building Plans, and specifications stipulate that, in compliance with SCAQMD Rule

403, excessive fugitive dust emissions shall be controlled by regular watering or other dust prevention measures, as specified in the SCAQMD's Rules and Regulations. In addition, SCAQMD Rule 402 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off-site. Implementation of the following measures would reduce short-term fugitive dust impacts on nearby sensitive receptors:

- All active portions of the construction site shall be watered twice daily to prevent excessive amounts of dust;
- Non-toxic soil stabilizers shall be applied to all inactive construction areas (previously graded areas inactive for 20 days or more, assuming no rain), according to manufacturers' specifications;
- All excavating and grading operations shall be suspended when wind gusts (as instantaneous gust) exceed 25 miles per hour;
- On-site vehicle speed shall be limited to 15 miles per hour;
- All on-site roads shall be paved as soon as feasible, watered twice daily, or chemically stabilized;
- ~~Visible dust beyond the property line which emanates from the project shall be prevented to the maximum extent feasible~~ Visible dust shall not cross the property line;
- All material transported off-site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust prior to departing the job site;
- Track-out devices shall be used at all construction site access points;
- All delivery truck tires shall be watered down and/or scraped down prior to departing the job site;
- A construction relations officer shall be appointed to act as a community liaison concerning on-site construction activity including resolution of issues related to fugitive dust generation;
- Streets shall be swept at the end of the day if visible soil material is carried onto adjacent paved public roads and use of SCAQMD Rule 1186 and 1186.1 certified street sweepers or roadway; and
- Replace ground cover in disturbed areas as quickly as possible.

Page 5.5-17:

AQ-3 Prior to issuance of any Building Permit, the Development Services Director and the Engineering/Land Development Division shall confirm that the Building Plans and specifications include the following measures to reduce VOC emissions resulting from application of architectural coatings:

- Contractors shall use ~~high-pressure-low-volume (HPLV)~~ high-volume-low-pressure (HVLP) paint applicators with a minimum transfer efficiency of at least 50 percent;

- Use required coatings and solvents with a VOC content lower than required under Rule 1113;
- Construct/build with materials that do not require painting; and
- Use pre-painted construction materials.

Pages 5.5-25 and 5.5-26:

AQ-13 New sensitive land uses such as residential, schools, ~~a~~ hospitals, medical offices, day care facilities, and fire stations to be located within the City shall not be located closer than 500 feet to the I-10 or SR-210 freeways, pursuant to the recommendations set forth in the CARB *Air Quality and Land Use Handbook*. If new sensitive land uses cannot meet this setback, they shall be designed and conditioned to include mechanical ventilation systems with fresh air filtration. For operable windows or other sources of ambient air filtration, installation of a central heating, ventilation, and air conditioning (HVAC) system that includes high efficiency filters for particulates (Minimum Efficiency Reporting Value [MERV] 13 or higher) or other similarly effective systems shall be required.

Page 5.5-26:

AQ-14 New sensitive land uses such as residential, schools, ~~a~~ hospitals, medical offices, day care facilities, and fire stations shall not be located closer than 1,000 feet from any existing or proposed distribution center/warehouse facility which generates a minimum of 100 truck trips per day, or 40 truck trips with transport refrigeration units (TRUs) per day, or TRU operations exceeding 300 hours per week, pursuant to the recommendations set forth in the CARB *Air Quality and Land Use Handbook*. If new sensitive land uses cannot meet this setback, they shall be designed and conditioned to include mechanical ventilation systems with fresh air filtration. For operable windows or other sources of ambient air filtration, installation of a central heating, ventilation, and air conditioning (HVAC) system that includes high efficiency filters for particulates (Minimum Efficiency Reporting Value [MERV] 13 or higher) or other similarly effective systems shall be required.

SECTION 5.6, GREENHOUSE GASES

Page 5.6-1:

This section presents a discussion of ~~existing climate conditions, the current state of climate change science~~ and projected greenhouse gas (GHG) emissions sources in California and in the City of Upland, as well as a summary of applicable regulations and a description of potential impacts of the proposed Project. Refer to Appendix F, *Climate Action Plan*, for the assumptions used in this analysis.

Page 5.6-7 and 5.6-8:

~~GLOBAL CLIMATE CHANGE~~ GREENHOUSE GASES

The natural process through which heat is retained in the troposphere is called the "greenhouse effect." The greenhouse effect traps heat in the troposphere through a three-fold process, summarized as follows: short wave radiation emitted by the Sun is absorbed by the Earth; the Earth emits a portion of this energy in the form of long wave radiation; and GHGs in the upper atmosphere absorb this long wave radiation and emit this long wave radiation into space and toward the Earth. This "trapping" of the long wave (thermal) radiation emitted back toward the Earth is the underlying process of the greenhouse effect.

Page 5.6-10:

GHG EMISSIONS INVENTORY METHODOLOGY

An inventory of GHG emissions requires the collection of information from a variety of sectors and sources. Community emissions from electricity and natural gas are based on usage rates specific to each land use type and are calculated using emissions coefficients compiled ~~by the International Council for local Environmental Initiatives (ICLEI)~~ EPA's Emissions & Generation Resource Integrated Database (eGRID) and the California Climate Action Registry. Transportation data, including vehicle miles traveled (VMT), are based on the Project Traffic Impact Analysis (Fehr & Peers, September 2014). Solid waste data was based on generation factors as well as historic and projected generation data identified in Section 5.21, *Solid Waste*, and the *California Department of Resources Recycling and Recovery* (CalRecycle). City staff were instrumental in providing data on municipal operations.

The community inventory represents all the energy used and waste produced within Upland and its contribution to GHG emissions. Municipal sources represent all City operated buildings and vehicles, City employee commute, solid waste, water delivery/treatment facilities, wastewater

facilities, and street lights. The municipal inventory is a subset of the community inventory, and includes emissions derived from internal government operations.

Separate emissions inventories for community and municipal operations are generally created since the government ~~is committed to action on climate change, and~~ has a higher degree of control to achieve reductions in its own municipal emissions than those created by the community at large. Additionally, by proactively reducing emissions generated by its own activities, the City of Upland takes a visible leadership role in ~~the effort to address climate change~~ emissions reductions.

Page 5.6-15:

5.6.3 SIGNIFICANCE THRESHOLD CRITERIA

At this time, there is no absolute consensus in the State of California among CEQA lead agencies regarding the analysis of ~~global climate change~~ GHG emissions and the selection of significance criteria. In fact, numerous organizations, both public and private, have released advisories and guidance with recommendations designed to assist decision-makers in the evaluation of GHG emissions given the current uncertainty regarding when emissions reach the point of significance. That being said, several options are available to lead agencies.

First, lead agencies may elect to rely on thresholds of significance recommended or adopted by State or regional agencies with expertise in the field of global ~~climate change~~ GHG emissions (see *CEQA Guidelines* Section 15064.7(c)). However, to date, neither CARB nor SCAQMD have adopted significance thresholds for GHG emissions for residential or commercial development under CEQA.[3] CARB has suspended all efforts to develop a threshold, and SCAQMD's threshold remains in draft form. Accordingly, this option (i.e., reliance on an adopted threshold) is not viable for the City of Upland.

Second, lead agencies may elect to conclude that the significance of GHG emissions under CEQA is too speculative. However, this option is not viable due to the important focus on ~~global climate change~~ GHG emissions created by the various regulatory schemes and scientific determinations cited in this section.

Page 5.6-16:

Appendix G of the *CEQA Guidelines* also has been revised to provide some guidance regarding the criteria that may be used to assess whether a project's ~~impacts on global climate change~~ GHG emissions are significant. The Appendix G environmental checklist form asks whether a project would: (i) generate GHG emissions, either directly or indirectly, that may have a

significant impact on the environment; or (ii) conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs.

Page 5.6-18:

Impact Analysis: The City of Upland, as part of the proposed General Plan 2035, has prepared a Climate Action Plan (CAP). The CAP is intended to address the main sources of GHG emissions ~~that contribute to global climate change~~. The purpose of the CAP is to guide the development, enhancement, and ultimately the implementation of actions that will reduce the City's GHG emissions. The CAP has been designed to support the following functions:

- Describe Upland's emissions sources;
- Provide projections of future emissions based on growth allowed by the General Plan;
- Provide clear guidance to City staff regarding when and how to implement key provisions of the plan;
- Recommend strategies, measures, and actions to achieve GHG reductions;
- Demonstrate Upland's commitment to comply with State GHG reduction efforts; and
- Define a strategy for turning this plan into action and transparently tracking and reporting progress toward the GHG reduction goals.

~~As part of the CAP, the City has joined the International Council for local Environmental Initiatives (ICLEI) Local Governments for Sustainability. ICLEI is an association of over 1,100 local governments from 67 countries who are committed to sustainable development. ICLEI provides technical consulting, training, and information services to build capacity, share knowledge, and support local governments in the implementation of sustainable development at the local level. Future GHG analyses for projects proposed in the City will be tiered off of the CAP.~~

~~**Effects of Climate Change on the Project**~~

~~In addition to analyzing a project's impacts on the environment, *CEQA* requires a lead agency to consider the effects of bringing development into an area that may present hazards. The primary effect of global climate change has been a rise in average global tropospheric temperature of 0.2 degrees Celsius per decade, determined from meteorological measurements worldwide between 1990 and 2005. While there is broad agreement on the causative role of GHGs to climate change, there is considerably less information or consensus on how climate change would affect any particular location, operation, or activity. The IPCC has published numerous reports on potential impacts of climate change on the human environment. These reports provide a comprehensive and up-to-date assessment of the current state of knowledge on climate change. Despite the extensive peer review of reports and literature on the impacts of global climate change, the IPCC notes the fact that there is little consensus as to the ultimate impact of human interference with the climate system and its causal connection to global warming trends.~~

[17] *CEQA Guidelines* Section 15126.2[a] (*Consideration and Discussion of Significant Environmental Impacts*).
[18] Intergovernmental Panel on Climate Change, *Climate Change 2007: Synthesis Report. Contribution of Working Groups I, II and III to the Fourth Assessment Report of the Intergovernmental Panel on Climate Change*, 2007.

Page 5.6-19:

The following climate change effects could potentially affect the City of Upland.

- *Sea Level Rise*. According to the IPCC, climate change is expected to raise sea levels by up to four feet. The City is approximately 35 miles from the Pacific Ocean.[19] It ranges from approximately 1,175 feet above mean sea level (msl) to 2,000 feet above msl.[20] Sea levels are anticipated to rise 12 to 18 inches by 2050.[21] Therefore, sea level rise of this magnitude would not be capable of inundating the City. However, if determined to be a significant threat, protective measures such as levees would likely be installed by regional and local governments to protect urbanized areas.

- *Water Supply*. The City receives some of its water supplies from the State Water Project through the Metropolitan Water District of Southern California (MWD). Surface water supplies in the City from the State Water Project could potentially be reduced as a result of climate change effects.[22] Climate change could also impact groundwater supplies. Warmer temperatures could lead to higher evaporation or shorter rainfall seasons, which would mean that soil deficits would persist for longer time periods. Higher evapotranspiration would likely reduce the amount of water available for recharge and can lead to greater pumping of groundwater to make up for losses in surface water. Groundwater serves as a source of water supply in Upland, which could result in serious implications for water supply in the City. However, potential impacts to groundwater are too speculative to determine at this time.

- *Natural Disasters*. Climate change could result in increased flooding and weather-related disasters. The City is located approximately 35 miles from the Pacific Ocean and would not be exposed to intense coastal storms. The frequency of large floods on rivers and streams could also increase. The proposed Project would not impede flood flows or be susceptible to increased flooding; thus, flood-related impacts would be less than significant even under an intensified flooding scenario.

- *Wildfires*. Climate change could result in increased occurrences and duration of wildfire events due to warmer temperatures, longer dry seasons, reduced winter precipitation, and early snowmelt. The City is located within areas designated by the California Department of Forestry and Fire Protection (CalFire) as Very High Fire Hazard Severity Zones (VHFHSZ) and Non-VHFHSZ. Development within the VHFHSZ is required to meet strict building construction requirements specified in the *California Building Code* Chapter 7A which would substantially reduce the risk and significance of wildland fires.

~~[19] Google Earth, 2013.~~
~~[20] City of Upland, *City Demographics*, http://www.ci.upland.ca.us/asp/site/redev/demographics/, accessed December 31, 2013.~~
~~[21] California Natural Resources Agency, *2009 California Climate Adaptation Strategy*, 2009.~~
~~[22] California Department of Water Resources, *Progress on Incorporating Climate Change into Management of California's Water Resources*, July 2006.~~

Page 5.6-21 and 5.6-22:

Proposed Climate Action Plan Reduction Measures

The City has prepared a CAP as part of the proposed General Plan 2035 to address GHG emissions reduction within the City. There are five CAP strategies that Upland has crafted to achieve the desired reduction target of 16 percent below baseline levels by 2020. Combined, these strategies would decrease GHG emissions by approximately 195,490 MT CO_2eq by 2020, enabling the community to contribute to ~~global efforts to combat climate change~~ reduce GHG emissions. It should be noted that the strategies and emissions reduction measures take into account projected growth within the City. Each of the strategies contain emission reduction measures from municipal and non-municipal operations. These measures are consistent with and build upon the General Plan 2035 Goals and Policies. Although GHG inventories for 2035 (buildout year associated with the proposed General Plan 2035) are included, these are included only for informational purposes, as the reduction strategy that was chosen is set to comply with the AB 32 benchmark of 2020. However, implementation of the GHG reduction measures in the CAP would ensure the GHG emissions are significantly reduced from a 2035 BAU scenario.

Page 5.6-26:

Table 5.6-5 [continued]
Summary of GHG Reduction Measure Performance

Number	Strategy and Measure	2020 GHG Reductions ($MTCO_2eq$ per Year)	Percent Reduction
T- ~~2~~ 21	**Mixed Retail Development.** Encourage employment areas to include a mix of retail support services, and allow new small-scale retail and service uses within established residential neighborhoods to reduce vehicle trips.	Supporting Measure	N/A
	Subtotal	**5,551**	**2.8%**

Page 5.6-34:

Consistency with the California Attorney General's Mitigation Measures

With implementation of the proposed CAP Climate Action Strategies and associated measures and actions, the proposed General Plan 2035 would comply with measures that are consistent with the California Office of the Attorney General's recommended measures to reduce GHG emissions. The CAP incorporates ~~sustainable~~ practices consistent with the Attorney General's recommended measures which include water, energy, solid waste, land use, and transportation efficiency measures.

Page 5.6-36:

Policy LU-4.2	Balance Commercial and Residential Development. Strive to balance commercial and residential development within the City to ~~reduce the number of residents commuting long distances for their shopping needs~~ provide services for residents and a supportive local clientele for business (CAP Measure T-14).
Policy LU-4.3	Jobs Housing Balance. Encourage a balance between jobs, workforce skills, and housing supply~~, which will reduce the negative impacts of long commutes~~ (CAP Measure T-15).
Policy LU-4.4	Incentives. Work to identify and support financial and administrative incentives (i.e., fee reductions) to encourage desired land uses, development patterns, and alternative modes of transportation that reduce greenhouse gas emissions (CAP Measure T-30).
Policy LU-5.1	Complementary Uses. Encourage the development of complementary land uses ~~that reduce the need for car travel~~, such as grocery stores, basic commercial services, parks and recreational fields, and schools in close proximity to residential uses (CAP Measure T-31).

Page 5.6-37:

Policy LU-5.4	Transit-Oriented Development. Support the development of ~~high-density~~ multi-family residential and mixed-use projects around transit stations by allowing a reduction in the parking requirements or other development standards (CAP Measure T-25).

Page 5.6-44:

~~Action PFS-14.1~~	~~Recycling. Explore potential expansions of the recycling program to determine when new materials can be accepted for recycling and when composting programs can be expanded for both the residential and commercial sectors (CAP Measure SW-6).~~
~~Action PFS-14.2~~	~~Educational Programs. Sponsor public educational programs regarding the benefits of solid waste diversion and recycling and encourage residents and businesses to process and redistribute reusable materials (CAP Measure SW-7).~~
~~Action PFS-14.3~~	~~Composting. Sponsor solid waste educational programs on backyard waste composting and the use of compost as a fertilizer for landscapes (CAP Measure SW-8).~~
~~Action PFS-14.4~~	~~School Partnerships. Partner with local schools to encourage waste reduction and recycling on campus (CAP Measure SW-9).~~

SECTION 5.9, CULTURAL RESOURCES

Page 5.9-6:

Euclid Avenue. As noted above, Euclid Avenue is regarded as the most significant roadway in the City and is its oldest and clearest landmark. Euclid Avenue consists of two roadways separated by a wide median island and extends from 24th Street in Upland to Philadelphia Street in Ontario. A 15-foot Bridle Path runs its length from 13th Street to 24th Street. Originally planted with peppertrees along the center median, these trees have grown to mature size and are accompanied by other evergreen trees which frame both sides of Euclid Avenue. Euclid Avenue ~~was determined eligible for inclusion~~ has been included in the National Register of Historic Places ~~in May 1977, and a section was added to the Register in 2005~~.

Page 5.9-11:

- Arrow/Laurel Bungalow District;
- Citrus/Transportation District;
- Civic Center East District;
- Euclid ~~Craftsman/Revival~~ Avenue District;
- Old Magnolia District;
- Pleasant View District;
- ~~Second Avenue~~ Old Town District;
- Stowell District; and
- Victorian Row District.

Page 5.9-17:

- *Upland ~~Public~~ Carnegie Library at 123 East D Street*: The building was listed on the Register on December 10, 1990.

Page 5.9-18:

- Euclid ~~Craftsman and Revival~~ Avenue Districts, 65 Structures. These are residences located along North Euclid, with three additional structures on South Euclid. Because Euclid was one of the first center-separated thoroughfares in town, and because a streetcar ran the center separation between San Antonio Heights and Ontario (1887-1909), expensive homes were built facing the tracks. These structures consist of homes built in an area developed before the turn of the Century for in-town living. The database shows that 34 structures are located in the Euclid/Craftsman District and 31 are located in the Euclid Revival District.

Page 5.9-18:

- ~~Second Avenue~~ Old Town District, 47 Structures. This District is bisected by the BNSF Railroad line, with mostly commercial and industrial buildings constructed in the 1920s and 1930s, between Arrow Highway and 8th Street, and residential uses thereafter.

Page 5.9-20:

Impact Analysis: There are 902 structures with potential National, State, or Local historic significance located inside the City limits. Of these, 560 are located within one of the City's nine designated Historic Districts. Three resources located in the City limits (i.e., Euclid Avenue, Old San Antonio Hospital, and Upland ~~Public~~ Carnegie Library) are listed on the National Register. ~~Two additional structures in the City limits (H.G. Eckstein House and R.T. Nelson House) were determined eligible for the Register in a formal process, however, have not yet been listed.~~ Additionally, of the 56 buildings that are listed on AIC records, not all are found on the Local Register. As previously mentioned, the AIC serves as the local state repository for cultural resource data, whereas, the City's Local Register is a listed of all designated cultural resources that is maintained by the City.

Additional residential and non-residential development is anticipated throughout the City, in accordance with the proposed Project. The General Plan 2035 has taken a focused development strategy that would be implemented through five Focus Areas targeted for land use change; refer to Exhibit 3-4, Focus Areas. The Euclid Avenue Focus Area includes Euclid Avenue, which is on both the National Register of Historic Properties and the State List of Historic Sites, and the Southeast Quadrant Focus Area, which contains historic homes and neighborhoods. Additionally, the Foothill Boulevard Focus Area contains a segment of Historic Route 66 and the Historic Downtown Upland Focus Area comprises the Historic Downtown Upland Specific Plan area, which contains the majority of the City's ~~nine~~ designated historic districts. Therefore, historic resources may be vulnerable to future development activities resulting from Project implementation. Such activities may disturb or destroy a historic resource, causing a substantial adverse change in its significance. Due to the conceptual nature of future development, site specific proposals would require individual assessments of potential impacts to historical resources, as part of the future projects' CEQA review processes. Pursuant to CEQA, a project with an effect that may cause a substantial adverse change in the significance of a historical resource may have a significant effect on the environment. All future development within the City would be subject to compliance with the established Federal and State regulatory framework, which is intended to mitigate potential impacts to historical resources.

Page 5.9-21:

- *Order of Preference for Alterations* - An order of preference for the alteration of historic resources is proposed to prioritize repairing rather than replacing a deteriorated historic feature.

- *Restoration Guidelines* - The Secretary of the Interior's Standards for Rehabilitation are included by reference to provide guidelines for making changes to historic resources. This is consistent with provisions that were included in the Historic Downtown Upland Specific Plan.

Page 5.9-22:

~~Policy FA-1.8~~	~~Historic Character of the Foothill/Euclid Intersection. Preserve the historic character of Euclid Avenue at Foothill by first encouraging the preservation or adaptive reuse of the historic homes on the northeast corner of the intersection of Euclid Avenue and possible integration into a larger development, or secondly, carefully designing the transition from residential to non-residential uses in a manner that fits with the character of Euclid Avenue.~~

Page 5.9-23:

Policy FA-7.3	New Development. Require new development along Euclid Avenue to be compatible ~~in~~ with and reinforce the scale, site design and ~~architectural character~~ overall stylistic characteristics of buildings within 200 feet of the subject site ~~with other developments~~ along the ~~corridor within its vicinity~~ Euclid corridor.
Policy FA-7.4	~~Adaptive Reuse~~ Historic Character of the Foothill/Euclid Intersection. ~~Prevent the adaptive reuse of historic residential homes on Euclid Avenue north of the commercial properties at its intersection with Foothill Boulevard~~. Preserve the historic character of Euclid Avenue at Foothill Boulevard by protecting and preserving the historic homes on the northeast corner of the intersection of Euclid Avenue and Foothill Boulevard.
Policy FA-7.5	Historic Properties. ~~Prioritize the relocation of historic resources on Euclid Avenue prior to demolition~~. Relocating buildings, or adapting historic buildings to accommodate new uses, in which minimal changes are made to the structure and the historic integrity of the structure is maintained, is preferred over the significant alteration or demolition of the resource.

Page 5.9-23:

Policy LU-3.6	Adaptive Reuse. Encourage the adaptive reuse of historic buildings in non-residential land use designations and zones as an alternative to demolition.

SECTION 5.10, BIOLOGICAL RESOURCES

Page 5.10-6:

WILDLIFE HABITAT AND MOVEMENT CORRIDORS

Due to the high degree of urbanization within City limits, ~~there are~~ no ~~significant~~ wildlife corridors traverse or are adjacent to the City. ~~Only urban adaptable wildlife species remain, including rabbits, ground squirrels, mice, raccoons, possums, skunks, coyotes and feral cats. Since much of the City is urbanized, the most commonly observed birds include crows, starlings, house finches, house sparrows, mourning dove, rock pigeon and Brewer's blackbirds.~~ Areas adjacent to open spaces ~~areas~~, such as those within the San Antonio and Cucamonga Creek drainages~~,~~ areas also serve as habitat. ~~have a high potential for the presence of other birds not usually seen in urban areas. Such avian life may include the California quail, various species of hawks, western meadowlark, and the brown towhee.~~

COMMON/URBAN SPECIES

Urban adaptable wildlife species exist throughout the City, including rabbits, ground squirrels, mice, raccoons, possums, skunks, coyotes and feral cats. Since much of the City is urbanized, the most commonly observed birds include crows, starlings, house finches, house sparrows, mourning dove, rock pigeon, and Brewer's blackbirds. Areas adjacent to open space areas have a high potential for the presence of other birds not usually seen in urban areas. Such avian life may include the California quail, various species of hawks, western meadowlark, and the brown towhee.

Page 5.10-15:

Policy OSC-1.7	Dark Sky Protection. Promote shielded, dark-sky friendly lighting for Upland's outdoor lighting needs in order to reduce light pollution and glare; increase energy efficiency; protect wildlife; and promote better health.

Page 5.10-15:

Policy OSC-2.5	Shade Trees. Prioritize the planting of large street tree species (greater to or equal to 50 feet in height) over smaller species to facilitate a larger canopy of trees that will serve to reduce the heat island effect, lower energy costs, sequester carbon dioxide in the atmosphere, reduce

	stormwater runoff, and increase water retention and water quality.
Policy OSC-2.6	Tree Preservation. Promote the preservation of Upland's large mature trees that occupy both public and private property through the preparation of a Tree Preservation Ordinance. Include the identification and protection of landmark trees, meaning trees of historical or cultural significance.

Page 5.10-16:

BIO-3	Prior to any ground disturbance and if deemed necessary by the site-specific Biological Resources Assessment, a pre-construction Burrowing Owl Survey of the proposed development site shall be conducted to determine the presence/absence of the burrowing owl. The Survey shall be conducted by a qualified Biologist according to the standard protocol established in the *Staff Report on Burrowing Owl Mitigation* (California Department of Fish and Game [Wildlife], March 7, 2012) ~~by CDFW and the Burrowing Owl Consortium (BOC)~~. If burrowing owls are determined to be present on the development site, mitigation for potential impacts to owls shall follow the guidelines outlined in the *Staff Report* ~~by the BOC~~, including passive relocation during the non-breeding season.

SECTION 5.11, AGRICULTURAL RESOURCES

Page 5.11-2:

The FMMP maps include land that was used for agricultural production anytime in the four years prior to map preparation. Agricultural land is rated according to soil quality and irrigation status; the best quality land is called Prime Farmland. The Important Farmlands that are present in the City and Sphere of Influence (SOI) are outlined in Table 5.11-1, *Important Farmlands (2010)*, and illustrated on Exhibit 5.11-1, *Important Farmlands Map (2010)*. Exhibit 5.11-1 and Table 5.11-1 are based on the Important Farmland maps ~~prepared by the State in 2010~~.[2]

Table 5.11-1
Important Farmlands (2010)

Farmland Mapping Category	City (Acres)	Sphere of Influence (Acres)	Total Planning Area (Acres)
Urban Built Out Land	~~8,529~~ 9,775	909	9,438
Grazing Land	131	562	693

Farmland of Local Importance	0	0	0
Prime Farmland	~~1,256~~ 10	170	1,426
Farmland of Statewide Importance	0	0	0
Unique Farmland	17	0	17
Other Land	0	27	27
Total	***9,933***	***1,668***	***11,601***

Source: California Department of Conservation Farmland Mapping and Monitoring Program, San Bernardino County Important Farmland Data Availability, 2010.

Page 5.11-2:

[2] State of California Department of Conservation ~~Farmland Mapping and Monitoring Program~~ Important Farmland Finder Website, San ~~Bernardino County Important Farmland 2010 Map Sheet 2 of 2 ftp://ftp.consrv.ca.gov/pub/dlrp/ FMMP/pdf/2010/sbd10_so.pdf~~ http://maps.conservation.ca.gov/ciff/ciff.html, Accessed ~~February 8, 2013~~ April 15, 2015.

Page 5.11-5:

As indicated in Table 5.11-1, most of the land within the City and SOI is classified as Urban Built Out Land. Within the City, approximately ~~1,256~~ ten acres are classified as Prime Farmland and approximately 17 acres as Unique Farmland. An additional 170 acres are classified Unique Farmland within the SOI.

Page 5.11-3:

Exhibit 5.11-1, *Important Farmlands Map (2010)* (replaced)

Page 5.11-15:

California Department of Conservation Farmland ~~Mapping and Monitoring Program Website, *Farmland of Local Importance*, http://www.conservation.ca.gov/dlrp/fmmp/mccu/Pages/map_categories.aspx, Accessed August 14, 2012~~ Important Farmland Finder Website, http://maps.conservation.ca.gov/ciff/ciff.html, Accessed April 15, 2015.

SECTION 5.12, MINERAL RESOURCES

Page 5.12-4:

UMC Section 17.148.060, *Development Review and Permits*, specifies that prior to commencing any work pertaining to the extraction, processing, developing, removing or stockpiling of natural resources or minerals, or the construction, reconstruction, moving, conversion, alteration or addition to any building or structure proposed in conjunction with such use, all buildings and plans shall be subject to review and permits shall be secured in compliance with all provisions of UMC Section 17.118.090, *Development Review and Permits*, provided, further, that certain provisions also apply, including a requirement for a Permit and Reclamation Plan. Namely, unless exempted by Code provisions, any person, firm, corporation, or private association who proposes to engage in surface mining operations as defined in Chapter 17.148 shall, prior to the commencement of such operations, obtain: (1) a conditional use permit to mine; (2) approval of a mining and reclamation plan; and (3) financial assurances for reclamation in accordance with the provisions set forth herein. In addition, should a mining operation become idle, an interim management plan is required.

SECTION 5.12, HYDROLOGY AND WATER QUALITY

Page 5.13-24:

~~Policy PFS-13.1 Best Management Practices. During the construction and operation of projects, promote the use of Best Management Practices (BMPs) to reduce stormwater runoff, improve water quality and reduce the requirements for stormwater runoff drainage infrastructure.~~

Page 5.13-24:

~~Action PFS-13.6 Public Outreach. Sponsor outreach activities to inform residents and workers that illegal discharge into storm drains negatively impacts groundwater and surface water quality.~~

Page 5.13-26:

Policy PFS-8.2 Urban Water Management Plan. Continue to update the Urban Water Management Plan every five years and implement the most current plan as required by State law.

Policy PFS-~~8.2~~ 8.3	Water Supply. Continue to acquire additional local supplies of water, including local groundwater, and reduce reliance on imported water from the State Water Project to meet future demands while maintaining a baseline so in times of drought, supplemental supplies will be available.
Policy PFS-~~8.3~~ 8.4	Water Demand. Establish water demand reduction standards for new development and redevelopment to reduce per capita and total demand for water.
Policy PFS-~~8.5~~ 8.6	Water Availability. Consider the availability of sufficient, reliable water when reviewing new development.

Page 5.13-27:

~~Action PFS-13.1~~	~~Pollution Sources. Work with State and other local agencies to identify and eliminate or minimize all sources of existing and potential point and non-point sources of pollution to ground and surface waters, including leaking fuel tanks, discharges from storm drains, auto dismantling, dump sites, sanitary waste systems, parking lots, roadways, and mining operations.~~
~~Action PFS-13.6~~	~~Public Outreach. Sponsor outreach activities to inform residents and workers that illegal discharge into storm drains negatively impacts groundwater and surface water quality.~~

Page 5.13-28 and 5.13-29:

The potential increase in imperviousness associated with Project implementation could impact existing storm drain and flood control facilities. New development projects associated with implementation of the proposed Project would be required to ensure project-specific and citywide drainage systems have adequate capacity to accommodate new development. The City recognizes the need to monitor and improve the storm drain system in order to ensure it adequately accommodates future development. ~~The City would consolidate the three existing stormwater plans (Action PFS-13.3) and utilize its CIP to develop a priority list for stormwater Capital Improvement Projects (Action PFS-13.5).~~ Additionally, the General Plan 2035 identifies the following Goals regarding drainage and runoff:

Page 5.13-30:

~~Action PFS-13.2 Stormwater Infiltration. Develop design standards that reduce stormwater infiltration into new City-maintained sewer pipes.~~

Page 5.13-31:

~~Action PFS-13.3 Consolidated Plans. Consolidate the City's three existing stormwater plans into one Stormwater Master Plan. These plans include the following:~~

~~a. San Bernardino County Comprehensive Storm Drain Plan Project No. 1. Moffat and Nichols and Engineers, 1966.~~
~~b. City of Upland Master Plan for Drainage for West Cucamonga Creek, Ninth Street Storm Drain and Tributary Areas. Williamson and Schmidt, November 1994.~~
~~c. The West Upland Master Drainage Plan. AEI-CASC Engineering, January 2002.~~

~~Action PFS-13.4 Funding Opportunities. Explore funding opportunities for the necessary stormwater improvements.~~

~~Action PFS-13.5 CIP Priority List. Develop a priority list for stormwater Capital Improvement Projects.~~

~~Action PFS-13.6 Public Outreach. Sponsor outreach activities to inform residents and workers that illegal discharge into storm drains negatively impacts groundwater and surface water quality.~~

SECTION 5.15, WATER SUPPLY

Page 5.15-17:

The Project anticipates a City population of 81,462 persons in 2035, which is slightly less (approximately 0.7 percent) than the 2035 population anticipated by the Upland 2010 UWMP (82,050 persons). Therefore, it is anticipated that adequate water supplies would be available to serve the growth anticipated by the Project. Future development would be reviewed by the City on a project-by-project basis to ensure adequate water supplies are available to accommodate future projects. The General Plan 2035 proposes Goals PFS-8 and PFS-9 in order to provide a reliable and adequate supply of water and support the use of water conservation measures and

the provision of recycled water. Future development would also be subject to compliance with Senate Bills 610 and 221. Senate Bill 610 requires preparation of a WSA for certain projects to evaluate water supplies that are or will be available during normal, single-dry and multiple-dry years during a 20-year projection to meet existing and planned future demands, including the demand associated with the project. Senate Bill 221 requires that the City condition approval of a subdivision map upon proof of sufficient water supply. Future development within the City would be subject to implementation of the General Plan 2035 Policies and Actions specified below, which would ensure that water supplies are available to serve new development.

With adherence to Senate Bills 610 and 221, the UMC and WMP, and ~~implementation of~~ the General Plan 2035 Policies and Actions, potential impacts associated with increased water demand resulting from Project implementation would be reduced to a less than significant level.

Page 5.15-20:

Policy PFS-8.2	Urban Water Management Plan. Continue to update the Urban Water Management Plan every five years and implement the most current plan as required by State law.
Policy PFS-~~8.2~~ 8.3	Water Supply. Continue to acquire additional local supplies of water, including local groundwater, and reduce reliance on imported water from the State Water Project to meet future demands while maintaining a baseline so in times of drought, supplemental supplies will be available.
Policy PFS-~~8.3~~ 8.4	Water Demand. Establish water demand reduction standards for new development and redevelopment to reduce per capita and total demand for water.
Policy PFS-~~8.4~~ 8.5	New Development. Require new developments to dedicate land for water infrastructure such as tanks, pump stations, and wells as needed to support project development.

Page 5.15-21:

Policy PFS-~~8.5~~ 8.6	Water Availability. Consider the availability of sufficient, reliable water when reviewing new development.
Policy PFS-~~8.6~~ 8.7	Water Infrastructure. Maintain water storage, conveyance, and treatment infrastructure in good working condition in order to supply domestic water to all users with adequate quantities, flows, and pressures.

Policy PFS-~~8.7~~ 8.8	Facility Capacity. Require all new water facilities to be designed to accommodate expected capacity for buildout of areas served by these facilities.
Policy PFS-~~8.8~~ 8.9	Emergency Supply. Manage the water supply portfolio and system facilities to provide for adequate redundancy to address emergency conditions.
Policy PFS-~~8.9~~ 8.10	Design of Water Systems. Require future water systems and facilities to be designed to minimize the likelihood of damage from vandalism or terrorist activity.

SECTION 5.17, FIRE PROTECTION

Page 5.17-7 and5.17-8:

The proposed Project anticipates development would occur over approximately 20 years to the horizon year of 2035. Thus, any increase in demand for fire protection services would occur gradually as additional development is added within the City. Future development would be reviewed on a project-by-project basis to ensure adequate fire department staffing, facilities, and equipment are available to serve the proposed development. New developments would be required to comply with all applicable fire code and ordinance requirements for construction, access, water mains, fire flows, and hydrants. Individual projects would be reviewed by the Upland Fire Department to determine the specific fire requirements applicable to the specific development and to ensure compliance with these requirements. This would ensure that new developments would not reduce the staffing, response times, or existing service levels within the City. Further, future development would be required to pay the Capital Impact Fee in place at the time in order to finance public improvements. The General Plan 2035 proposes Goals PFS-1 and PFS-2 in order to ensure adequate public facilities, infrastructure and services are available and that the community is protected by fire prevention and emergency response services. General Plan 2035 Policy ES-4.5 would evaluate Development Impact Fees on a regular basis to ensure that increased demands on infrastructure and services as a result of new development are adequately funded. General Plan 2035 Policy PFS-2.1 would ensure sufficient levels of staff in order to maintain quality fire protection and emergency medical services to the community are provided as measures by the Fire Department's performance indicators. General Plan 2035 Policy PFS-2.4 would provide additional response units, staffing and related capital improvements, as needed, to ensure quality service to the community as development and growth occur in the City. Thus, future development within the City would be subject to implementation of the General Plan 2035 Policies ~~and Actions~~ specified below, which would ensure that fire protection personnel, facilities, and equipment are available to serve new development. With adherence to UMC and implementation of the proposed General Plan 2035 Policies ~~and Actions~~, potential impacts associated with increased demand on fire protection

services with implementation of the proposed Project would be reduced to a less than significant level.

Page 5.17-10:

~~Action PFS-2.1~~	~~Response Time Standard. Evaluate the feasibility of establishing a response time standard for the Upland Fire Department that is within the four minute response time standard established by the National Fire Protection Association (NFPA).~~
Policy PFS-~~8.8~~ 8.9	Emergency Supply. Manage the water supply portfolio and system facilities to provide for adequate redundancy to address emergency conditions.

Page 5.17-11:

Impacts to fire protection services associated with Project implementation would be less than significant following compliance with the UMC and implementation of the General Plan 2035 Policies ~~and Actions~~. Cumulative impacts would be assessed on a project-by-project basis and mitigated through the established regulatory review process. Therefore, the combined cumulative impacts to fire protection services associated with the Project's incremental effects and those of the cumulative projects would be less than significant.

Page 5.17-12:

5.17.6 SIGNIFICANT UNAVOIDABLE IMPACTS

Impacts to fire protection services resulting from Project implementation would be less than significant through implementation of the General Plan 2035 Policies ~~and Actions~~. No significant unavoidable fire service impacts would occur as a result of the Project.

SECTION 5.18, POLICE PROTECTION

Page 5.18-6:

~~Action PFS-3.1 Crime Rate Monitoring. Monitor Upland's crime rates and categories to determine the most appropriate methods to target and reduce crime in the City.~~

~~Action PFS-3.2 Grant Funding. Continue to seek grant funding for community policing and other programs that will improve service levels within the City.~~

SECTION 5.20, PARKS AND RECREATIONAL FACILITIES

Page 5.20-11:

~~Action PFS-5.1 Youth Center. Attract a public or non-profit community center (or teen center) to the City to provide additional support for families and needed recreational opportunities for young people, particularly teenagers.~~

Mitigation Measures: No further mitigation is required beyond implementation of the Policies ~~and Actions~~ referenced above.

SECTION 5.21, SOLID WASTE

Page 5.21-6:

The General Plan 2035 proposes Goal PFS-14 in order to minimize solid waste and collect, store, transport, and recycle solid waste in safe, sanitary, and environmentally acceptable ways. Policy PFS-14.1 strives to exceed the State's goal of diverting solid waste from landfills. General Plan 2035 Policies ~~and Actions~~ address types of waste; encourage recycling and educating the public on opportunities for waste reduction. Future development within the City would be subject to implementation of the General Plan 2035 Policies ~~and Actions~~, which would reduce solid waste being diverted to landfills.

Page 5.21-7:

~~Action PFS-14.1 Recycling. Explore potential expansions of the recycling program to determine when new materials can be accepted for recycling and when composting programs can be expanded for both the residential and commercial sectors.~~

~~Action PFS-14.2 Educational Programs. Sponsor public educational programs regarding the benefits of solid waste diversion and recycling and encourage residents and businesses to process and redistribute reusable materials.~~

~~Action PFS-14.3 Composting. Sponsor solid waste educational programs on backyard waste composting and the use of compost as a fertilizer for landscapes.~~

~~Action PFS-14.4 School Partnerships. Partner with local schools to encourage waste reduction and recycling on campus.~~

Mitigation Measures: No further mitigation is required beyond implementation of the GPU Policies ~~and Actions~~.

Page 5.21-8:

All development projects would be required to comply with Federal, State, and local statutes and regulations related to solid waste. Pursuant to the California Integrated Waste Management Act of 1989 (AB 939), every city and county in the State is required to divert 50 percent of solid waste generated in its jurisdiction away from landfills. Implementation of source reduction measures, such as recycling and converting waste to energy, that would be implemented on a project-by-project basis would serve to divert solid waste away from landfills. Implementation of the proposed General Plan 2035 Policies ~~and Actions~~ would further ensure that solid waste impacts are minimized. Therefore, the combined cumulative impacts to solid waste facilities associated with the Project's incremental effects and those of the cumulative projects would be less than significant.

Page 5.21-9:

General Plan 2035 Policies and Actions: Refer to the GPU Policies ~~and Actions~~ referenced above.

Mitigation Measures: No further mitigation is required beyond implementation of the GPU Policies ~~and Actions~~.

5.21.6 SIGNIFICANT UNAVOIDABLE IMPACTS

Impacts associated with solid waste resulting from Project implementation would be less than significant following compliance with the existing regulatory framework and implementation of the General Plan 2035 Policies ~~and Actions~~. No significant unavoidable impacts to solid waste facilities would occur as a result of the Project.

SECTION 7.0, OTHER CEQA CONSIDERATIONS

Page 7-5:

It is the City's goal (Goal PFS-1) to provide a functional and well-maintained City with adequate public facilities, infrastructure, and services. It is also the City's goal (Goal LU-4) to provide a community whose land use patterns focus growth in ways that are ~~sustainable~~ supportable and environmentally responsible. In furtherance of these goals, all future development within the Planning Area with potential to induce population growth would be subject to implementation of the General Plan 2035 Policies and Actions outlined in Section 5.2. Among these, Policy LU-1.3 involves concentrating growth in strategic locations that strengthen the City's economic base, offer new housing opportunities, maximize available and planned infrastructure, and foster the development and use of transit and multi-modal transportation. Implementation of the specified Policies and Actions would ensure the population growth would result in less than significant impacts. It is further noted, the forecast population growth would occur over an approximately 22-year period, allowing for development of necessary services and infrastructure commensurate with the anticipated growth. Finally, substantial development of unplanned or unforeseen public services and utility/service systems would not be required.