



MITIGATED NEGATIVE DECLARATION

NOTICE: Pursuant to the provisions of the California Environmental Quality Act (CEQA-Public Resources Code, Section 2110 et. seq.), the City of Upland has determined that the project referenced hereinafter will not have a significant effect on the environment.

PROJECT TITLE: WYETH COVE SPECIFIC PLAN, or BENSON AVENUE AND 15TH STREET SINGLE FAMILY RESIDENTIAL DEVELOPMENT

PROJECT LOCATION: The project site is located on the southeast corner of Benson Avenue and 15th Street in the City of Upland.

PROJECT DESCRIPTION: The proposed project is a single family detached development, consisting of up to 40 dwelling units on an approximately 4.3-acre site. To proceed with the development, the project will require adoption of the Wyeth Cove Specific Plan; a General Plan Land Use Map amendment from Light Industrial to Single Family Residential (7-10 dwelling units per acre); a Zoning Map amendment from Mixed Use to Specific Plan (SP); and a Tract Map (TTM 18106).

PROJECT PROPONENT: LEWIS INVESTMENT COMPANY, LLC, 1156 N. Mountain Avenue, P.O. Box 670 Upland, California 91785-0670.

A copy of the Initial Study, documenting reasons to support the findings that said project will not have a significant effect on the environment, is attached hereto for public review.

An Environmental Impact Report is not required for this project.

APPEALS. Any person or agency aggrieved by this decision may appeal to the Upland City Council in compliance with all provision for filing of such appeals. Any such appeal must be filed within thirty (30) days after the issuance of this decision, or it shall be dismissed by the City Council

Candida Neal	City Planner	(909) 931-4321	October 16, 2006
CONTACT PERSON	TITLE	TELEPHONE	DATE



City of Upland

INITIAL STUDY

FOR

**WYETH COVE SPECIFIC PLAN –
(BENSON AVENUE AND 15TH STREET SINGLE
FAMILY RESIDENTIAL DEVELOPMENT)**

Prepared for:

City of Upland
Community Development Department
460 N. Euclid Avenue
Upland, CA 91786-0460
(909) 931-4130
Attention: Candida Neal, City Planner

Prepared by:



Comprehensive Planning Services
P.O. Box 15592
Newport Beach, California 92659
(949) 650-3206
Attention: Joann Lombardo

October 16, 2006

TABLE OF CONTENTS

	Page No.
1. Executive Summary.....	1
2. Project Description	1
3. Evaluation Factors Potentially Affected.....	7
4. Determination.....	8
5. Evaluation of Environmental Effects.....	9
6. Environmental Impacts.....	10
7. Mandatory Findings of Significance.....	28
8. Mitigation Monitoring Program.....	29
9. Sources Cited in Evaluation of Environmental Impacts.....	30
10. List of Preparers.....	31

LIST OF EXHIBITS

Exhibit No.	Page No.
1. Project Location Exhibit.....	4
2. Proposed Concept Site Plan Exhibit.....	6
3. Project Conceptual Residential Building Design Exhibit.....	6
4. Existing Site Conditions Exhibit.....	7

LIST OF TABLES

Table No.	Page No.
1. Proposed Land Use Summary.....	4
2. Comparison of Operation Source Emissions to SCAQMD Thresholds	12

CITY OF UPLAND

ENVIRONMENTAL CHECKLIST FORM

EXECUTIVE SUMMARY:

This Initial Study assesses the potential environmental impacts of construction and operation of a single family detached development, consisting of up to 40 units on an approximately 4.3-acre site. To proceed with the development, the project will require adoption of a Specific Plan, General Plan Amendment, Zone Change, and Tentative and Final Tract Maps. This Initial Study finds that the proposed project could have a significant adverse impact relative to biological resources, hazards, noise and traffic. However, with the imposition of mitigation measures delineated herein, all potentially significant impacts associated with the project would be reduced to less than significant levels. Consequently, a Mitigated Negative Declaration will be prepared for the project.

PROJECT DESCRIPTION:

1. Project title: **Wyeth Cove Specific Plan or Benson Avenue and 15th Street Single Family Residential Development.**
2. Lead agency name and address: **City of Upland, 460 N. Euclid Avenue Upland, CA 91786-0460.**
3. Contact person and phone number: **Attention: Candida Neal, City Planner (909) 931-4321.**
4. Project location: **The project site is located in the City of Upland, on the southeast corner of Benson Avenue and 15th Street. (See Exhibit I, Project Location Map, below.)**
5. Project sponsor's name and address: **Lewis Investment Co, LLC, 1156 N. Mountain Avenue, P.O. Box 670, Upland, CA 91785-0670.**
6. General Plan Designation: Existing – **Light Industrial.** Proposed –**Single Family Residential (7-10 dwelling units per acre).**
7. Zoning Designation: Existing – **Mixed Use.** Proposed - **Specific Plan (SP).**
8. Assessor Parcel Number: **1006-231-08.**



Exhibit 1. Project Location Map

9. Description of project: (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation.)

The project consists of a comprehensive plan for the development of a residential community of up to 40 single family detached residential dwelling units. Residential development would be designed in a courtyard configuration within modules of 4 and 6 residential units surrounding a common motorcourt and open space/park area. (See Exhibit 2, Project Concept Site Plan, below.)

Proposed land uses are summarized in Table I, as follows:

Land Use	Acres	Dwelling units	Gross Density
Residential*	3.40	40	
Open Space/Recreation Area	0.30		
Streets	0.60		
Total	4.30	40	9.3 du/acre

* Includes motorcourt area.

Access to the development would be via a single looped road that enters the site from 15th Street. In the center of the road is a 0.30 acre open space area that may be used for landscaping or as a recreational amenity. Emergency vehicle access would be provided from Benson Avenue, west of the site. Each unit would contain a two-car garage. Guest parking would be at a ratio of 0.5 spaces per unit, located primarily along the Project’s looped road.

From 15th Street to the north, the development would be setback 10 feet from the property line.

From Benson Avenue to the west, the development would be setback 16 to 21 feet from the property line, consisting of a 6-foot landscaped easement, a maximum height 3-foot retaining wall with a 6-foot screening wall on top, and then a 10 to 15-foot setback. From its eastern boundary at Greenbelt Park, the development would construct a maximum height 4-foot retaining wall with a 6-foot screening wall on top at the property. Homes would be constructed with a 10 to 15-foot setback. From its southern boundary to the existing industrial building, the development would construct a maximum height 4.5-foot retaining wall with a 6-foot screening wall on top. Homes would be setback 10 feet from the property line.

The buildings would be two-story structures in a Cape-Cod or New England style design. Maximum building height would be 35 feet. (See Exhibit 3, Project Conceptual Residential Building Design, below.)

To proceed with the development, the project will require adoption of the Wyeth Cove Specific Plan; a General Plan Land Use Map amendment from Light Industrial to Single Family Residential (7-10 dwelling units per acre); a Zoning Map amendment from Mixed Use to Specific Plan (SP); and a Tract Map.

The project is proposed to be constructed in one phase, commencing early 2007 and completing one-two years following project ground-breaking.

9. Existing land uses on the project site: (Briefly describe the project's existing features)

Until the late 1960's, the site was occupied by citrus groves. Since that time, the trees have been removed. The site is currently used as a nursery.

10. Surrounding land uses and setting: (Briefly describe the project's surroundings)

The site is located in a mixed industrial, residential and recreational area. It is bordered to the west by Benson Avenue and to the north by 15th Street. To the west beyond Benson Avenue is Holliday Mining, a sand and gravel quarry. Further west is Cable Airport, a public-use airport. To the north beyond 15th Street are single-family homes and the Upland Tennis Club. Immediately east of the site is Greenbelt Park. To the south are light industrial properties. (See Exhibit 4, Existing Site Conditions, below.)

11. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.)

None.

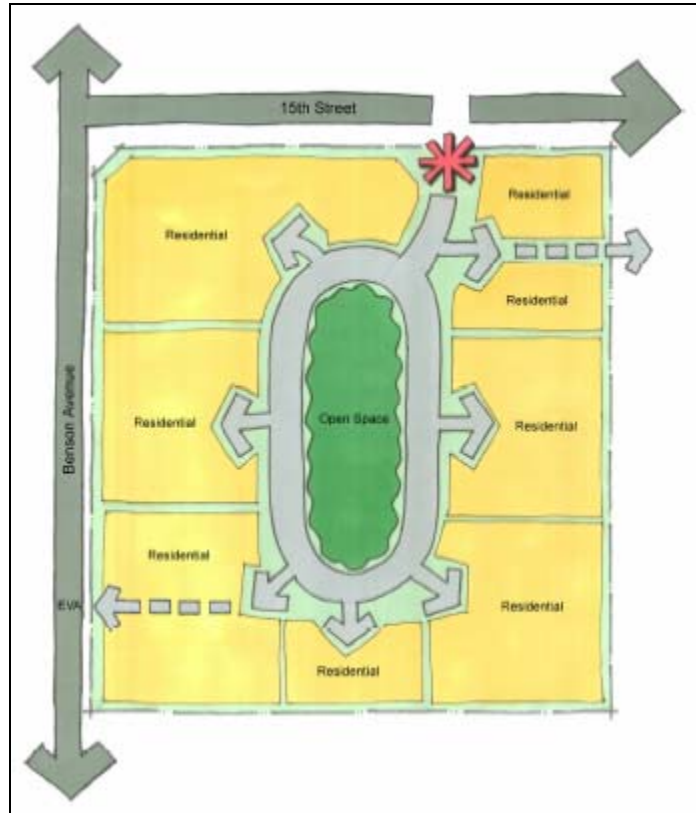


Exhibit 2. Proposed Concept Site Plan
 (Connection to the park has been removed from current site plan)

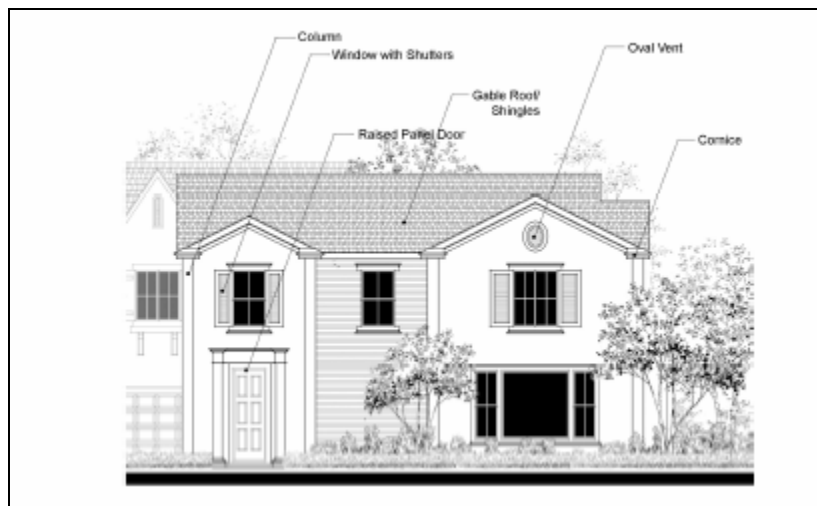


Exhibit 3. Project Conceptual Residential Building Design



Exhibit 4. Existing Site Conditions

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | | |
|---|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Hazards & Hazard Materials | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Agriculture Resources | <input type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Transportation/Traffic |
| <input type="checkbox"/> Air Quality | <input type="checkbox"/> Land Use and Planning | <input type="checkbox"/> Utilities/Service Systems |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Mandatory Findings of Significance |
| <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Noise | |
| <input type="checkbox"/> Geology/Soils (Liquefaction) | <input type="checkbox"/> Population/Housing | |
| | <input type="checkbox"/> Public Services | |

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
x	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on the attached pages have been added to the project. A MITIGATED NEGATIVE DECLARATION will be prepared.
	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
	I find that the proposed project MAY have a significant effect(s) on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets, if the effect is a "potentially significant impact" or "potentially significant unless mitigated." An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable legal standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION , including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature:

Date:

Printed Name: **Candida Neal**

Title: **City Planner**

EVALUATION OF ENVIRONMENTAL IMPACTS:

An Environmental Checklist Form (Form) has been used to evaluate the potential environmental impacts associated with the proposed project. The Form has been prepared by the Resources Agency of California to assist local governmental agencies, such as the City of Upland, in complying with the requirements of the Statutes and Guidelines for implementing the California Environmental Quality Act. In the Form, environmental effects are evaluated as follows:

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in its response. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is "Potentially Significant", "Less Than Significant With Mitigation", or "Less Than Significant". "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from an "Earlier Analyses," as described in #5 below, may be cross-referenced).
5. Earlier analyses may be used where, pursuant to tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. In this case, a brief discussion should identify the following:
 - (a) Earlier Analysis Used. Identify and state where they are available for review.
 - (b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - (c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances).
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. The explanation of each issue should identify:
 - (a) The significance criteria or threshold, if any, used to evaluate each question.
 - (b) The mitigation measure identified, if any, to reduce the impact to less than significance.

ENVIRONMENTAL IMPACTS:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
I. AESTHETICS. Would the project:				
a) Have a substantial adverse effect on a scenic vista?			X	
b) Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			X	
<p><i>I. a),b). Less Than Significant.</i> The project site is surrounded by urbanized land uses. The City of Upland General Plan designates Benson Avenue, which is directly west of the site, as a scenic highway resource. Benson Avenue is distinguished in the General Plan for its 16-foot wide median island and 16-26 foot wide parkways in the northern part of the City. Currently, there is not an enhanced median island on the portion of the Benson Avenue that fronts the project site. From Benson Avenue, the project proposes a 10 to 15-foot setback with an additional 6 feet of landscaped area. A maximum height 3-foot retaining wall with a 6-foot screening wall on top would be located at the property line adjacent to Benson Avenue. The proposed project Specific Plan outlines a series of design guidelines for wall and landscape treatment. These guidelines, in conjunction with the project Specific Plan will be subject to City Council review and approval. Project development will be subject to the Development Review process as established in Section 9404.100 of the City’s Zoning Code, which is intended to ensure a visibly pleasing development compatible with adjacent land uses and consistent with existing General Plan and Zoning policies. Therefore, potential impacts from project implementation relative to scenic vistas or resources are expected to be less than significant; and no mitigation is required.</p>				
c) Substantially degrade the existing visual character and quality of the site and its surroundings?			X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	
<p><i>I. c), d). Less Than Significant.</i> The project proposes to build a residential project consistent with the use, standards and design guideline provisions of the proposed Wyeth Cove Specific Plan. As noted in Item 1a. above, the Specific Plan outlines a series of design guidelines. These guidelines address landscape, walls, architecture, lighting and building materials. These guidelines, in conjunction with the project Specific Plan will be subject to City Council review and approval. Project development will be subject to the Development Review process as established in Section 9404.100 of the City’s Zoning Code, which aim to ensure that new development is visually compatible with surrounding uses and that no adverse impacts from new sources of light and glare occur. Therefore, identified potential for substantial adverse impacts from the project related to visual character and quality and light and glare are expected to be less than significant; and no mitigation is required.</p>				
II. AGRICULTURAL RESOURCES. Would the project:				
a) Convert Prime Farmland, Unique				X

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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?				
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?				X
<i>II. a), b), c). No Impact.</i> The project site was formerly an orchard, and is currently a nursery. The site is not identified as a Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (“Farmland”), and does not contain any Williamson Act contracts. Therefore, there is no identified potential for the project to impact agricultural resources.				
III. AIR QUALITY. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	
b) Violate any air quality standard or contribute to an existing or projected air quality violation?			X	
c) 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 with exceed quantitative thresholds for ozone precursors)?			X	
d) Expose sensitive receptors to substantial pollutant concentrations?			X	

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
--	--------------------------------	---	------------------------------	-----------

III. a), b, c), d). *Less Than Significant.* The South Coast Air Quality Management District (SCAQMD) has jurisdiction over the South Coast Air Basin in which the project site is located. The Air Quality Management Plan (AQMP) is SCAQMD's ongoing program for meeting federal and state air quality standards within the South Coast Air Basin. Despite consistent improvements in pollution levels in the South Coast Air Basin over the past 30 years, levels of reactive organic compounds (ROC) nitrogen oxides (NO_x), carbon monoxide (CO), particulate matter (PM₁₀) and sulfur oxides (SO_x) in the Basin continue to exceed state and federal standards established to protect public health.

Project construction typically emits dust and debris, a form of short-term air quality impacts. SCAQMD has established Rule 403, a series of measures intended to reduce construction dust emissions to below levels of significance. Rule 403 limits total site disturbance to ten acres or less per day. The project consists of less than five acres, and consequently would also be under the Rule 403 limits.

The SCAQMD has developed the *CEQA Air Quality Handbook* that establishes suggested operational significance thresholds based on the volume of pollution emitted. According to the Handbook, any project in the Basin with daily operational emissions that exceed any of the following thresholds should be considered as having an individually and cumulatively significant air quality impact:

- 55 lbs. per day of ROG (reactive organic gases)
- 55 lbs. per day of NO_x (oxides of nitrogen)
- 550 lbs. per day of CO (carbon monoxide)
- 150 lbs. per day of PM-10 (respirable 10-micron diameter particulate matter)
- 150 lbs. per day of SO_x (oxides of sulfur)

In accordance with SCAQMD and the California Air Resources Board directives for review of air quality impacts from land use projects, build-out year operational source emissions for the proposed 40 residential units were estimated through the URBEMIS 2002 for Windows 8.7.0 model, and are shown in Table 2 below. The analysis assesses the mobile source emissions generated by vehicles driving to and from the proposed land uses, as well as area source emissions generated by project heating and electrical systems. As noted below, the on-going operation of the project would not have a significant adverse impact relative to any of the SCAQMD measured operational thresholds.

Table 2
COMPARISON OF OPERATIONAL SOURCE EMISSIONS (40 RESIDENTIAL UNITS)
TO SCAQMD THRESHOLDS
(LB./DAY) [1]

	ROG	CO	NO _x	Particulates (PM10)	SO _x
OPERATIONAL EMISSIONS[2]	7.15	43.11	4.22	3.17	0.05
SCAQMD THRESHOLDS	55	550	55	150	150
<i>Amount in Excess (+) or Below (-) Thresholds</i>	-47.85	-506.89	-50.78	-146.83	-149.95

[1] Assumes summer temperatures, which are worse case scenario.

[2] Area emissions include building heating and electrical systems; operational emissions include vehicular emissions.

(Urbemis model output available at City of Upland Planning Division offices.)

In addition, the CEQA Handbook indicates that changes in the vehicular traffic level of service (LOS) at intersections affected by a project could result in potential carbon monoxide (CO) hotspots and potential operations related air quality impacts. As discussed later under Item XV. (Transportation and Traffic), the proposed project would not result in adverse impacts related to LOS at intersections in the vicinity of the site. Therefore, based on the screening criteria in the CEQA Handbook, the proposed project is not anticipated to result in significant long-term adverse impacts related to air quality.

Both project construction and operation are expected to be below SCAQMD thresholds of significance. Therefore,

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
potential air quality impacts from the proposed project, inclusive of cumulative net increases in criteria pollutants and exposure of sensitive receptors to substantial pollutant concentrations, are expected to be less than significant; and no mitigation is required.				
e) Create objectionable odors affecting a substantial number of people?				X
<p><i>III. e). No Impacts.</i> The proposed residential units are not expected to generate odors that would be objectionable to a substantial number of people. The nearby light industrial buildings, mining operations and Cable Airport are not known to emit objectionable odors in the vicinity of the project site. Further, City building codes will ensure buildings are properly ventilated. Therefore, impacts related to creation of objectionable odors affecting substantial numbers of people are expected to be less than significant; and no mitigation is required.</p>				
IV. BIOLOGICAL RESOURCES. Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modification, on any species identified as 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?		X		
<p><i>IV. a). Less Than Significant With Mitigation Incorporated.</i> In support of the Project, a Biological and Regulatory Constraints Analysis was prepared by PCR Services Corporation in February 2005¹. As part of this analysis, field observations would be conducted. Due to the large size of some shrubs (i.e., mule fat, black sage, and tree tobacco) and ash trees occurring on-site, the analysis concluded that to ensure the protection of nesting birds per the Migratory Bird Treaty Act (MBTA) and the protection of nests and eggs per the California Department of Fish and Game (CDFG) Code Section 3503, mitigation is required. Mitigation Measure BIO-I is added to the project to address potential impacts associated with nesting birds;</p> <p>Mitigation Measure:</p> <p>BIO-I: Any construction activities occurring within 500' of the existing site vegetation, including removal of such vegetation, shall take place outside of the nesting season (February 15th–August 15th). If vegetation removal activities must occur during the nesting season, a biological monitor shall be present during the removal activities to ensure that no active nests will be impacted. If active nests are found a 200' buffer radius (500' for raptors) will be established until the fledglings have left the nest.</p> <p>With the inclusion of Mitigation Measure BIO-I, potential adverse impacts from the proposed project relative to biological resources noise are expected to be less than significant.</p>				
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies or regulations, or by the California				X

¹ Biological and Regulatory Constraints Analysis available at City of Upland Planning Division offices.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
Department of Fish and Game or U.S. Fish and Wildlife?				
c) 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?				X
d) 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?				X
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservancy Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X
<p>IV. b), c), d),e), f). The Biological and Regulatory Constraints Analysis prepared in support of the project found no sensitive plants, wildlife, or sensitive habitats on-site. In addition, no U.S. Army Corps of Engineers and/or California Department of Fish and Game (CDFG) jurisdictional areas were observed on-site. Therefore, no focused surveys or formal delineation is necessary. There is not an adopted habitat or natural conservation plan governing the project site or surrounding area. Therefore, there is no identified potential for the project to impact these biological resources or conflict with policies or plans that protect biological resources.</p>				
<p>V. CULTURAL AND RESOURCES. Would the project:</p>				
a) Cause a substantial adverse change in the significant of a historical resource as defined in §15064.5?				X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?				X
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
d) Disturb any human remains including those interred outside of formal cemeteries?				X
<p>V. a), b), c), d). <i>No Impact.</i> No permanent structures exist on the project site. Consequently, the site does not contain historical resources as defined in Section 15064.5 of the CEQA Guidelines. The site and the adjacent areas have already been graded and developed with urban uses. According to available City records and previous archaeological and paleontological surveys proximate to the project site, no significant archaeological or paleontological resources or human remains have been recorded in or around the project site. Therefore, the project is not expected to impact the above-defined cultural resources.</p>				
VI. GEOLOGY AND SOILS. Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				X
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				
ii) Strong seismic ground shaking?				X
iii) Seismic-related ground failure, including liquefaction?				X
iv) Landslides?				X
b) Result in substantial soil erosion or the loss of topsoil?				X
c) 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 on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?				X
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or				X

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
property?				
<p>VI. a),b),c),d). <i>No Impact.</i> In support of the project, a geotechnical investigation was prepared by RMA Group in January 2005². The project site is not located within a fault zone area, and no other conditions have been identified in past records or studies that indicate unstable earth conditions or changes in geological substructures. The existing ground slopes gradually in a south to southwesterly direction. Proposed grading operation for the Project Site generally consists of clearing, grubbing, and moving of surface soils to construct building pads and driveways. Grading within the Project Site will attempt to balance cut/fills for the site. A series of retaining walls are proposed to provide level grades for construction of proposed project buildings. Grading plans for the project will be reviewed and approved by the City of Upland Building, Planning, and Engineering Departments prior to the issuance of grading permits. All grading plans and activities will conform to the City grading ordinance and dust and erosion control requirements. Therefore, there is no identified potential for the project to expose people or structures to adverse effects associated with the above geologic and soils conditions.</p>				
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				X
<p>VI. e). <i>No Impact.</i> No septic facilities are associated with the project. Therefore, soils capacity to support the use of septic tanks or alternative wastewater disposal systems is not relevant to the project.</p>				
VII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				X
b) 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?				X
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
d) 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,				X

² Geotechnical Investigation available at City of Upland Planning Division offices.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
would it create a significant hazard to the public or the environment?				
<p>VII. a), b), c), d). <i>No Impact.</i> In support of the project, a Phase I Environmental Site Assessment was prepared by LOR Geotechnical in December 2004³. The assessment found that although the site was previously used for agricultural purposes, no hazardous materials are expected to be present on the site. The project proposes single family residential use. The project does not propose the manufacture, storage or transport of hazardous materials. Based on these conditions, the Project is not expected to 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; and the proposed Project uses are not expected to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. No potential impacts from Project implementation relative to these issues are expected to occur.</p>				
e) 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?		X		
f) 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		X		

³ Phase I Site Assessment available at City of Upland Planning Division offices.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
Area?				
<p>VII. e), f). <i>Less Than Significant with Mitigation</i>. The project site is located approximately 1,500 feet from the Cable Airport runway. Cable is a privately-owned, public-use airport. It is situated on 105 acres and houses over 450 aircraft⁴. To assess whether this proximity would result in a safety hazard for future project residents, two studies were conducted: <i>Study of Potential Land Uses - City Owned Property Northeast of Cable Airport</i>, by Heliplanners (September 04); and <i>Evaluation of the Land Use Compatibility Issues - Proposed Wyeth Cove Development and the Cable Airport</i>, prepared by Walter E. Gillfillan and Associates (September 25, 2006).⁵ These studies assessed airport land use compatibility in terms of: (1) obstructions to air navigation; (2) hazards to people and property on the ground.</p> <p>As discussed in these studies, regulations that govern airport land use compatibility include: (1) criteria contained in the Federal Aviation Regulations, Part 77 for height of structures and foliage; (2) criteria from Title 21 of the California Public Utilities Code and in the FAA Advisory Circulars; and (3) guidelines contained in the CALTRANS, California Airport Land Use Planning Handbook; and (4) the Cable Airport Comprehensive Airport Land Use Plan. The FAA Federal Aviation Regulation (FAR), Part 77 is the basic reference source for determining obstructions to air navigation. The FAA requires that a formal "Notice of Intent to Construct" be submitted if a proposed project is within a defined distance from an airport. The FAA conducts a review procedure outlined in Part 77. The FAA does not "approve" a proposed project, rather it provides a written "finding" to the applicant that the project is: (1) not a problem with respect to air navigation; (2) is an obstruction, but not a hazard to air navigation; (3) is a hazard to air navigation. This finding is advisory to the applicant and to local zoning jurisdictions. The FAA has no authority to prohibit the project, though they can require marking and lighting if there is an obstruction or hazard to air navigation.</p> <p>To determine the compatibility of the proposed project with the provisions of Part 77, the studies assessed the configuration of the project site relative to Cable Airport's runway, which indicate that:</p> <ul style="list-style-type: none"> ▪ The approach to Runway 24 is a visual approach with the obstruction slope of 20:1 ▪ That the proposed project would be on terrain that slopes upward to the northeast. The proposed project would be outside of the Runway Protection Zone and would be located mostly in the Transition Surface of the Part 77 criteria, with the outer edge located in the Horizontal Surface ▪ The existing ground elevations at the site vary from 1,480 feet msl (mean sea level) to 1,495 feet msl. The graded pad elevations would vary from 1,480 feet to 1,495 feet. <p>Based on these elevations, structures or vegetation on the project site could vary from 80 to 94 feet above ground level before becoming an obstruction to air navigation as defined by the Part 77 criteria. The project proposes a maximum building height of 35 feet.</p> <p>The Cable Airport Comprehensive Airport Land Use Plan (CACALUP), adopted December 1981, establishes a series of areas in which certain types of land uses are discouraged due to potential aviation safety impacts. These areas include:</p> <ul style="list-style-type: none"> ▪ Clear Zone (Extreme Crash Hazard) ▪ Safety Area 1 (Significant Crash Hazard) ▪ Safety Area 2 (Moderate Crash Hazard). <p>The project site lies within Safety Area 2, which encompasses a 5,000 foot radius of the runway ends. Structures within this area should not reflect glare, emit electronic interference or produce smoke as to endanger aircraft operations. The project does not propose reflective materials, or electronic or smoke producing facilities.</p>				

⁴ Cable Airport website: <http://www.cableairport.com/history/htoday.htm>; accessed October 16, 2006.

⁵ Technical studies are available at City of Upland Planning Division offices.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
<p>The two airport land use compatibility studies both conclude as follows:</p> <ul style="list-style-type: none"> ▪ The proposed project elevations and building heights are well within FAA Part 77 criteria. ▪ Residential land uses are permitted on the project site according to the CACALUP, subject to height and noise restrictions. ▪ According to the CALTRANS Handbook, residential land uses are generally permitted on the project site. <p>The project is not expected to obstruct air navigation or create hazards to people and property on the ground. However, to ensure that project development occurs consistent with proposed plans and applicable airport land use compatibility regulations, Mitigation Measures HAZ-1, HAZ-2 and HAZ03 will be added to the project to ensure no such conflicts occur.</p> <p><u>Mitigation Measure:</u></p> <p>HAZ-1: No structures or vegetation on the project site shall exceed 80 feet above ground level in order to avoid obstruction to air navigation as defined by FAA Part 77 criteria.</p> <p>HAZ-2: No materials or activities at the project site shall be permitted that interfere with CACALUP Safety Area 2 provisions. These provisions include restrictions against any reflective or glare producing materials, and any equipment or activity that would emit electronic interference or produce smoke as to endanger aircraft operations.</p> <p>HAZ-3: Prior to issuance of building permits, the applicant shall be responsible for submittal of a “Notice of Intent to Construct” (Form 7460-1) to the FAA. Construction of the project shall not proceed prior to receipt of a writing finding of compliance (or “non-hazard”) by FAA.</p> <p>With the inclusion of Mitigation Measure HAZ-1, potential adverse impacts from the proposed project relative to airport related hazards are expected to be less than significant.</p>				
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
<p>VII. g). <i>No Impact.</i> As discussed above, vehicular entrance to the site will be from two points on Benson Avenue. The project is expected to accommodate emergency vehicles and response, and is not expected to interfere with an adopted emergency response or evacuation plan.</p>				
h) 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?				X
<p>VII. h). <i>No Impact.</i> The project area is urbanized and is surrounded by urban land uses. The Upland General Plan does not identify risk of wildland fires as a concern within the area of the project site. Therefore, there is no identified potential for impacts on the environment due to wildland fires.</p>				
VIII. HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or				X

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
waste discharge requirements?				
b) 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)?				X
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?				X
d) 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?				X
e) 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?				X
<p><i>VIII. a) b), c), d), e). No Impact.</i> The project proposes a catch basin and storm drain system that would capture site drainage at the southern portion of the interior loop road and carry it over to the existing storm drain facility at Benson Avenue. The project would be conditioned to comply with applicable NPDES (National Pollution Discharge Elimination System) and WQMP (Water Quality Management Plan) requirements to ensure that water quality is maintained to federal, state and local standards. The project site is not within an area of high ground water and is not expected to impact existing groundwater. Therefore, there is no identified potential for the project to result in adverse impacts to water quality, groundwater supply or drainage patterns.</p>				
f) 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?				X
g) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				X
h) Expose people or structures to a				X

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				
VIII. c), d), e), f), g), h). <i>No Impact.</i> The project site has no natural drainage course on-site or adjacent to the site. According to the geotechnical study prepared on behalf of the project and available City information, the site is not within a 100-year flood hazard area or an area susceptible to flooding. Therefore, there is no identified potential for the project to cause adverse impacts relative to drainage or flooding.				
i) Inundation by seiche or mudflow?				X
VIII. i). <i>No Impact.</i> The project site is not adjacent to a natural water course; and according to the geotechnical study prepared on behalf of the project, the project site is not within a seismically hazard area. Therefore, potential impacts related to seiche or mudflow are not relevant to the project.				
IX. LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?				X
b) 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?				X
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				X
IX. a), b), c). <i>No Impact.</i> Development of the proposed project would result in the adoption of a specific plan that would permit residential development. Existing land uses surrounding the site consist of a mix of residential, industrial and recreational uses. The requested Specific Plan, General Plan Land Use Map Amendment, Zoning Map Amendment and tract map applications have been submitted in compliance with City codes, and if approved, would enable the project to develop as the proposed single family detached residential project. From a land use perspective, the proposed project is consistent with surrounding development to the north and east, and provides landscaped setbacks and screening walls to buffer the proposed residential development from adjacent industrial type uses. The project is not expected to physically divide an established community. Subject to the City review and approval of the requested land use applications, the project would comply with existing land use policies. The project site is urbanized and not located within an adopted habitat conservation plan area. Consequently, no adverse impacts relative to land use and planning are expected to occur because of the project.				
X. MINERAL RESOURCES. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the				X

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
residents of the state?				
b) Result in 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?				X
<p>X. a), b). <i>No Impact.</i> To the west beyond Benson Avenue is a sand and gravel operation. The operations are screened from Benson Avenue and public view with fencing and landscape. These operations are located within a depressed landform directly north of Cable Airport and south of State Route 210. The project would not affect these existing mining operations. Therefore, potential impacts on the environment due to a loss of availability of known regionally or locally important mineral resources are not expected to occur as a result of the project.</p>				
XI. NOISE. Would the project:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		X		
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?		X		
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?		X		
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?		X		
e) 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 expose people residing or working in the Project Area to excessive noise levels?		X		
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the Project Area to excessive noise levels?		X		

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact

XI. a), b), c), d), e), f). *Less Than Significant With Mitigation.* To assess potential noise impacts from project development, a noise analysis by Giroux & Associates was prepared (dated January 2006)⁶. The *Evaluation of the Land Use Compatibility Issues- Proposed Wyeth Cove Development and the Cable Airport*, discussed in Section VII, above, assessed potential airport noise issues associated with the project's proximity to Cable Airport. In accordance with City of Upland and State of California noise standards, acceptable noise standards for residential development are 65 dB CNEL for exterior noise and 45 dB CNEL for interior noise. Two sources of noise potentially impacting the proposed residential development are traffic noise from Benson Avenue and airport noise from Cable Airport. Traffic noise has day/night oscillations, but noise near a busy street is semi-continuous. The predicted noise level at 50 feet from the Benson Avenue centerline is 71 dB CNEL. The closest building façades proposed by the project are approximately 80 feet east of the Benson Avenue centerline. At this distance, exterior noise levels at the homes fronting the Boulevard will exceed 65 dB CNEL. The proposed project 6-foot screening wall at its property line adjacent to Benson Avenue will help attenuate traffic noise. To meet interior noise standards of 45 dB CNEL, dual paned windows and supplemental mitigation, see below, would be needed. Although noise levels from traffic along 15th Street are expected to be within acceptable ranges, the proposed project 6-foot screening wall at its property line adjacent to 15th Street is needed to meet accepted interior noise standards.

The FAA establishes a compatible noise exposure level at 65 dB CNEL for existing residential land uses. Aircraft noise is characterized by short-term single events with long intervening periods of quiet. Airport noise is centered on the runway, and near the approach and the take-off ends. The main runway at Cable Airport is oriented SW-NE. The noise "envelope" remains well outside the project site; and airport noise exposure at the project site is expected to be 50-55 dB CNEL. According to the Cable Airport Master Plan, the project would be clearly located outside of the 65 dB CNEL noise contours shown in the airport Master Plan and most likely outside of the 60 CNEL as well.

There is no measurable cumulative noise interaction between the airport and Benson Avenue traffic. Although the integrated noise exposure of aircraft activity is negligible, single event noise could be occasionally audible and pose a potential annoyance to future project residents. The greatest single event noise associated with airports is typically jet noise. At this time, there is no jet traffic at Cable Airport⁷. However, because single event noise could occur, future project residents should be informed that their units are near the Cable Airport flight path with occasional single-event audibility even though the site is outside the airport's integrated (CNEL) noise footprint.

To reduce potential noise impacts associated with constructing a residential development in close proximity to Benson Avenue and Cable Airport, the following mitigation measures are added to the project.

Mitigation Measures:

NOI-1: Six-foot high (above pad grade) masonry walls shall be provided along the Benson Avenue and 15th Street perimeters in order to meet City exterior noise standards.

NOI-2: The rear and sides of the upstairs of all residences along the Benson Avenue and 15th Street perimeters shall have STC=27 or higher dual-paned windows, and French or sliding doors with an STC rating of 26 or higher.

NOI-3: All northern and western perimeter units should have central air conditioning as a standard feature, and shall be equipped to provide 75 CFM of supplemental ventilation. Any intake ducts for the fresh make-up air should be oriented on the front of the roof of the structure away from the perimeter roadway.

NOI-4: A supplemental acoustical analysis shall be submitted in conjunction with the issuance of building permits to verify that adequate structural noise protection exists in perimeter residences adjoining Benson Avenue or 15th Street in order to meet the 45 dB CNEL interior standard.

⁶ Noise analysis available at City of Upland Planning Division offices.

⁷ Phone conversation with Cable Airport offices, October 16, 2006.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
--	--------------------------------	---	------------------------------	-----------

NOI-5: Residents shall be notified through a statement provided in the project CC&Rs and a recorded covenant on the deed of each unit that explains the location of the airport in relation to the project site, and that single event aircraft noise could be occasionally audible even though the site is well outside the adopted noise impact zone for Cable Airport.

With the inclusion of Mitigation Measures NOI-1-5, potential adverse impacts from the proposed project relative to noise are expected to be less than significant.

XII. POPULATION AND HOUSING. Would the project:

a) 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)?			X	
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?			X	
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?			X	

Xii. a),b),c). Less Than Significant. The project will provide up to 40 new residential units in the City. Based on an average household size of 2.894 persons⁸, these units could yield about 116 persons. With a City population of 72,709⁹, these units would increase Upland’s population by 0.16%, an amount less than one percent and considered less than significant. Additionally, because the project site is an infill site and will be served by existing roads and infrastructure, the additional residential units are not expected to induce substantial population growth. The project site does not contain any existing housing. Consequently, the project is not expected to displace substantial numbers of existing housing or people. Potential project impacts to population and housing are considered less than significant.

XIII. PUBLIC SERVICES. Would the project: result in substantial adverse physical impacts associated with 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, response times or other performance objectives for any of the public services:

a) Fire protection?				X
b) Police protection?				X
c) Schools?				X
d) Parks?				X
e) Other public facilities?				X

⁸ Average household size based on average for Upland, State of California Department City/County Population Projects, 1/2004.

⁹ Ibid.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
<p><i>XIII. a), b),c), d), e). No Impact.</i> As discussed under item XII. above, the proposed development would increase City population by less than one percent. City of Upland will provide fire and police protection services; and the project would be required to pay applicable school and park fees. The project is not expected to result in a demand for public services that would exceed available capacity. Therefore, the project is not expected to result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services.</p>				
XIV. RECREATION:				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?				X
<p><i>XIV. a), b). No Impact.</i> As discussed under item XII, above, the proposed development is not expected to induce substantial population growth. The project will be required to pay applicable City park fees. The estimated 116 residents that the project will generate are not expected to significantly impact City recreation facilities. As part of the project, 0.3 acres of open space/recreation area would be provided. Potential impacts associated with construction of the project recreational facilities are addressed as part of this environmental assessment, and not expected to have a significant impact. Therefore, the project is not expected to cause a substantial physical deterioration of an existing recreation facility; nor is the project expected to require the construction or expansion of a recreation facility. No potential adverse impacts from the project relative to recreation are identified.</p>				
XV. TRANSPORTATION/ TRAFFIC. Would the project:				
a) Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?		X		
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated		X		

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
roads or highways?				
<p>XV. a), b). <i>Less Than Significant With Mitigation.</i> To assess potential traffic impacts from project development, a traffic analysis by LSA was prepared (dated June 2005) ¹⁰. The traffic analysis evaluated potential project traffic impacts at the following intersections:</p> <ul style="list-style-type: none"> ▪ Benson Avenue and 16th Street ▪ Benson Avenue and 15th Street ▪ Benson Avenue and Foothill Boulevard ▪ Cloverdale Avenue and 15th Street ▪ Mountain Avenue and 15th Street <p>Currently, all of the study area intersections are operating at Level of Service (LOS) D, or better, with the exception of Benson Avenue and 15th Street during the p.m. peak hour. An LOS D means that a roadway is functioning at between 81-90% of capacity; traffic has a high-density, but stable flow, and speed and freedom to maneuver are severely restricted. According to the City General Plan, an LOS D is the maximum acceptable traffic level for urban areas.</p> <p>The project is expected to generate 39 a.m. peak hour vehicular trips and 52 p.m. peak hour trips, with an average of 488 total daily trips. Build-out of the project is expected to occur by year 2009. With and without the project, LOS conditions at above listed intersections in year 2009 are expected to operate at acceptable levels, with an LOS D or better with the exception of Benson Avenue and 15th Street during the p.m. peak hour. By year 2015, assuming build-out of surrounding areas and cumulative traffic, LOS conditions are expected to continue to operate at acceptable levels with and without the project, with the exception of Benson Avenue and 15th Street during the p.m. peak hour.</p> <p>To mitigate the unacceptable p.m. peak hour conditions at Benson Avenue and 15th Street, the traffic study recommends that traffic signal be installed at that intersection and that the project pays its fair share contribution toward that signal. Mitigation Measure TR-1 will be added to the project to ensure the project's fair share contribution.</p> <p><u>Mitigation Measure:</u></p> <p>TR-1: The project applicant shall pay its fair share toward the installation of a traffic signal at Benson Avenue and 15th Street, as determined by the City Traffic Engineer.</p> <p>County Congestion Management Plan (CMP) policies establish a peak hour LOS standard of E. The project is not expected to exceed this CMP standard at any time. With the inclusion of Mitigation Measure TR-1, potential adverse impacts from the proposed project relative to traffic are expected to be less than significant.</p>				
c) 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?		X		
<p>XV. c). <i>Less Than Significant with Mitigation.</i> As discussed under Item # VII, above, the project site lies within CACALUP Safety Area 2. Although the project does not propose reflective materials, or electronic or smoke producing facilities that would conflict with Safety Area 2 policies, Mitigation Measure HAZ-1 will be added to the project to ensure no such conflicts occur. With the inclusion of Mitigation Measure HAZ-1, potential adverse impacts from the proposed project relative to airport related hazards are expected to be less than significant.</p>				
d) Substantially increase hazards due to a design feature (e.g., sharp curves or				X

¹⁰ Traffic impact analysis available at City of Upland Planning Division offices.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
dangerous intersections) or incompatible uses (e.g., farm equipment)?				
e) Result in inadequate emergency access?				X
f) Result in inadequate parking capacity?				X
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				X
<p>XV. d),e),f). <i>No Impact.</i> As discussed above, vehicular entrance to the site will be from two points on Benson Avenue. The project is expected to accommodate emergency vehicles and response. The project proposes to provide on-site parking at 0.5 spaces per unit, consistent with the City Zoning Code. Transit service is provided to the project site by Omnitrans. Bus service is provided on Benson Avenue. Therefore, the project will not result in substantial adverse impacts to traffic safety, emergency access, parking or alternative modes of transportation.</p>				
XVI. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			X	
b) 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?			X	
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project as projected demand in addition to the provider's existing commitments?			X	
d) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
e) Have sufficient water supplies available to serve the project from existing entitlements and resources, or new or expanded entitlements needed?			X	

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X	
g) Comply with federal, state and local statutes and regulations related to solid waste?			X	

XVI. a), b), c), d), e), f), g). *Less Than Significant Impact.* Sewer service for the project will be provided the Inland Empire Utilities Agency (IEUA). The project will convey sewage through on-site sewer lines and laterals which will connect to the existing sewer main adjacent to Benson Avenue. Water for the project will be supplied by the City of Upland Water Department, with supplemental water provided by IEUA. The project water connection will be to the existing 8-inch water lines adjacent to Benson Avenue and 15th Street. Sewer service to the Project Site will be provided by the City of Upland. Off- site sewer facilities available to serve the Project Site include an existing 8 inch sewer main located in Benson Avenue, adjacent to the Project Site. Development of the project will include installation of 4 inch lateral sewer pipes on-site as well as an 8 inch sewer main. As discussed under item VIII, above, the project will provide an on-site catch basin and connect to the existing storm drain on Benson Avenue. The City of Upland will provide solid waste collection services for the project through a franchise agreement with Burrtec Waste Industries, Inc., a private refuse hauler. To reduce the amount of solid waste, the project will be required to comply with the City recycling policy, in compliance with AB 939, the California Integrated Waste Management Act of 1989 that requires local jurisdictions to recycle up to 50% of their solid waste. Although, the project will place residential units on a site previously designated for commercial uses, it is not expected to result in a demand for utilities that would exceed available capacity. Similarly, the project is expected to comply with applicable wastewater and solid waste statutes and regulations. Consequently, potential project impacts relative to utilities are expected to be less than significant, and no mitigation is required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
XVII. MANDATORY FINDINGS OF SIGNIFICANCE				
A. Does the project 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 animal community, reduce the number or restrict the range of a rare or an endangered threatened species, or eliminate important examples of the major periods of California history or prehistory?		X		
<p><i>XVII. A. Less Than Significant with Mitigation Incorporated.</i> As discussed in Item IV above, there is some potential that nesting birds could locate in existing site vegetation. Mitigation Measure BIO-I has been added to the project to reduce these impacts to less than significant levels. As discussed under Item V, above, no significant historical, archaeological or paleontological resources or human remains have been recorded in or around the project site. Therefore, with the inclusion of BIO-I, the potential for the project to substantially degrade the quality of the environment is less than significant.</p>				
B. Does the project have impacts that are individually limited, but cumulatively considerable? (Are the incremental effects of the project considerable when viewed in connection with those of past projects, those of other current projects, and those of probable future projects)			X	
<p><i>XVII. B. Less Than Significant.</i> As discussed under Items III and XV, above, air quality emissions associated with the project are regulated by SCAQMD, and with mitigation measure TR-I, potential adverse traffic impacts associated with the project would be reduced to less than significant levels. The project is expected to be consistent with the CMP. The project will not result in significant cumulative impacts relative to air quality and traffic.</p>				
C. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?				X
<p><i>XVII. C. No Impact.</i> The proposed project will not involve the use or transport of hazardous materials that could affect human health. The project will not cause substantial adverse effects on human beings.</p>				

MITIGATION MONITORING PROGRAM

The following environmental mitigation measures shall be incorporated into the project development as conditions of approval. The project applicant shall secure a signed verification for the mitigation measures that indicates that the mitigation measures have been complied with and implemented, and fulfill the City environmental and other requirements (Public Resources Code Section 21081.6.) Final clearance shall require all applicable verifications as included in the following table. The City of Upland Community Development Department has primary responsibility for monitoring and reporting the implementation of the mitigation measures. The mitigation measures are identified by impact category and numbered for ease of reference.

MITIGATION MONITORING PROGRAM				
MITIGATION MEASURE	TIMING	VERIFICATION OF COMPLIANCE		
		DEPARTMENT:	SIGNATURE:	DATE:
BIOLOGICAL RESOURCES				
BIO-1: Any construction activities occurring within 500' of the existing site vegetation, including removal of such vegetation, shall take place outside of the nesting season (February 15th–August 15th). If vegetation removal activities must occur during the nesting season, a biological monitor shall be present during the removal activities to ensure that no active nests will be impacted. If active nests are found a 200' buffer radius (500' for raptors) will be established until the fledglings have left the nest.	Prior to any construction activities,	Community Development Department		
HAZARDS				
HAZ-1: No structures or vegetation on the project site shall exceed 80 feet above ground level in order to avoid obstruction to air navigation as defined by FAA Part 77 criteria.	On-going.	Community Development Department		
HAZ-2: No materials or activities at the project site shall be permitted that interfere with CACALUP Safety Area 2 provisions. These provisions include restrictions against any reflective or glare producing materials, and any equipment or activity that would emit electronic interference or produce smoke as to endanger aircraft operations.	On-going.	Community Development Department		
HAZ-3: Prior to issuance of building permits, the applicant shall be responsible for submittal of a "Notice of Intent to Construct" (Form 7460-1) to the FAA. Construction of the project shall not proceed prior to	Prior to issuance of building permits.	Community Development Department		

MITIGATION MONITORING PROGRAM

MITIGATION MEASURE	TIMING	VERIFICATION OF COMPLIANCE		
		DEPARTMENT:	SIGNATURE:	DATE:
receipt of a writing finding of compliance (or “non-hazard”) by FAA.				
NOISE				
NOI-1: Six-foot high (above pad grade) masonry walls shall be provided along the Benson Avenue and 15th Street perimeters in order to meet City exterior noise standards.	Prior to issuance of any building permit.	Community Development Department		
NOI-2: The rear and sides of the upstairs of all residences along the Benson Avenue and 15th Street perimeters shall have STC=27 or higher dual-paned windows, and French or sliding doors with an STC rating of 26 or higher.	Prior to issuance of any building permit.	Community Development Department		
NOI-3: All northern and western perimeter units should have central air conditioning as a standard feature, and shall be equipped to provide 75 CFM of supplemental ventilation. Any intake ducts for the fresh make-up air should be oriented on the front of the roof of the structure away from the perimeter roadway.	Prior to issuance of any building permit.	Community Development Department		
NOI-4: A supplemental acoustical analysis shall be submitted in conjunction with the issuance of building permits to verify that adequate structural noise protection exists in perimeter residences adjoining Benson Avenue or 15th Street in order to meet the 45 dB CNEL interior standard.	Prior to issuance of any building permit.	Community Development Department		
NOI-5: Residents shall be notified through a statement provided in the project CC&Rs and a recorded covenant on the deed of each unit that explains the location of the airport in relation to the project site, and that single event aircraft noise could be occasionally audible even though the site is well outside the adopted noise impact zone for Cable Airport.	Prior to issuance of any building permit.	Community Development Department		
TRAFFIC				
TR-1: The project applicant shall pay its fair share toward the installation of a traffic signal at Benson Avenue and 15th Street, as determined by the City Traffic Engineer.	Prior to issuance of the first certificate of occupancy.	Traffic Engineering Division / Public Works Division		

SOURCES CITED IN EVALUATION OF ENVIRONMENTAL IMPACTS:

Section 15150 of the State CEQA Guidelines permits an environmental document to incorporate by reference other documents that provide relevant data. The documents outlined below are hereby incorporated by reference, and the pertinent material is summarized throughout this Initial Study where that information is relevant to the analysis of impacts of the proposed project. All documents incorporated by reference are available for review at the City of Upland Planning Department, 460 N. Euclid Avenue, Upland, CA 91786-0460. The office hours are Monday through Friday between 8:00 a.m. and 5:00 p.m.

1. City of Upland General Plan (current)
2. Zoning Code of the City of Upland (current)
3. CEQA Implementing Procedures, City of Upland (current)
4. Biological and Regulatory Constraints Analysis, PCR Services Corporation (February 2005)
5. Geotechnical Investigation for Proposed Residential Development Southeast of Benson Avenue & West 15th Street, Upland, CA., RMA Group (January 2005)
6. Phase I for Proposed Residential Development Southeast of Benson Avenue & West 15th Street, Upland, CA., LOR Geotechnical Group (December 2004)
7. Study of Potential Land Uses City Owned Property Northeast of Cable Airport, Heliplanners (September 04)
8. Evaluation of the Land Use Compatibility Issues- Proposed Wyeth Cove Development and the Cable Airport, Walter E. Gillfillan and Associates (September 25, 2006).
9. Noise Study for the Upland Benson & 15th, Giroux & Associates (January 2006)
10. Traffic Study for the Upland Benson & 15th, LSA (June 2005)

LIST BELOW THE PERSON OR PERSONS WHO PREPARED OR PARTICIPATED IN THE PREPARATION OF THE INITIAL STUDY:

1. Environmental Consultant: Joann Lombardo, Comprehensive Planning Services
2. City Staff: Candida Neal, City Planner