Staff Report City of Loma Linda

From the Department of Community Development

PLANNING COMMISSION MEETING OF OCTOBER 5, 2005

TO: PLANNING COMMISSION

FROM: DEBORAH WOLDRUFF, AICP, DIRECTOR,
COMMUNITY DEVELOPMENT DEPARTMENT

SUBJECT: **PRECISE PLAN OF DESIGN (PPD) NO. 05-06 (Spreen Honda)**

SUMMARY

The project is a request to demolish the existing Spreen Honda dealership storefront, interior offices, service write-up kiosk and add approximately 26,000 square feet that includes a new showroom and offices, car-wash and detailing building, and a four-bay express lube center. The site is located at approximately 1,100 feet east of the centerline of Anderson Street on the north side of Redlands Boulevard (25050 Redlands Boulevard; APN 0281-381-03) in the East Valley Specific Plan General Plan land use designation and the General Commercial (CG) zone (see Attachment A, Vicinity Map). A copy of the project plans is available in Attachment B.

RECOMMENDATION

The recommendation is that the Planning Commission recommends the following actions to the City Council:

1. Adopt the Negative Declaration (Attachment C); and,

2. Approve PPD No. 05-06 based on the Findings, and subject to the attached Conditions of Approval (Attachment D).

PERTINENT DATA

Property Owner/Applicant:	Spreen Investment Company
General Plan/Zoning:	Neighborhood Specialized Community/East Valley Specific Plan
Site:	A 4.5-acre rectangular site
Topography:	Gently sloping to the northwest at a one or two percent grade

Vegetation:	Landscaping around the perimeter
Special Features:	Existing auto dealership

BACKGROUND AND EXISTING SETTING

Background

Under Precise Plan of design No. 89-12, the existing Spreen Honda dealership was approved in early 1991 as a new and used auto dealership with an associated repair facility and a car washing facility and car washing facility.

On June 8, 2005, the applicant submitted a Precise Plan of Design application to demolish portions of the existing dealership and remodel with additional showroom space and a new lube and oil change facility.

On June 28, 2005 and August 23, 2005, the Administrative Review Committee (ARC) reviewed the project and forwarded it to the Planning Commission with a recommendation for approval. The draft environmental document was prepared and the ARC comments have been incorporated into the project.

Existing Setting

The dealership is located on the north-side of Redlands Boulevard approximately 1,100 feet east of Anderson Street within the East Valley Corridor Specific Plan. Prior to the late 1970s, the site was an active citrus grove; however, the citrus trees were removed sometime after that and the site remained vacant until it was developed in 1991.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) STATUS

On September 14, 2005, staff prepared the Initial Study pursuant to CEQA and issued a Notice of Intent (NOI) to adopt a Negative Declaration. The mandatory CEQA public review began on Thursday, September 15, 2005 and ends on Wednesday, October 5, 2005. All of the potential project impacts identified in the Initial Study are below a level of significance.

ANALYSIS

Project Description

As previously stated, the project is a request to demolish the existing Spreen Honda dealership storefront, interior offices, service write-up kiosk and add approximately 26,000 square feet that includes a new showroom and offices, car-wash and detailing building, and a four-bay express lube center.

Public Comments

On September 26, 2005, staff received a comment letter from the Waste Management of Inland Empire identifying concerns of demolition debris. The Waste Management is requesting that the project follow the construction and demolition debris program that will effectively reduce the amount of disposal delivered to the landfill. Per the City of Loma Linda recycling program, the applicant shall follow the standards outlined in the recycling and reuse of the demolition materials.

Public notices for this project were posted and mailed to parcel owners within 300 feet of the project site on September 15, 2005. To date, the department has received no additional written comments on the project. A copy of the comment letter from Waste Management is available in Attachment E.

Site Analysis

Currently, the project site consists of one (1) developed parcel surrounded by commercial developments. The properties to the east, west and south are zoned General Commercial (C-G) and are developed with auto dealerships, a sit-down restaurant and mixture of commercial retail and services and antique shops. The property to the north is Interstate 10 freeway.

The proposed project will demolish portions of the existing Spreen Honda dealership and add approximately 26,000 square feet of new square footage. The proposed site plan indicates that the project will add a new lube center to the western portion of the project site, expand the existing drive-up service area, enlarge the showroom along Redlands Boulevard and provide additional offices. The new carwash and detail building is proposed at the center of the existing dealership surrounded by the existing showroom and service bays to the north, south and east. The west side of the carwash building will be visible and open to the in-service parking area and new vehicle staging area.

The proposal indicates two entrances from Redlands Boulevard, one directly off of Redlands Boulevard and one off of a loop road that provides access to all of the dealerships in the vicinity. These two entrances are existing and no new access points or modifications to existing entrances are required.

The subject site is approximately 540 feet by 370 feet in size, with a front yard building setback along Redlands Boulevard identified as 133 feet. The side-yard setback is identified as 59 feet to the west and 85 feet to the east from the new addition. The rear-yard setback is identified at 78 feet from the existing building. The East Valley Corridor Specific Plan requires a minimum of 25 foot front and street side-yard setbacks and a zero rear-yard setback if not adjacent to residential development. The customer and employee parking will be located to the east of the proposed building.

The existing landscape in and around the facility will be protected in place. Additional landscaping is proposed at the western portion of the project adjacent to the new lube and oil facility. The project indicates incorporation of African Sumac trees, Queen Palms, Day Lily, Privet, and Indian Hawthorne around the parking spaces near Redlands Boulevard. The existing and additional proposed landscaping meets the requirements of the East Valley Corridor Specific Plan.

The project consists of 344 parking spaces, including six (6) accessible parking spaces with two van accessible spaces. Per East Valley Corridor Specific Plan parking requirement, the total number of parking required for this project is 199 parking spaces for display area, offices, warehousing, and auto repair. By providing a total of 344 parking spaces, the applicant meets and exceeds the minimum parking requirement for auto dealership with ancillary uses.

Because the project proposes buildings that exceed 20,000 square feet, the Planning Commission will act as an advisory body to the City Council. The City Council is the final, reviewing authority for these types of projects pursuant to LLMC §2.24.050(B)(1) (Advisory).

Architecture Analysis

The building incorporates varying vertical heights and setbacks to allow for interest in the auto dealership. The exterior of the building will be made up of a "natural white sand-pebble" stucco covered wall with Honda blue band along all four sides of the building. The main entrance is proposed with a blue cylindrical façade (tower) that will display the large Honda emblem in silver metallic color. The tower element is approximately 28 feet with minor articulations at the top and at the mid-point to provide visual interest. On the front elevation, along Redlands Boulevard, the applicant is proposing to incorporate a wavy blue band to the east side of the façade. The proposed elevation is a signature Honda Corporate design and all of the Honda dealerships are required to change the colors and elevations of their structures in the next several years.

The windows are flat-square clear glass with silver anodized frames. The smaller windows located to the upper section of the building face will break up the plain building wall along east, north and west sides of the building. The building also incorporates different roof lines to break up a straight line. A flat roof is proposed along all four sides of the building to match the existing roofline. The proposal has a maximum vertical height of 28 feet, with the lowest point at 18 feet in height.

Findings

According to LLMC Section 17.30.290, Precise Plan of Design (PPD), Application Procedure, PPD applications shall be processed using the procedure for a variance (as outlined in LLMC Section 17.30.030 through 17.30.060) but excluding the grounds (or

findings). As such, no specific findings are required. However, LLMC Section 17.30.280, states the following:

> "If a PPD would substantially depreciate property values in the vicinity or would unreasonably interfere with the use or enjoyment of property in the vicinity by the occupants thereof for lawful purposes or would adversely affect the public peace, health, safety or general welfare to a degree greater than that generally permitted by this title, such plan shall be rejected or shall be so modified or conditioned before adoption as to remove the said objections."

The project is consistent with the existing and Draft General Plan Land use designations and in compliance with the C-G zone, which permits auto dealerships, and related uses [pursuant to East Valley Corridor Specific Plan Chapter 7, Section EV3.0710. The proposed auto sales use is compatible with the existing and future land uses in the surrounding area.

The project will provide improvements in the form of a 26,000 square foot addition to the existing auto dealership with on-site improvements including parking, lighting, landscaping and other related improvements. Staff recommends approval of the project because it will allow a local business to grow and expand, and also, because the project will not adversely affect property values in the vicinity, or unreasonably interfere with the use and enjoyment of nearby properties. The project will not adversely affect the public peace, health, safety or general welfare of the community.

CONCLUSION

Staff recommends approval of the project because the project is consistent with the existing and Draft General Plan and incompliance with the zoning. The auto dealership use is compatible with the existing and future uses in the surrounding area. The Draft NOI/Initial Study was prepared pursuant to CEQA and the CEQA Guidelines and mitigation measures have been incorporated into the project as Conditions of Approval.

Report prepared by:

H. P. Kang
Senior Planner

ATTACHMENTS

A. Vicinity Map
B. Site Plans
C. Negative Declaration (NOI/Initial Study)
D. Conditions of Approval
E. Letter from the Waste Management

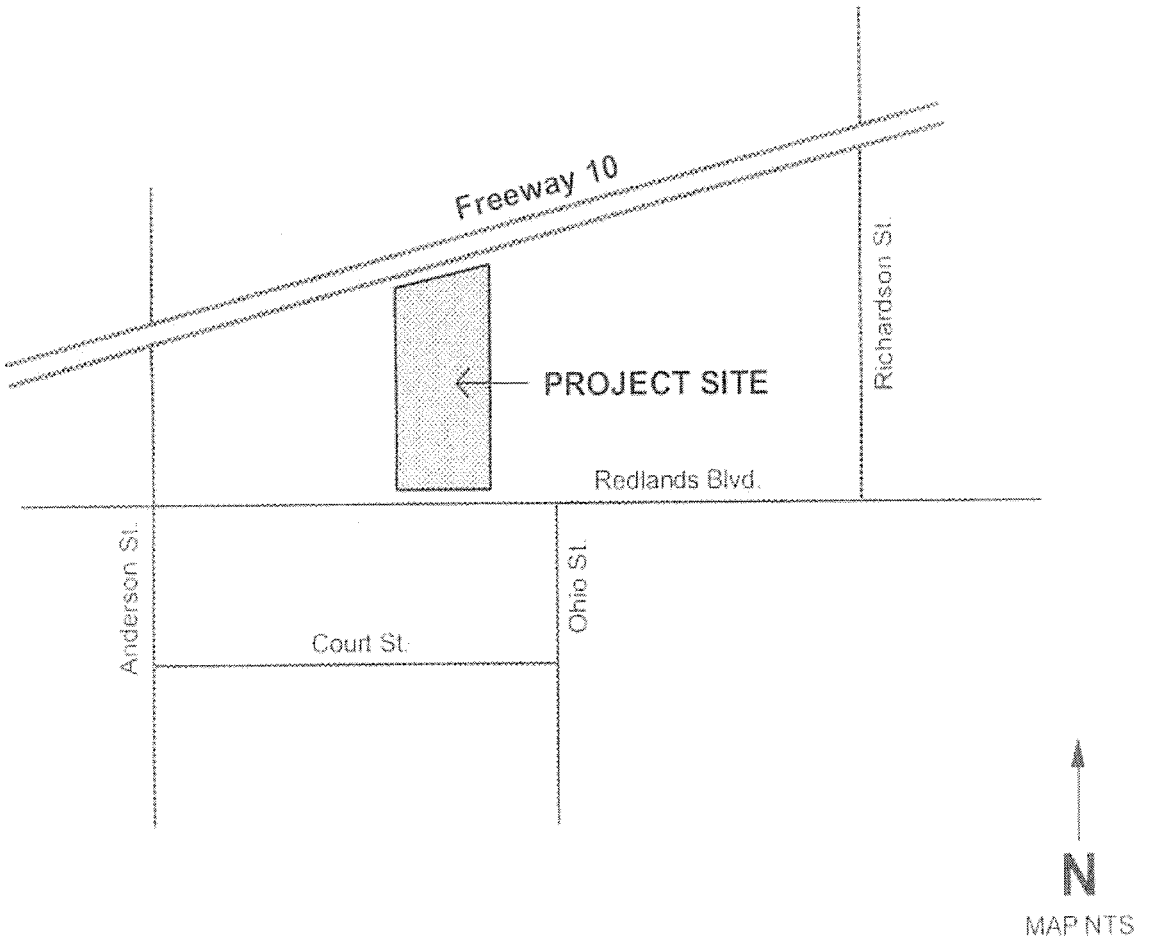
Attachment A

Vicinity Map
PPD 05-06

October 5, 2005

City of Loma Linda

Community Development Department
25541 Barton Road, Loma Linda, CA 92354
(909) 799-2830; Fax (909) 799-2894



Vicinity Map | PPD 05-06

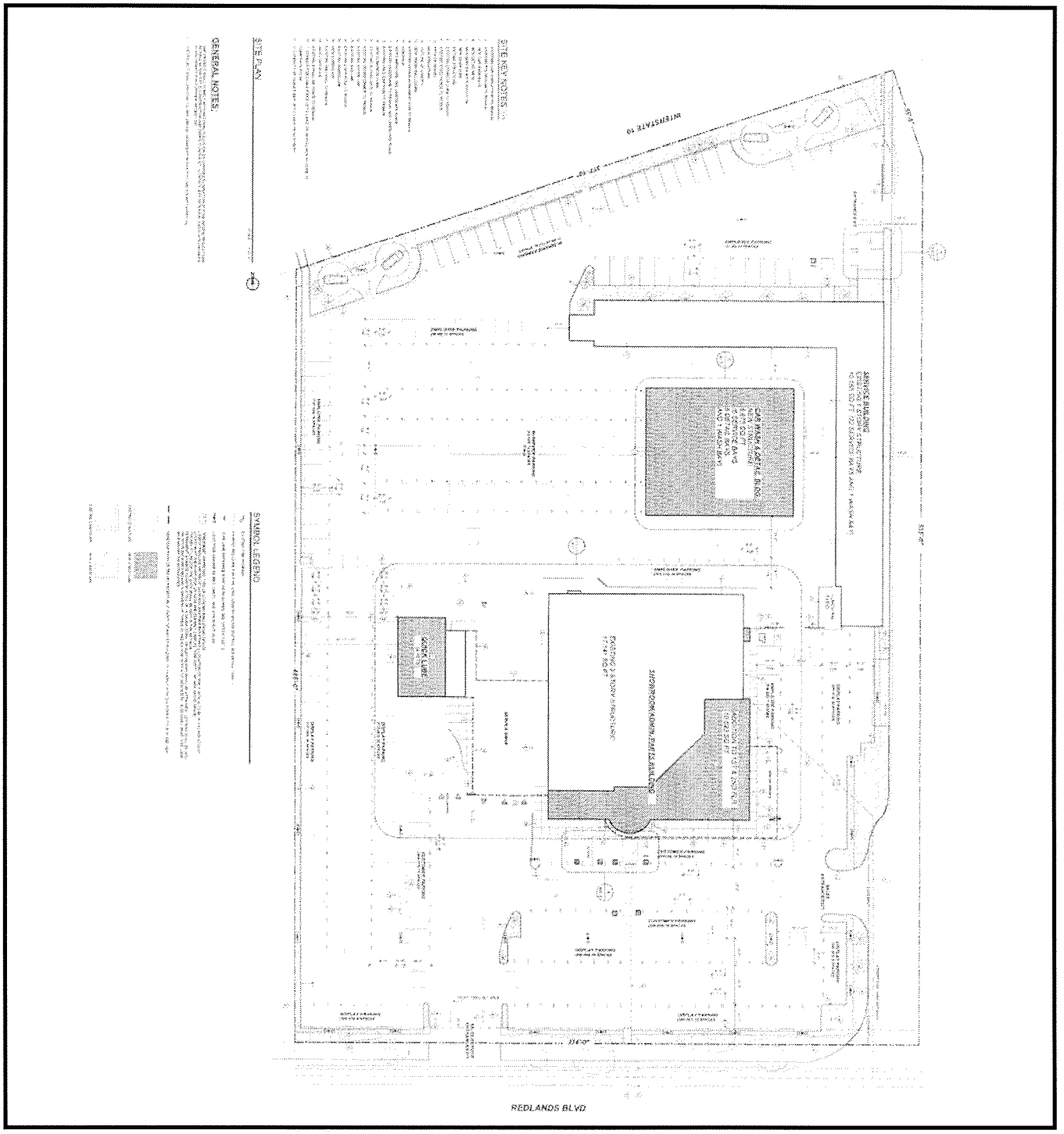
Attachment B

Site Plan
PPD 05-06

October 5, 2005

City of Loma Linda

Community Development Department
25541 Barton Road, Loma Linda, CA 92354
(909) 799-2830; Fax (909) 799-2894



Site Plan | PPD 05-06

Attachment C

Negative Declaration (NOI/Initial Study)
PPD 05-06

October 5, 2005

CLERK OF THE BOARD

SEP 1 4 2005

COUNTY OF SAN BERNARDINO

CITY OF LOMA LINDA

Community Development Department
25541 Barton Road, Loma Linda, CA 92354
(909) 799-2830; FAX (909) 799-2894

NOTICE OF PUBLIC HEARING AND NOTICE OF INTENT TO ADOPT NEGATIVE DECLARATION

Notice is hereby given that the City of Loma Linda Planning Commission will hold a public hearing on Wednesday, October 5, 2005, at 7:00 p.m. in the Council Chambers at 25541 Barton Road, Loma Linda, California, on the item described below.

Precise Plan of Design No. 2005-0006 - A request to demolish the existing Spreen Honda dealership storefront, interior offices, service write-up kiosk and add approximately 26,000 square feet that includes a new showroom and offices, car-wash and detailing building, and a four-bay express lube center located at 25050 Redlands Boulevard; APN 0281-381-03.

Environmental Determination: The City of Loma Linda proposes to adopt a Negative Declaration for the project. Staff has found that the project will not have a significant effect on the environment on the basis of the Initial Study. Copies of the Initial Study are available for public review at the Community Development Department, Public Counter located in City Hall (address noted above) and the Loma Linda Library, 25581 Barton Road, located at the east end of the Civic Center. Pursuant to the California Environmental Quality Act, the public review period will begin on **Thursday, September 15, 2005**, and end on **Tuesday, October 5, 2005**. Any environmental comments you have should have been submitted in writing to this office no later than 5 p.m. on **Wednesday, October 5, 2005**. If you do not respond in writing, we will assume that you have no opinions and/or recommendations on the above project(s).

Environmental Determination:	Proposed Negative Declaration
Proponent:	Spreen Honda (Greg Spreen/Gary Whitfield)

The Planning Commission requests your participation in evaluating the above-mentioned proposal. The Commission will review the project and will consider the proposed environmental determination in making their decision. The public is welcome to speak at the public hearing or to submit written comments prior to the hearing. For further information, please contact the Community Development Department at City Hall, or by phone at (909) 799-2830.

If you challenge the resultant action of the Planning Commission in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the Community Development Department at, or prior to, the public hearing.

DATE FILED & POSTED

I:\Project Files\PPD's\PPD 05-06 Spreen Honda\NOH-NOI 10-5-05.doc

CITY OF LOMA LINDA

Environmental Check List Form

1. Project Title: Precise Plan Design No. 2005-0006

2. Lead Agency Name and Address: City of Loma Linda, 25541 Barton Road, Loma Linda, CA 92354

3. Contact Person and Phone Number: H. P. Kang, Senior Planner (909) 799-2833

4. Project Location: 25050 Redlands Boulevard, Loam Linda, California 92354

5. Project Sponsor's Name and Address: Greg Spreen of Spreen Honda, 25050 Redlands Blvd., CA 92354

6. City General Plan Designation: Neighborhood Specialized Community

7. City Zoning: East Valley Corridor Specific Plan - General Commercial

8. 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. Attach additional sheet(s) if necessary.)
   This is a request to demolish the existing Spreen Honda dealership storefront, interior offices, service write-up kiosk and add approximately 26,000 square feet that includes a new showroom and offices, car-wash and detailing building, and a four-bay express lube center.

9. Surrounding Land Uses and Setting: (Briefly describe the project's surroundings.) Commercial restaurant to the west, commercial retail to the south, Commercial auto sales to the east and interstate (I-10) to the north of the project site.

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement): N/A

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.

- ☐ Aesthetics
- ☐ Biological Resources
- ☐ Hazards & Hazardous Materials
- ☐ Mineral Resources
- ☐ Public Services
- ☐ Utilities / Service Systems
- ☐ Agriculture Resources
- ☐ Cultural Resources
- ☐ Hydrology / Water Quality
- ☐ Noise
- ☐ Recreation
- ☐ Mandatory Findings of Significance
- ☐ Air Quality
- ☐ Geology / Soils
- ☐ Land Use / Planning
- ☐ Population / Housing
- ☐ Transportation / Traffic

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.

☐ 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 revisions in the project have been made by or agreed to by the project proponent. 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 "potentially significant or "potentially significant unless mitigated" impact 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. 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 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.

Prepared By: H. P. Kang, Senior Planner — Date: 9/14/05

Reviewed By: Deborah Woldruff, Community Development Director — Date: 09-14-05

EVALUATION OF ENVIRONMENTAL IMPACTS:

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 the parentheses following each question. 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 is 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 Section XVII, "Earlier Analyses," may be cross-referenced).

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

   a) Earlier Analyses 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). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting Information Sources. A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions form this checklist that are relevant to a project's environmental effects in whatever format is selected.

9) The explanation of each issue should identify:
   a) The significance criteria or threshold, if any, used to evaluate each question; and
   b) The mitigation measure identified, if any, to reduce the impact to less than significance.

FORM "J"

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS. Would the project:				
a) Have a substantial adverse effect on a scenic vista?	❑	❑	☒	❑
Less than significant impact is anticipated. This is a request to demolish the existing Spreen Honda dealership storefront, interior offices, service write-up kiosk and add approximately 26,000 square feet that includes a new showroom and offices, car-wash and detailing building, and a four-bay express lube center at an existing auto dealership. Additionally, the architectural style is consistent with the existing auto dealership and architecture near and adjacent to the project site. Therefore, there is no adverse effect on a scenic vista				
b) Substantially damage scenic resources, including, but not limited to, tress, rock outcroppings, and historic buildings within a state scenic highway?	❑	❑	❑	☒
No impact is anticipated. The site is not located along nor within the view shed of a Scenic Route listed in the County General Plan, City General Plan Update or designated by the State of California. The surrounding area is already developed with commercial and retail developments. Additionally, there are no unique rock outcroppings, trees, and historic buildings on the project site.				
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	❑	❑	☒	❑
Less than significant impact is anticipated. This is a request to demolish the existing Spreen Honda dealership storefront, interior offices, service write-up kiosk and add approximately 26,000 square feet that includes a new showroom and offices, car-wash and detailing building, and a four-bay express lube center at an existing auto dealership. Additionally, with the existing auto dealerships to the east and the existing shopping center to the west side of the proposed project, commercial retail stores to the south and interstate freeway to the north, the visual character or quality of the site and its surrounding will not be degraded.				

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	❑	❑	☒	❑

Less than significant impact is anticipated. The proposed project is an addition to an existing auto dealership and currently there are existing light sources on and adjacent to the proposed project. Therefore, this proposed addition will add less than significant amount of light and glare to the area.

II. <u>AGRICULTURE RESOURCES.</u> In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

a) 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?	❑	❑	❑	☒

No impact is anticipated. There are currently no agricultural operations being conducted on the project site. Therefore, the project will not have an impact on soils or farmlands.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	❑	❑	❑	☒

No impact is anticipated. There are currently no agricultural operations being conducted on the project site. Therefore, the project will not have an impact on any existing zoning for agricultural use or on the Williamson Act contract.

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?	❑	❑	❑	☒

No impact is anticipated. There are currently no agricultural operations being conducted on the project site. Therefore, the project will not have an impact on the existing environment, which, due to their location or nature, could result in conversion of farmland to non-agricultural use.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
III. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	❑	❑	❑	☒
No impact is anticipated. The proposed project is to demolish and add a total of 26,000 square foot that includes a new showroom and offices, car-wash and detailing building, and a four-bay express lube center to an existing auto dealership and will not conflict with, or obstruct implementation of, the air quality plan requirements imposed by the Air Quality Management District (AQMD).				
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	❑	❑	❑	☒
No impact is anticipated. The proposed project is to demolish and add a total of 26,000 square foot that includes a new showroom and offices, car-wash and detailing building, and a four-bay express lube center to an existing auto dealership and will not violate any air quality standards, or contribute substantially to, an existing or projected air quality violation imposed by the Air Quality Management District (AQMD).				
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, which exceed quantitative thresholds for ozone precursors)?	❑	❑	☒	❑
Less than significant impact is anticipated. The project will not conflict with or obstruct implementation of the air quality plan requirements imposed by the Air Quality Management District (AQMD). Daily emission from the passenger vehicles for the individual will be governed by the Department of Motor Vehicles and shall comply with the emission standards of the State of California. The project size is below the threshold of AQMD and, therefore, will have a less than significant impact on air quality. All future development shall be required to comply with all of the City's adopted development standards to minimize any potential impacts.				

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Expose sensitive receptors to substantial pollutant concentrations?	❑	❑	☒	❑
Less than significant impact is anticipated. The nearest school from this project site is Loma Linda Academy (at approximately one-half [1/2] mile). The proposed project will produce emissions under the threshold established by the AQMD. The proposed addition would not expose any pollutant concentrations to surrounding sensitive receptors. All future development shall be required to comply with all of the City's adopted development standards to minimize any potential impacts.				
e) Create objectionable odors affecting a substantial number of people?	❑	❑	❑	☒
No impact is anticipated. The project does not include any sources of odor producers not commonly found with a auto dealership addition project, which would cause impacts to the surrounding area. All future development must comply with all of the City's adopted development standards to minimize any potential impacts.				
IV. <u>BIOLOGICAL RESOURCES.</u> Would the project:				
a) 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 Service?	❑	❑	☐	☒
No impact is anticipated. The proposed project is to demolish and add a total of 26,000 square foot that includes a new showroom and offices, car-wash and detailing building, and a four-bay express lube center to an existing auto dealership. Currently, the project area is part parking area and part staging area for new car arrivals. All areas within and adjacent to the project area were found to be highly disturbed.				

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	❑	❑	❑	☒
No impact is anticipated. The proposed project is to demolish and add a total of 26,000 square foot that includes a new showroom and offices, car-wash and detailing building, and a four-bay express lube center to an existing auto dealership. Currently, the project area is part parking area and part staging area for new car arrivals. All areas within and adjacent to the project area were found to be highly disturbed. Therefore, this project will not have a substantial adverse effect on any riparian habitat or other sensitive natural community.				
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?	❑	❑	❑	☒
No impact is anticipated. The proposed project is to demolish and add a total of 26,000 square foot that includes a new showroom and offices, car-wash and detailing building, and a four-bay express lube center to an existing auto dealership. Currently, the project area is part parking area and part staging area for new car arrivals. All areas within and adjacent to the project area were found to be highly disturbed. Additionally, the project site is not considered federally protected wetlands as defined by Section 404 of the Clean Water Act.				
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?	❑	❑	❑	☒
No impact is anticipated. The proposed project will not have any adverse effect, because the area is not identified as a protected path for the native residents or migratory fish or wildlife species.				

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	❑	❑	❑	☒
No impact is anticipated. The proposed project will not conflict with any local policies or ordinances protecting biological resources.				
f)Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	❑	❑	❑	☒
No impact is anticipated. This proposed project will not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan or other approved local, regional or state habitat conservation plan.				

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?	❑	❑	❑	☒
No impact is anticipated. There are no structures on-site which may be considered historic. Therefore, there is no impact of historical resources as defined in § 15064.5 (Title 14. California Code of Regulations, Chapter 3. Guidelines for Implementation of the California Environmental Quality Act).				
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	❑	❑	❑	☒
No impact is anticipated. There is no evidence of archaeological resources on the project site. Therefore, there is no impact on archaeological resources as defined in § 15064.5 (Title 14. California Code of Regulations, Chapter 3. Guidelines for Implementation of the California Environmental Quality Act).				
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	❑	❑	❑	☒
No impact is anticipated. There is no evidence of paleontological resources or unique geological resources on site or within the vicinity, which may be considered archaeological resource. Therefore, there will be no impact to paleontological resources.				

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. <u>GEOLOGY AND SOILS.</u> – Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:				
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.	❑	❑	☒	❑

Less than significant impact is anticipated. The General Plan Update indicates that the project site is not located within a special studies (Alquist-Priolo) zone and, therefore, does not require a geologic study to mitigate this naturally occurring hazard throughout Southern California. The new addition would subject the users to geologic hazards such as earthquakes that occur from time to time in the Southern California area. The closest mapped fault is the San Jacinto Fault that lies little over one (1) mile southwest of the project site. Southern California is a seismically active region; however, safety provisions identified in the Uniform Building Code shall be required which will reduce potential ground shaking hazards to a level below significance. The project site is not within an area which may be susceptible to the effects of liquefaction. With proper construction methods and development standards as defined in the Development Code and the latest adopted building regulations, the potential for structural damages will be mitigated.

Source: General Plan Update, Public Health and Safety, Figure 8.2 and Preliminary Environmental Study, July 2002.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
ii) Strong seismic ground shaking?	❑	❑	☒	❑
Less than significant impact is anticipated. Loma Linda, like most cities in California, is located in a seismically active region. It can be expected, therefore, that the project areas could experience strong seismic ground shaking at some point in time. All construction on the sites must, with conformance to the requirements of the Uniform Building Code, be seismically designed to mitigate anticipated ground shaking. Additionally, retrofitting for the earthquake is part of the addition of the northbound lane to the existing bridge.				
Source: General Plan Update, Safety Element.				
iii) Seismic-related ground failure, including liquefaction?	❑	❑	☒	❑
Less than significant impact is anticipated. Loma Linda, like most cities in California, is located in a seismically active region. It can be expected, therefore, that the project areas could experience strong seismic ground shaking at some point in time. All future construction on the sites must, with conformance to the requirements of the Uniform Building Code, be seismically designed to mitigate anticipated ground shaking. Additionally, retrofitting for the earthquake is part of the addition of the northbound lane to the existing bridge.				
Source: General Plan Update, Safety Element.				
iv) Landslides?	❑	❑	❑	☒
No impact is anticipated. The project site is relatively flat. Therefore, there is no potential for landslides.				
b) Result in substantial soil erosion or the loss of topsoil?	❑	❑	☐	☒
No impact is anticipated. The project site is an existing auto dealership with existing parking and auto staging area with no potential for soil erosion or the loss of topsoil.				

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	❑	❑	☐	☒
No impact is anticipated. All construction on the sites must, with conformance to the requirements of the Uniform Building Code, be seismically designed to mitigate anticipated ground shaking. The project will be over excavated and re-compacted to the Soils Engineer's specification in order to provide stable ground support.				
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 property?	❑	❑	❑	☒
No impact is anticipated. There are no known expansive soils in the project area. Any expansive soils encountered during soils testing or during construction of the project will be removed and replaced with non-expansive soil.				
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?	❑	❑	❑	☒
No impact is anticipated. The proposed project is currently connected to the City wastewater system. Therefore, an alternative wastewater system is not required.				
VII. <u>HAZARDS AND HAZARDOUS MATERIALS.</u> Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	❑	❑	☒	☐
Less than significant impact is anticipated. The proposed project is to demolish and add a total of 26,000 square foot that includes a new showroom and offices, car-wash and detailing building, and a four-bay express lube center to an existing auto dealership. Any hazardous materials will be contained and disposed per state regulations. Therefore, the project will create less than significant hazard to the public or environment.				

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	❑	❑	☒	☐
Less than significant impact is anticipated. The proposed project will not create a hazard to the public or environment, and any hazardous materials will be contained and disposed per state regulations.				
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	❑	❑	❑	☒
No impact is anticipated. The closest school is Loma Linda Academy. This school is located approximately one-half (1/2) mile southwest of the project site. The proposed project will not emit hazardous emissions or handle hazardous or acutely hazardous materials, substance or waste within one-quarter mile of an existing or proposed school.				
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, would it create a significant hazard to the public or the environment?	❑	❑	❑	☒
No impact is anticipated. This project is not on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, this project will not create a significant hazard to the public or the environment.				
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?	❑	❑	❑	☒
No impact is anticipated. This project is not located within two miles of a public airport or public use airport (the San Bernardino International Airport is located approximately four [4] miles to the north).				

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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 area?	☐	☐	☐	☒
No impact is anticipated. This project is not located within two miles of a public airport or public use airport (the San Bernardino International Airport is located approximately four [4] miles to the north).				
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
No impact is anticipated. The proposed project is to demolish and add a total of 26,000 square foot that includes a new showroom and offices, car-wash and detailing building, and a four-bay express lube center to an existing auto dealership. Therefore, this project will have not have a significant impact to the emergency response plan and emergency evacuation plan during construction.				
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?	☐	☐	☐	☒
No impact is anticipated. The site is not located within a designated Fire Hazard Overlay District and has no history of wildland conflagration.				
VIII. <u>HYDROLOGY AND WATER QUALITY.</u> Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
Less than significant impact is anticipated. During construction, Best Management Practices (BMPs) of the approved Storm Water Pollution Prevention Plan (SWPPP) will be implemented to assure water quality standards and prevent waste discharge from leaving the project site.				

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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)?	❑	❑	❑	☒
No impact is anticipated. The proposed project is to demolish and add a total of 26,000 square foot that includes a new showroom and offices, car-wash and detailing building, and a four-bay express lube center to an existing auto dealership. Therefore, the project will not deplete groundwater supplies or interfere substantially with groundwater recharge.				
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?	❑	❑	❑	☒
No impact is anticipated. The proposed project will install new curb and gutter to channel runoffs to proper storm channel inlets. Therefore, the project will not substantially alter the existing drainage pattern of the site or area.				
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?	❑	❑	❑	☒
No impact is anticipated. The proposed project will install new curb and gutter to channel runoffs to proper storm channel inlets. Therefore, the project will not substantially alter the existing drainage pattern of the site or area.				

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	❑	❑	☒	❑
Less than significant impact is anticipated. The project will not substantially create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff. The project will be required to comply with National Pollutant Discharge Elimination System (NPDES) permit requirements and all established engineering standards of drainage impacts as determined by the City of Loma Linda.				
f) Otherwise substantially degrade water quality?	❑	❑	❑	☒
No impact is anticipated. The proposed project is to demolish and add a total of 26,000 square foot that includes a new showroom and offices, car-wash and detailing building, and a four-bay express lube center to an existing auto dealership. Therefore, there are no impacts to the surface water quality.				
g) 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?	❑	❑	❑	☒
No impact is anticipated. The proposed project is to demolish and add a total of 26,000 square foot that includes a new showroom and offices, car-wash and detailing building, and a four-bay express lube center to an existing auto dealership. There are no housing units on the project site. Therefore, the project will not place housing within a 100-year flood hazard areas.				
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	❑	❑	❑	☒
No impact is anticipated. The project is located within a 100-year flood hazard area. However, proposed project is to demolish and add a total of 26,000 square foot that includes a new showroom and offices, car-wash and detailing building, and a four-bay express lube center to an existing auto dealership will not impede or redirect flood flows.				

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
i) 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?	❑	❑	❑	☒
No impact is anticipated. There are no levees or dams near the project site.				
j) Inundation by seiche, tsunami, or mudflow?	❑	❑	❑	☒
No impact is anticipated. The proposed project is to demolish and add a total of 26,000 square foot that includes a new showroom and offices, car-wash and detailing building, and a four-bay express lube center to an existing auto dealership. Nearest area prone to seiche and tsunami is approximately 65 miles west from the project site.				
IX. <u>LAND USE AND PLANNING.</u> Would the project:				
a) Physically divide an established community?	❑	❑	❑	☒
No impact is anticipated. The proposed project is to demolish and add a total of 26,000 square foot that includes a new showroom and offices, car-wash and detailing building, and a four-bay express lube center to an existing auto dealership. Therefore, this project will not physically divide an established community.				
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?	❑	❑	❑	☒
No impact is anticipated. The proposal is for improvement to an existing auto dealership; therefore, there is no conflict with the General Plan Update designation and/or Zoning.				
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	❑	❑	❑	☒
No impact is anticipated. There is no known applicable habitat conservation plan for this area. The construction of the proposed project will not conflict with any applicable habitat conservation plan or natural community conservation plan.				

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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 residents of the state?	❑	❑	❑	☒
No impact is anticipated. There is no known mineral resource identified at this location.				
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?	❑	❑	❑	☒
No impact is anticipated. There is no known mineral resource identified at this location.				
XI. NOISE. Would the project result in:				
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?	❑	❑	☒	❑
Less than significant impact is anticipated. The proposed project is to demolish and add a total of 26,000 square foot that includes a new showroom and offices, car-wash and detailing building, and a four-bay express lube center to an existing auto dealership. The project will not expose persons to, or generate, noise levels in excess of standards established in the local General Plan Update or noise ordinance, or applicable standards of other agencies. Additionally, this project will not approach or exceed the Noise Abatement Criteria (NAC) level. Some incremental increase in noise levels will occur during construction, but this is anticipated with any construction. However, compliance with the City's construction hours of 7:00 a.m. to 7:00 p.m. will reduce the noise impacts during nighttime hours to an acceptable level as determined by adopted code.				

Source: City of Loma Linda General Plan Update, 4.11 Noise.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	❑	❑	☒	❑

Less than significant impact is anticipated. The proposed project is to demolish and add a total of 26,000 square foot that includes a new showroom and offices, car-wash and detailing building, and a four-bay express lube center to an existing auto dealership. The project will not expose persons to or generate excessive groundborne vibration or groundborne noise levels. Additionally, this project will not approach or exceed the Noise Abatement Criteria (NAC) level. Some incremental increase in noise levels will occur during construction, but this is anticipated with any construction. However, compliance with the City's construction hours of 7:00 a.m. to 7:00 p.m. will reduce the noise impacts during nighttime hours to an acceptable level as determined by adopted code.

Source: City of Loma Linda General Plan Update, 4.11 Noise.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	❑	❑	☒	❑

Less than significant impact is anticipated. The proposed project is to demolish and add a total of 26,000 square foot that includes a new showroom and offices, car-wash and detailing building, and a four-bay express lube center to an existing auto dealership. The project will not significantly increase permanent noise levels. Additionally, this project will not approach or exceed the Noise Abatement Criteria (NAC) level. Some incremental increase in noise levels will occur during construction of single-family homes. However, compliance with the City's construction hours of 7:00 a.m. to 7:00 p.m. will reduce the noise impacts during nighttime hours to an acceptable level as determined by adopted code.

Source: City of Loma Linda General Plan Update, 4.11 Noise.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	❑	❑	☒	❑
Less than significant impact is anticipated. The proposed project is to demolish and add a total of 26,000 square foot that includes a new showroom and offices, car-wash and detailing building, and a four-bay express lube center to an existing auto dealership. A temporary increase in noise levels may occur during construction. However the construction hours are limited to 7:00 a.m. and 7:00 p.m. which will mitigate temporary noise impacts during nighttime hours. After the construction, there will not be an increase in ambient noise produced by the use of the added lane beyond that anticipated within the General Plan Update.				
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?	❑	❑	❑	☒
No impact is anticipated. This project is not located within two miles of a public airport or public use airport (the San Bernardino International Airport is located approximately four [4] miles to the north).				
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?	❑	❑	❑	☒
No impact is anticipated. This project is not located within two miles of a public airport or public use airport (the San Bernardino International Airport is located approximately four [4] miles to the north).				

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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 road or other infrastructure)?	❑	❑	❑	☒
No impact is anticipated. The proposed project is to demolish and add a total of 26,000 square foot that includes a new showroom and offices, car-wash and detailing building, and a four-bay express lube center to an existing auto dealership. Therefore, this project will not induce a population growth.				
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	❑	❑	❑	☒
No impact is anticipated. The proposed project is to demolish and add a total of 26,000 square foot that includes a new showroom and offices, car-wash and detailing building, and a four-bay express lube center to an existing auto dealership. Currently, there are no existing homes on the project site. Therefore, the project will not displace any existing housing.				
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	❑	❑	❑	☒
No impact is anticipated. The proposed project is to demolish and add a total of 26,000 square foot that includes a new showroom and offices, car-wash and detailing building, and a four-bay express lube center to an existing auto dealership. Currently, there are no existing homes on the project site. Therefore, the project will not displace any existing residents.				
XIII. PUBLIC SERVICES. Would the project:				
a) 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:				

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Fire protection?	❑	❑	❑	☒
No impact is anticipated. The proposed project would not result in additional need for fire protection services beyond that anticipated within the general community.				
Police protection?	❑	❑	❑	☒
No impact is anticipated. The proposed project would not result in additional need for police protection services beyond that anticipated within the general community.				
Schools?	❑	❑	❑	☒
No impact is anticipated. The proposed project would not result in an additional need for schools.				
Parks?	❑	❑	❑	☒
No impact is anticipated. The proposed project would not result in an additional need for parks.				
Other public facilities?	❑	❑	❑	☒
No impact is anticipated. The proposed project would not result in an additional need for other public facilities.				
XIV. <u>RECREATION.</u> Would the project:				
a) 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?	❑	❑	❑	☒
No impact is anticipated. The proposed project is to demolish and add a total of 26,000 square foot that includes a new showroom and offices, car-wash and detailing building, and a four-bay express lube center to an existing auto dealership. Therefore, the project will not increase the use of existing neighborhood and regional parks and other recreational facilities.				

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	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which have an adverse physical effect on the environment?	☐	☐	☐	☒

No impact is anticipated. The proposed project is to demolish and add a total of 26,000 square foot that includes a new showroom and offices, car-wash and detailing building, and a four-bay express lube center to an existing auto dealership. Therefore, the project will not include recreational facilities and require the construction or expansion of recreational facilities.

XV. **TRANSPORTATION/TRAFFIC.** Would the project:

a) Cause an increase in traffic which 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)?	☐	☐	☒	☐

Less than significant impact is anticipated. The proposed project is to demolish and add a total of 26,000 square foot that includes a new showroom and offices, car-wash and detailing building, and a four-bay express lube center to an existing auto dealership. The project will not cause a substantial increase in traffic in relation to the existing traffic load and capacity of the street system.

b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☐	☐	☒	☐

Less than significant impact is anticipated. The proposed project is to demolish and add a total of 26,000 square foot that includes a new showroom and offices, car-wash and detailing building, and a four-bay express lube center to an existing auto dealership. Therefore, the proposed project will not exceed the threshold established by the County of San Bernardino Congestion Management Plan (CMP) guidelines and will not require a Traffic Impact Analysis.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	❑	❑	❑	☒
No impact is anticipated. The proposed project is to demolish and add a total of 26,000 square foot that includes a new showroom and offices, car-wash and detailing building, and a four-bay express lube center to an existing auto dealership. Therefore, this project will not change air traffic patterns.				
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	❑	❑	❑	☒
No impact is anticipated. The proposed project is to demolish and add a total of 26,000 square foot that includes a new showroom and offices, car-wash and detailing building, and a four-bay express lube center to an existing auto dealership. Therefore, the project will not increase hazards due to a design feature or incompatible uses.				
e) Result in inadequate emergency access?	❑	❑	❑	☒
No impact is anticipated. The proposed project is to demolish and add a total of 26,000 square foot that includes a new showroom and offices, car-wash and detailing building, and a four-bay express lube center to an existing auto dealership. Therefore, the project will not result in inadequate emergency access.				
f) Result in inadequate parking capacity?	❑	❑	❑	☒
No impact is anticipated. The proposed project is to demolish and add a total of 26,000 square foot that includes a new showroom and offices, car-wash and detailing building, and a four-bay express lube center to an existing auto dealership. Therefore, the project will not result in inadequate parking capacity.				

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	❑	❑	❑	☒

No impact is anticipated. The proposed project is to demolish and add a total of 26,000 square foot that includes a new showroom and offices, car-wash and detailing building, and a four-bay express lube center to an existing auto dealership. Therefore, the project will not conflict with adopted policies, plans, or programs supporting alternative transportation.

XVI. UTILITIES AND SERVICE SYSTEMS. Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	❑	❑	❑	☒

No impact is anticipated. The proposed project is to demolish and add a total of 26,000 square foot that includes a new showroom and offices, car-wash and detailing building, and a four-bay express lube center to an existing auto dealership. Therefore, the project will not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.

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?	❑	❑	❑	☒

No impact is anticipated. The proposed project is to demolish and add a total of 26,000 square foot that includes a new showroom and offices, car-wash and detailing building, and a four-bay express lube center to an existing auto dealership. Therefore, the project will not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
c) 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?	❑	❑	☐	☒
No impact is anticipated. The proposed project is to demolish and add a total of 26,000 square foot that includes a new showroom and offices, car-wash and detailing building, and a four-bay express lube center to an existing auto dealership. Therefore, the project will not require or result in the construction of new storm water drainage facilities or expansion of existing facilities.				
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	❑	❑	❑	☒
No impact is anticipated. The proposed project is to demolish and add a total of 26,000 square foot that includes a new showroom and offices, car-wash and detailing building, and a four-bay express lube center to an existing auto dealership. Therefore, the project will not require water supply.				
e) 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's projected demand in addition to the provider's existing commitments?	❑	❑	❑	☒
No impact is anticipated. The proposed project is to demolish and add a total of 26,000 square foot that includes a new showroom and offices, car-wash and detailing building, and a four-bay express lube center to an existing auto dealership. Therefore, the project will not require a determination by the wastewater treatment provider.				
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	❑	❑	❑	☒
No impact is anticipated. The proposed project is to demolish and add a total of 26,000 square foot that includes a new showroom and offices, car-wash and detailing building, and a four-bay express lube center to an existing auto dealership. Therefore, the project will not require a landfill service.				

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
g) Comply with federal, state, and local statutes and regulations related to solid waste?	❑	❑	❑	☒

No impact is anticipated. The proposed project is to demolish and add a total of 26,000 square foot that includes a new showroom and offices, car-wash and detailing building, and a four-bay express lube center to an existing auto dealership. Therefore, the project will Comply with federal, state, and local statutes and regulations related to solid waste.

XVII. MANDATORY FINDINGS OF SIGNIFICANCE.

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat or 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 endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	❑	❑	❑	☒
b) The project has the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals.	❑	❑	❑	☒
c) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current project, and the effects of probable future projects.	❑	❑	❑	☒
d) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	❑	❑	☒	❑

SUMMARY DISCUSSION

The City has concluded, based upon the analysis herein, that the proposed 26,000 square foot addition that includes a new showroom and offices, car-wash and detailing building, and a four-bay express lube center to an existing auto dealership on Redlands Boulevard will have a "less than significant impact".

FORM "J"

Attachment D

Conditions of Approval
PPD 05-06

October 5, 2005

CONDITIONS OF APPROVAL
PRECISE PLAN OF DESIGN (PPD) NO. 05-06
October 5, 2005

COMMUNITY DEVELOPMENT DEPARTMENT

General

1. Within one year of this approval, the Precise Plan of Design shall be exercised by substantial construction or the permit/approval shall become null and void. In addition, if after commencement of construction, work is discontinued for a period of one year, the permit/approval shall become null and void.

PROJECT:	**EXPIRATION DATE:**
PRECISE PLAN OF DESIGN (PPD) NO. 05-06	**October 5, 2006** ***(or one year from City Council approval date)***

2. The review authority may, upon application being filed 30 days prior to the expiration date and for good cause, grant a one-time extension not to exceed 12 months. The review authority shall ensure that the project complies with all current Development Code provisions.

3. In the event that this approval is legally challenged, the City will promptly notify the applicant of any claim or action and will cooperate fully in the defense of the matter. Once notified, the applicant agrees to defend, indemnify, and hold harmless the City, Redevelopment Agency (RDA), their affiliates officers, agents and employees from any claim, action or proceeding against the City of Loma Linda. The applicant further agrees to reimburse the City and RDA of any costs and attorneys fees, which the City or RDA may be required by a court to pay as a result of such action, but such participation shall not relieve applicant of his or her obligation under this condition.

4. Construction shall be in substantial conformance with the plan(s) approved by the Planning Commission. Minor modification to the plan(s) shall be subject to approval by the Director through a minor administrative variation process. Any modification that exceeds 10% of the following allowable measurable design/site considerations shall require the refilling of the original application and a subsequent hearing by the appropriate hearing review authority if applicable:

   a. On-site circulation and parking, loading and landscaping;
   b. Placement and/or height of walls, fences and structures;
   c. Reconfiguration of architectural features, including colors, and/or modification of finished materials that do not alter or compromise the previously approved theme; and,

d. A reduction in density or intensity of a development project.

5. No vacant, relocated, altered, repaired or hereafter erected structure shall be occupied or no change of use of land or structure(s) shall be inaugurated, or no new business commenced as authorized by this permit until a Certificate of Occupancy has been issued by the Building Division. A Temporary Certificate of Occupancy may be issued by the Building Division subject to the conditions imposed on the use, provided that a deposit is filed with the Community Development Department prior to the issuance of the Certificate, if necessary. The deposit or security shall guarantee the faithful performance and completion of all terms, conditions and performance standards imposed on the intended use by this permit.

6. This permit or approval is subject to all the applicable provisions of the Loma Linda Municipal Code, Title 17 in effect at the time of approval, and includes development standards and requirements relating to: dust and dirt control during construction and grading activities; emission control of fumes, vapors, gases and other forms of air pollution; glare control; exterior lighting design and control; noise control; odor control; screening; signs, off-street parking and off-street loading; and, vibration control. Screening and sign regulations compliance are important considerations to the developer because they will delay the issuance of a Certificate of Occupancy until compliance is met. Any exterior structural equipment, or utility transformers, boxes, ducts or meter cabinets shall be architecturally screened by wall or structural element, blending with the building design and include landscaping when on the ground.

7. Signs are not approved as a part of this permit. Prior to establishing any new signs, the applicant shall submit an application, and receive approval, for a sign permit from the Planning Division (pursuant to LLMC, Chapter 17.18) and building permit for construction of the signs from the Building Division, as applicable.

8. A Final Phasing Plan shall be submitted to the Community Development Department for review and approval prior to issuance of any Building or Construction Permits.

9. The applicant shall comply with all of the Public Works Department requirements for recycling prior to receiving a Certificate of Occupancy.

10. During construction of the site, the project shall comply with Section 9.20 (Prohibited Noises) of the Loma Linda Municipal Code and due to the sensitive receptors on-site and in the surrounding neighborhoods, construction activities shall be further restricted to cease between the hours of 6:00 p.m. to 7:00 a.m.

11. Maintenance, deliveries, and refuse pickup shall be limited to general business hours (from 7:00 a.m. to 6:00 p.m.) on Mondays through Fridays.

13. The applicant shall implement SCAQMD Rule 403 and standard construction practices during all operations capable of generating fugitive dust, which will include but not be limited to the use of best available control measures and reasonably available control measures such as:

    a. Water active grading areas and staging areas at least twice daily as needed;
    b. Ensure spray bars on all processing equipment are in good operating condition;
    c. Apply water or soil stabilizers to form crust on inactive construction areas and unpaved work areas;
    d. Suspend grading activities when wind gusts exceed 25 mph;
    e. Sweep public paved roads if visible soil material is carried off-site;
    f. Enforce on-site speed limits on unpaved surface to 15 mph; and
    g. Discontinue construction activities during Stage 1 smog episodes.

14. The applicant shall implement the following construction practices during all construction activities to reduce NOx emission as stipulated in the project Initial Study and identified as mitigation measures: .

    a. During on-site construction, the contractor shall use a lean-NO_x catalyst to reduce emissions from off-road equipment diesel exhaust.
    b. The contractor shall use coating and solvents with a volatile organic compound (VOC) content lower than required under Rule 1113.
    c. The developer/contractor shall use building materials that do not require painting.
    d. The developer/contractor shall use pre-painted construction materials where feasible.

15. The applicant shall ensure that exterior and interior paints and coatings are not sprayed onto wall or other surfaces, but rather applied with a brush or roller to reduce ROG emissions. As an alternative, the applicant may use exterior construction materials that have been pretreated or coated by the manufacturer.

16. The applicant shall work with the Waste Management to follow debris management plan to divert the material from landfill by the use of separate recycling bins (e.g., wood, concrete, steel, aggregate, glass, etc.) during demolition and construction to minimize waste and promote recycle and reuse of the materials.

17. The applicant shall provide a minimum of 344 standard parking spaces and shall include 6 handicap accessible spaces (as required for 261 standard spaces

provided). The accessible parking required for the project shall be placed and constructed as per the State of California Accessibility Standards, Title 24 California Administrative Code. Future expansion of the site shall require a parking study to ensure that adequate parking is provided to meet the new demand.

18. Prior to issuance of Certificate of Occupancy, the applicant shall submit a photometric plan and final lighting plan to City staff showing the exact locations of light poles and the proposed orientation and shielding of the fixtures to prevent glare onto existing homes to the east and potential residential development to the north.

19. All construction shall meet the requirements of the 2001 California Building Code (CBC) as adopted and amended by the City of Loma Linda and legally in effect at the time of issuance of any Building Permit(s).

20. All Development Impact fees shall be paid to the City of Loma Linda prior to the issuance of any Building and/or Construction Permits.

21. Prior to issuance of any Building and/or Construction Permits, the applicant shall submit to the Community Development Department proof of payment or waiver from both the City of San Bernardino for sewer capacity fees and Redlands Unified School District for school impact fees.

22. The developer shall provide infrastructure for the Loma Linda Connected Community Program, which includes providing a technologically enabled development that includes coaxial, cable and fiber optic lines to all outlets in each unit of the development. Plans for the location of the infrastructure shall be provided with the precise plan of design, which includes providing a technologically enabled development that includes coaxial, cable, and fiber optic lines to all outlets in each unit of the development. Plans for the location of the infrastructure shall be provided with the precise grading plans and reviewed and approved by the City of Loma Linda prior to issuing grading permits.

Landscaping

22. The applicant shall submit three sets of the final landscape plan prepared by a state licensed Landscape Architect, subject to approval by the Community Development Department, and by the Public Works Department for landscaping in the public right-of-way. Landscape plans for the Landscape Maintenance District shall be on separate plans.

23. Final landscape and irrigation plans shall be in substantial conformance with the approved conceptual landscape plan and these conditions of approval. The applicant shall provide additional decorative, accent trees along the New Jersey

Street frontage that are closer to the sidewalk than those already shown on the plan. Any and all fencing shall be illustrated on the final landscape plan.

24. Landscape plans shall depict the utility laterals, concrete improvements, and tree locations. Any modifications to the landscape plans shall be reviewed and approved by the Public Works and Community Development Departments prior to issuance of permits.

25. The applicant, property owner, and/or business operator shall maintain the property and landscaping in a clean and orderly manner and all dead and dying plants shall be replaced with similar or equivalent type and size of vegetation.

FIRE DEPARTMENT

37. All construction shall meet the requirements of the editions of the Uniform Building Code (UBC) and the Uniform Fire Code (UFC) as adopted and amended by the City of Loma Linda and legally in effect at the time of issuance of building permit.

38. Pursuant to UFC Section 901.4.4, as amended in Loma Linda Municipal Code (LLMC) Section 15.28.150, building address numerals shall be a minimum of eight (8) inches, affixed to the building so as to be visible from the street, and electrically illuminated during the hours of darkness.

39. Pursuant to UBC Section 904.2.2, as amended in Loma Linda Municipal Code (LLMC) Section 15.08.220, and UFC Section 1003.2.2.3, as amended in LLMC Section 15.28.250, all new buildings and additions shall be equipped with automatic fire sprinkler systems meeting the requirements of UBC Standard No. 9-1 (NFPA 13). Systems shall be supplied by the existing on-site water system. Pursuant to UFC Section 1001.3, plans and specifications for the fire sprinkler system shall be submitted to Fire Prevention for review and approval prior to installation.

40. Fire department Impact Fees shall be assessed according to the rate legally in effect at the time of building permit issuance. Pursuant to LLMC Chapter 3.28, plan check and inspection fees shall be collected at the rates established by the City manager's Executive Order.

PUBLIC WORKS DEPARTMENT

40. Submit an engineered grading plan for proposed additions.

41. The applicant shall incorporate an oil and grease interceptor per the city, county, state and federal requirements for the car wash facility.

42. All utilities shall be underground. The City of Loma Linda shall be the water and sewer purveyor.

43. All public improvement plans shall be submitted to the Public Works Department for review and approval.

44. Any damage to existing improvements as a result of this project shall be repaired by the applicant to the satisfaction of the City Engineer.

45. Prior to issuance of grading permits, the applicant shall submit to the City Engineer a Notice of Intent (NOI) to comply with obtaining coverage under the National Pollutant Discharge Elimination System (NPDES) General Construction Storm Water Permit from the State Water Resources Control Board. Evidence that this has been obtained (i.e., a copy of the Waste Dischargers Identification Number) shall be submitted to the City Engineer for coverage under the NPDES General Construction Permit.

46. The developer shall submit a Utility Improvement Plan showing the location of fire hydrants for review and approval by the Public Safety Department.

47. Per the City of Loma Linda recycling policy, the project proponent shall incorporate interior and exterior storage areas for recyclables.

48. The project proponent shall comply with City adopted policies regarding the reduction of construction and demolition (C&D) materials.

End of Conditions

Attachment E

Waste Management Letter
PPD 05-06

October 5, 2005

WASTE MANAGEMENT

September 22, 2005

City of Loma Linda
Community Development Department
25541 Barton Road
Loma Linda, CA 92354
Attn: H.P. Kang, Senior Planner

Re: Precise Plan Design No. 2005-0006 (Spreen Honda Deconstruction Project)

Mr. Kang:

Waste Management of the Inland Empire is submitting this letter in response to the proposed project to demolish the existing Spreen Honda dealership store front, interior offices, and service write-up kiosk and add approximately 26,000 square feet that includes a new showroom and offices, car-wash and detailing building, and a four-bay express lube center located at 25050 Redlands Boulevard; APN 0281-381-03.

The above mentioned project and recommendations for a negative declaration regarding the environmental determination by the City of Loma Linda failed to mention the impact of the debris on the City's current diversion percentage with the California Integrated Waste Management Board (CIWMB).

The CIWMB lists on its website that for every square foot of demolition/deconstruction results in 70 pounds of waste. This would add 910 tons of debris, if the tear down is approximately 26,000 square feet, to the City's disposal tonnage for 2005. Another four pounds of waste are generated for every square foot built producing an additional 52 tons of debris. With a total of some 960 tons of disposal, this project has a significant negative impact on the City's goal to decrease disposal.

Waste Management is proposing to assist Spreen Honda and the demolition/deconstruction contractor by designing a debris management plan to recycle as much debris as possible and divert the material from the landfill, whereby providing Loma Linda with a benchmark project to report the kickoff of a successful program on its 2005 annual report.

By placing separate bins on site for wood, steel, aggregates and the like, Waste Management will be able to send the source separated materials to facilities that will recycle or reuse the materials. This in turn would be cost beneficial to the contractor and Spreen Honda by saving money on the disposal portion of your bill.

When the construction begins on the new 26,000 square foot facility, it would be important to note what type of building is being planned so that our company will be able to assist in diverting

more materials from the landfill. For example, if the building is a concrete tilt-up, steel or wood framed facility, we would take care in providing the proper container size and service to manage the job site debris accordingly.

Waste Management has been working closely with the Engineering Department, City Manager's Office and staff consultant to produce an effective construction and demolition debris program that will effectively reduce the amount of disposal coming from the City of Loma Linda. We respectfully ask that you condition the approval of this project and the negative declaration of the environmental determination to include the source separation of valuable recycling materials as well as the minimum project diversion of resources going to the landfill by 50%.

Should you have any questions, please feel free to contact me (951-280-5433).

Thank you,

Rob Johnson
Recycling Compliance Manager

Cc: Dennis Halloway, City Manager
Lynn Merrill, Consultant
Alex Braicovich, Director of Government Affairs for WMIE
City File