

# Agenda

# City of Loma Linda

*From the Department of Community Development*

## PLANNING COMMISSION

### REGULAR MEETING OF

May 15, 2013

7:00 p.m.

### CITY COUNCIL CHAMBERS

**A. CALL TO ORDER** - Persons wishing to speak on an agenda item are asked to complete an information card and present it to the secretary. The Planning Commission meeting is recorded to assist in the preparation of the minutes, and you are, therefore, asked to give your name and address prior to offering testimony. All testimony is to be given from the podium.

**B. ROLL CALL**

**C. PLEDGE OF ALLEGIANCE**

**D. ITEMS TO BE DELETED OR ADDED**

**E. ORAL REPORTS/PUBLIC PARTICIPATION ON NON-AGENDA ITEMS (LIMITED TO 30 MINUTES; 3 MINUTES ALLOTTED FOR EACH SPEAKER)** - This portion of the agenda provides opportunity to speak on an item, which is **NOT** on the agenda. Pursuant to the Brown Act, the Planning Commission can take no action at this time; however, the Planning Commission may refer your comments/concerns to staff, or request the item be placed on a future agenda.

**F. AGENDA (THREE MINUTES IS ALLOTTED FOR EACH SPEAKER PER AGENDA ITEM)**

#### **PUBLIC HEARING**

**1. SPECIAL PLANNING AREA D PHASE ONE CONCEPT AND BRYN MAWR AVENUE EXTENSION, INCLUDING; GENERAL PLAN AMENDMENT NO. 12-107; SPECIFIC PLAN AMENDMENT NO. 13-035; ZONE MAP CHANGE NO. 13-036; TENTATIVE PARCEL MAP (TPM 19018) NO. 13-033; PRECISE PLAN OF DESIGN NO. 13-034; FOR VACANT PROPERTY LOCATED ON THE SOUTH SIDE OF REDLANDS BOULEVARD, BETWEEN ENTERPRISE DRIVE AND BRYN MAWR AVENUE, WITHIN SPECIAL PLANNING AREA D AND THE EAST VALLEY CORRIDOR SPECIFIC PLAN – SPECIAL DEVELOPMENT DISTRICT – (PUBLIC HEARING – LIMITED TO 30 MINUTES)**

- Adopt the Mitigated Negative Declaration (see Attachment B, NOI/IS/MND);
- Approve General Plan Amendment No. 12-107 and adopt the Resolution, based on the findings (see Attachment C, General Plan Text Amendment – Section 2.2.7.4);
- Approve Specific Plan Amendment No. 13-035 and adopt the Ordinance, based on the findings (see Attachment D, Proposed Specific Plan Boundary Adjustment and Zone Map Change);
- Approve Zone Map Change No. 13-036 and adopt the Ordinance, based on the findings (see Attachment D, Proposed Specific Plan Boundary Adjustment and Zone Map Change);
- Approve Tentative Parcel Map No. 13-033 (TMP 19018) (see Attachment E, Tentative Parcel Map No. 19018) and adopt the Resolution, based on the findings and subject to the Conditions of Approval (see Attachment G, Conditions of Approval);
- Approve Precise Plan of Design No. 13-034 (see Attachment F, Project Plans) and adopt the Resolution, and subject to the Conditions of Approval (see Attachment G, Conditions of Approval).

All of these requests collectively relate to establishing the foundation for future Phase One development plans conceptually identified for retail and institutional uses that are consistent with the General Plan and located within Special Planning Area D, generally south of Redlands Boulevard, north of Mission Road, and between Enterprise Drive and Bryn Mawr Avenue.

#### **STAFF RECOMMENDATION:**

Recommend approval to City Council

**G. REPORTS BY THE PLANNING COMMISSIONERS**

**H. COMMUNITY DEVELOPMENT DIRECTOR REPORT**

- I. ADJOURNMENT** - Reports and documents relating to each agenda item are on file in the Department of Community Development and are available for public inspection during normal business hours, Monday through Thursday, 7:00 a.m. to 5:30 p.m. The Loma Linda Branch Library can also provide an agenda packet for your convenience.

## PLANNING COMMISSION MEETING OF MAY 15, 2013

**TO:** PLANNING COMMISSION

**FROM:** KONRAD BOLOWICH, ASSISTANT CITY MANAGER,  
COMMUNITY DEVELOPMENT DEPARTMENT

**SUBJECT:** SPECIAL PLANNING AREA D PHASE ONE CONCEPT AND BRYN MAWR AVENUE EXTENSION, INCLUDING; GENERAL PLAN AMENDMENT NO. 12-107; SPECIFIC PLAN AMENDMENT NO. 13-035; ZONE MAP CHANGE NO. 13-036; TENTATIVE PARCEL MAP (TPM 19018) NO. 13-033; PRECISE PLAN OF DESIGN NO. 13-034; FOR VACANT PROPERTY LOCATED ON THE SOUTH SIDE OF REDLANDS BOULEVARD, BETWEEN ENTERPRISE DRIVE AND BRYN MAWR AVENUE, WITHIN SPECIAL PLANNING AREA D AND THE EAST VALLEY CORRIDOR SPECIFIC PLAN – SPECIAL DEVELOPMENT DISTRICT

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### SUMMARY

The proposed project consists of a series of actions that would establish a Phase One implementation policy for Special Planning Area D and put in place the framework for future development within the Phase One concept area. A General Plan Amendment would identify general guidance for phased development for a ±46.42 acre area within Special Planning Area D and specifically define a conceptual development envelop for future Phase One implementation. A Specific Plan Amendment and Zone Change would realign specific plan and zone district boundaries to coincide with property lines of the newly created and reconfigured parcels. Specifically, the Project would amend the East Valley Corridor (EVC) Specific Plan to adjust its southern boundary in the Project area and would result in a change of zones from EVC-Special Development District (EVC-SD) and Single-Family Residence (R-1) to EVC-Special Development District (EVC-SD), Single-Family Residence (R-1) and Planned Community (PC) that reflect the new parcel lines. Tentative Parcel Map No. 19018 would consolidate and reconfigure 13 existing lots into 4 total numbered parcels and 2 lettered lots (for roadway improvements). A Precise Plan of Design details the physical improvements related to construction of the southern extension of Bryn Mawr Avenue, south of Redlands Boulevard.

All of these requests collectively relate to establishing the foundation for future Phase One development conceptually targeting retail and institutional uses that would be consistent with the General Plan and located within Special Planning Area D, generally south of Redlands Boulevard, and between Enterprise Drive and Bryn Mawr Avenue (see Attachment A, Site Vicinity Map).

With the exception of improvements related to the Bryn Mawr Avenue road extension, the Project does not propose any site-specific development at this time, nor does it grant any entitlements or approvals for any future development within the Phase One Concept area (which would require separate precise plan level application, along with separate and independent review and approval).

## **RECOMMENDATION**

Staff recommends that the Planning Commission recommend the following actions to the City Council:

1. Adopt the Mitigated Negative Declaration (see Attachment B, NOI/IS/MND);
2. Approve General Plan Amendment No. 12-107 and adopt the Resolution, based on the findings (see Attachment C, General Plan Text Amendment – Section 2.2.7.4);
3. Approve Specific Plan Amendment No. 13-035 and adopt the Ordinance, based on the findings (see Attachment D, Proposed Specific Plan Boundary Adjustment and Zone Map Change);
4. Approve Zone Map Change No. 13-036 and adopt the Ordinance, based on the findings (see Attachment D, Proposed Specific Plan Boundary Adjustment and Zone Map Change);
5. Approve Tentative Parcel Map No. 13-033 (TMP 19018) (see Attachment E, Tentative Parcel Map No. 19018) and adopt the Resolution, based on the findings and subject to the Conditions of Approval (see Attachment G, Conditions of Approval);
6. Approve Precise Plan of Design No. 13-034 (see Attachment F, Project Plans) and adopt the Resolution, and subject to the Conditions of Approval (see Attachment G, Conditions of Approval).

## **PERTINENT DATA**

Applicant/Owner: Lewis Investment Company, LLC

General Plan: Special Planning Area D

Specific Plan/Zoning: East Valley Corridor Specific Plan-Special Development District (EVC-SD); and R-1 (Single-Family Residence Zone) and PC (Planned Community District), both of which are regulated by the Loma Linda Municipal Code, Title 17, Zoning

Site Area: Parcel Map Area – 81.64 acres (13 existing parcels)  
Phase One Concept Area – approximately 46.42 acres

Topography: Generally flat with mild slope from southeast to northwest

Vegetation: Disturbed and agricultural.

## **BACKGROUND AND EXISTING SETTING**

### **Background**

The application was submitted on December 11, 2012 for a General Plan Amendment, Tentative Parcel Map (No. 19018) and roadway extension request, all related to the intent to establish a conceptual framework that would allow for future development applications for health care (i.e., medical clinic and related uses) and retail/commercial uses.

After several months of working with the applicant, the project was refined to reflect a framework approach which kept the basic provisions and intent of Special Planning Area D in tact while defining an appropriate review and processing strategy for subsequent development applications for the proposed project area.

The project was reviewed by City staff and a letter of completeness was sent to the applicant on February 6, 2013 along with a request for project clarification, map corrections and additional information. Staff met with the applicant on several occasions between January 15, 2013 and April 23, 2013 to refine aspects and establish expectations of the proposed project and its various entitlement components. On February 28, 2013, the applicant provided a revised application and technical information. Additional corrected plans were submitted subsequent to that date. On April 3, 2013, the City issued a second letter of completeness acknowledging complete application information and establishing a schedule for processing and hearings.

### **Existing Setting**

The project area is located in the northeastern portion of the City and within an area referenced as Special Planning Area D. The project area is bounded by Redlands Boulevard on the north, Mission Road on the south, Enterprise Drive on the west and Bryn Mawr Avenue on the east.

The majority of the ±81.64-acre project area is undeveloped and is in (or previously had been) in agricultural production as citrus groves and open uncultivated areas. Surrounding land uses include single-family homes, the Southern California Edison (SCE) easement and the Orangewood apartment complex immediately west of the Project area. The Heritage Park has also been established along the southwesterly edge, off of Mission Road. The Corporate Business Center (a business and industrial park) are located north of Redlands Boulevard. Property to the south (of Mission Road)

consists of single-family residential development. The area east of the Project area is primarily agricultural and vacant area with scattered single-family homes and the Mission Elementary School. The property to the east, between the project site and California Avenue, is also within Special Planning Area D.

The proposed project affects 81.64 acres that is the westerly portion of Special Planning Area D, which consists of 299.81 acres located within the northeast portion of the City of Loma Linda, south of Redlands Boulevard and west of California Avenue. More specifically, the proposed project area includes that western portion of Special Planning Area D, generally between Enterprise Drive and Bryn Mawr Avenue and which extends from Redlands Boulevard south to Mission Road. (See Attachment A, Site Vicinity Map).

The proposed project area can be described as several subareas related to the various entitlement actions. The overall project area consists of 81.64 acres comprised of 13 existing parcels (listed below) that are coincident with proposed Tentative Parcel Map No. 19018, which would reconfigure the 13 existing lots into 4 new parcels and 2 Lots related to roadway easements (herein referenced as the "Parcel Map area").

<u>Assessor Parcel Number</u>	<u>Acreage</u>
0292-11-04	4.80
0292-11-05	9.00
0292-11-28	6.64
0292-11-36	13.86
0292-11-40	4.89
0292-11-41	7.06
0292-11-42	3.22
0292-12-01	0.11
0292-12-02	1.28
0292-12-03	2.68
0292-46-01	9.70
0292-46-02	9.70
0292-46-03	6.69
Rights-of-way	2.01
<b>TOTAL</b>	<b>81.64</b>

The Phase One Concept area consists of that northerly portion of the overall project area that would be coincident with proposed Parcels 1 and 2, and including Lots A and B (both related to roadway easements), and totaling 46.42 acres. The Zone Change area consists of the entire Phase One area plus an additional acreage immediately south of that as necessary to resolve zoning boundaries relative to the proposed new parcel configuration. The Zone Change area totals approximately 59.17 acres, with the net area affected by changes limited to 12.75 acres. Finally, the Road Extension area consists of proposed Lots A and B (totaling 3.975 acres) and representing that area for

the proposed southerly extension of Bryn Mawr Avenue and related improvements along Redlands Boulevard.

## **CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) STATUS**

The project is subject to CEQA and an Initial Study has been prepared to address the potential environmental impacts of the project. A Notice of Intent (NOI) to Adopt a Mitigated Negative Declaration is proposed. The CEQA mandated 20-day public review period for this project began on Friday, May 3, 2013 and will end on Wednesday, May 22, 2013. No comments on the environmental documents have been received as of the writing of this Report. A copy of the NOI/Initial Study/Mitigated Negative Declaration is attached (see Attachment B).

## **ANALYSIS**

### **Project Description**

#### **Project Entitlements and Approvals**

To approve and implement the proposed project, the following entitlements are requested:

- MND Adopt a Mitigated Negative Declaration (MND) and related Mitigation Monitoring Program (MMP) for the proposed Project.
- PM 13-033 Approve Tentative Parcel Map No. 19018 to consolidate and reconfigure 13 existing lots into 4 parcels for the purpose of sale, lease or financing, and 2 lots for roadway easements.
- PPD 13-034 Provide Site Plan Review and adopt Precise Plan of Design related to physical improvements for the southern extension of Bryn Mawr Avenue and related improvements on property fronting Redlands Boulevard.
- GPA 12-107 Approve a General Plan Amendment to establish a phasing implementation process and to conceptually define Phase One within Special Planning Area D
- SP 13-035 Approve an Amendment to the East Valley Corridor Specific Plan to modify the specific plan south boundary within the vicinity of the Project area.
- P 13-036 Approve a Zone Map Amendment to adjust zone categories to coincide with revised property/parcel lines created through TPM No. 19018. The related Zone Change would approve a change of zones from EVC-Special Development District (EVC-SD) and Single-Family Residence (R-1) to

EVC-Special Development District (EVD-SD), Single-Family Residence (R-1) and Planned Community (PC) consistent to reflect new parcel lines.

Tentative Parcel Map (TPM 19018)

A request to approve Tentative Parcel Map No.19018, which would consolidate and reconfigure 13 existing lots into a total of 4 numbered parcels, 2 lettered lots (for roadway improvements) and other various roadway and right-of-way easements as provided in chart below (see Attachment E).

<b>Map Element ID</b>	<b>Acreeage</b>	<b>Anticipated Use (and proposed zone)</b>
Parcel 1	36.860	Future healthcare/medical clinic (zoned EVC-Special Development)
Parcel 2	5.589	Future commercial/mixed use (zoned EVC-Special Development)
Parcel 3	5.689	Undeveloped (zoned PC-Planned Community)
Remainder	27.487	Undeveloped (zoned R1-Single-Family Residence)
Lot A	0.368	Street dedication – Redlands Boulevard frontage improvements
Lot B	3.607	Street dedication – Bryn Mawr Avenue extension
Ex R/W	1.411	Ex. Redlands Blvd. – 41.25'
Ex R/W	0.626	Ex. Mission Rd. – 30.00'
<b>TOTAL</b>	<b>81.637</b>	

Precise Plan of Design / Site Plan Review

A request to approve a Site Plan (through Precise Plan Development review), including related improvement and landscape concept plans, related to the implementation of the southerly extension of Bryn Mawr Avenue to a point approximately 1,345 feet (1,654 actual lineal feet) south of Redlands Boulevard (and coincident with the proposed Special Planning Area D Phase 1 area extent). The proposed Bryn Mawr Avenue extension improvements are comprised of a 118-foot right-of-way that includes sidewalks, parkway landscaping, travel lanes, roadway median, curbs, and trail. Full-width improvements would be provided for 989 lineal feet to a point roughly co-terminus with the southerly extent of proposed Parcel 2, and partial improvements for the westerly 59-foot wide portion (665 lineal feet) of the roadway extension that would be aligned within Phase 1. A (temporary) hammer-head turnaround would be provided at the terminus of the roadway extension on Parcel 3. Service improvements for sewer, water (potable and reclaimed), storm drain, electricity and gas would be installed within the roadway right-of-way. See Attachment F, Proposed Improvement Plan and Landscape Concept for Bryn Mawr Avenue Extension.

General Plan Amendment (GPA)

A request to modify the Loma Linda General Plan text pertaining to Special Planning Area D in order to allow for the phased implementation of development within the

Planning Area D, and specifically to allow for approximately 42.45 acres of institutional and retail/mixed use development (inclusive of fair share improvements for parks, recreation and trails), and approximately 3.6 acres of roadway for the Bryn Mawr Avenue southerly extension.

The proposed GPA includes the introduction of a “Phasing Policy” for Special Planning Area D that would facilitate orderly development within the Planning Area and ensure that adequate pre-planning is considered to achieve a balance of land uses, internal connectivity, and breadth of community amenities by allowing phased development within the Planning Area when it meets the criteria of the Phasing Policy. The proposed Phasing Policy generally requires that: 1) each phase be conceptually approved through a GPA defining and authorizing each phase; 2) no phase shall be less than 40 acres in total area; 3) each phase shall demonstrate consistency with the Guiding and Implementing policies for Special Planning Area D; and 4) phasing be conceptually approved only for those areas having an underlying zone category designation requiring a planned development permit (or equivalent) application.

The proposed GPA would also establish a conceptual Phase One, comprised of an approximate 42.45 acre area located at the northwest corner of Special Planning Area D. Conceptually, Phase One would consist of  $\pm 8.28$  acres of Institutional,  $\pm 27.64$  acres of Retail/Mixed Use,  $\pm 6.53$  acres of park/open space/trails, and roadway improvements related to the southerly extension of Bryn Mawr Avenue and incidental easements and rights-of-way improvements. These acreages are based on conceptual information available at this time. Future planned development permit(s) that would be required before Phase One could be implemented, would establish the precise land use allocations, as well as their location within the Phase One Concept area. See Attachment C.

The proposed GPA does not involve any expansion of land uses or intensity, but would be limited only to establishing an opportunity for phased implementation of the previously approved land uses and master planning principals already provided for within the approved Loma Linda General Plan.

#### Specific Plan Amendment (SPA)

A request to adjust the East Valley Corridor Specific Plan planning boundary to align approximately 69 feet south in order to coincide with the new property lines of proposed Parcels 1 and 3, and to similarly extend the EVC-SD designation/zone to that line. Also, to move the EVC-SD boundary/designation/zone that current extends to the southern edge of existing APN 0292-11-36 approximately 372 feet north to coincide with the new property line of Parcel 1. This boundary line adjustment is necessary to avoid splitting of parcels between Specific Plan and non-specific plan areas and thus allow for consistency in the application of development regulations within a single parcel. See Attachment D.

### Zone Change (ZC)

A request to approve a change of zone(s), within an area consistent with and related to the SPA area, from EVC-Special Development District (EVC-SD) and Single-Family Residence (R-1) to EVC-Special Development District (EVD-SD), Single-Family Residence (R-1) and Planned Community (PC) that would reflect proposed new parcel lines under TPM No. 19018. More specifically, the request would change the existing R1 and PC zoning from the southerly edge of new Parcel 1 to EVC-SD. Also, the request would change the zone from EVC-SD to R1 for the residual portion of APN 0291-11-36 that would become a portion of the remainder parcel (Parcel 4) per TPM No. 19018. See Attachment D.

The proposed ZC to correspond to new parcel line alignments would result in a net reduction of  $\pm 1.15$  acres of land area zoned EVC-SD and a net reduction of  $\pm 1.00$  acres of PC zoned property, while adding  $\pm 2.15$  acres of land zone R-1.

### Project Analysis

The proposed project can be thought of as having three overall components: 1) the creation of a phasing process and establishing a Phase One concept; 2) the consolidation and reconfiguration of parcels, including the realignment of zoning and Specific Plan district boundaries as needed to reflect the new configuration and correspond to Phase One goals; and 3) the extension of Bryn Mawr Avenue. These components are discussed below.

### Phasing and Phase One

A General Plan text amendment is proposed to establish a phasing mechanism for Special Planning Area D and to establish a Phase One Concept area. The text amendment also addresses minor corrections to the Special Planning Area D Land Use Table, Table 2B.

The General Plan identifies an overall goal of supporting balanced and mixed uses within its remaining large infill parcels within the City. Thus, the General Plan identifies seven "Special Planning Areas" for which the intent is to create areas of mixed uses that can come together to meet the commercial, employment, institutional, and residential needs of the neighborhood and community at large through the efficient use of land use patterns. The General Plan also intended that the consideration of these Special Planning Areas allow for flexibility in determining the specific uses (consistent with the goals of the General Plan and its Land Use Element), while accommodating changing market forces.

To achieve efficient land use patterns in Special Planning Area D, it was initially desired that the entire 299.81 acre planning area be designed and developed as a single comprehensive project. However, constraints due to market factors and multiple parcels and property owners are impediments to facilitating any development within the

planning area. In fact, positive results for reasonable growth that meets the overall design, land use and development mix that is desired for Special Planning Area D are more likely to be realized if the area is allowed to develop in reasonable phases. Without such flexibility, opportunities for development that would be otherwise appropriate and reasonable, if not actually desirable, may be overlooked.

In order to balance the desire to see this area developed as a singular community and the reality of market timing that necessitates flexibility, a policy for sequential phasing of Special Planning Area D is recommended. The proposed phasing program recognizes that the existing policies serve as a master plan guideline. The General Plan's vision for Special Planning Area D, as identified in the Guiding Policy and Implementing Policies, establishes the overall framework, land use patterns and defines a general arrangement of cohesiveness for the Planning Area that is equivalent to a master plan concept.

The proposed phasing program would require that each phase (restricted to a minimum size of 40 acres) first be "conceptually" approved through a General Plan Amendment process (approved through City Council). Once conceptually approved, the City would then be allowed to accept applications for new development that is consistent with the conceptual phase. And any new development would be processed through a "planned development permit" (or equivalent) process to ensure that an efficient land use pattern and adequate community amenities are incorporated. Also, through the planned development permit process, each phase would have to demonstrate that the proposed uses and improvements are consistent with the Guiding and Implementation Policies.

Current with the establishment of Phasing Guidelines within Special Planning Area D, a "Phase One" concept would be created. Phase One is comprised of an approximate 42.45 acre area located at the northwest corner of Special Planning Area D. Conceptually, Phase One would consist of  $\pm 8.28$  acres of Institutional,  $\pm 27.64$  acres of Retail/Mixed Use,  $\pm 6.53$  acres of park/open space/trails, and roadway improvements related to the southerly extension of Bryn Mawr Avenue and incidental easements and rights-of-way improvements. These acreages are based on conceptual information available at this time. Future planned development permit(s) that would be required before Phase One could be implemented, would establish the precise land use allocations, as well as their location within the Phase One Concept area.

As future development occurs within Special Planning Area D, each new phased installment would be responsible for addressing its "fair share" of the public parks/open space and trails components (per Table 2B), as well as any other shared infrastructure and amenities, that are common to all uses in the planning area. This expectation will ensure that comprehensive planning, connectivity and development coordination remain at the forefront of each development program.

On December 12, 2012, an application was received requesting approvals that would provide the entitlement framework necessary to process subsequent application(s) for a medical clinic and a small retail shopping center. These uses would be restricted to two parcels (i.e., Parcels 1 and 2) newly created by Parcel Map No. 19018. Parcel 1 (36.86

acres) would accommodate the medical clinic and all of its related ancillary uses, including medical laboratories, rehabilitation facilities, counseling services, administrative offices, educational/training facilities, pharmacies, integrated commercial, and parking. The medical clinic is unusual in that it encompasses a wide-range of collective uses that are not wholly consistent with a single land use classification (such as hospital, medical offices, or administrative professional services). As such, the medical clinic can be characterized as a mix of retail, administrative/medical offices, institutional, research, laboratory, educational and hospital uses. In the context of the Guiding Policy for Special Planning Area D (Table 2B), the medical clinic most closely represents the Institutional and Retail/Mixed Use categories. Parcel 2 (5.589 acres) is intended primarily as a retail commercial center, and thus most closely represents the Retail/Mixed Use category in Table 2B.

The General Plan text amendment also addresses minor revisions to Table 2B to correct acreages for trails and roads. Based on research into the previous General Plan Update process, it appears that the acreage assignment for roadway and trails was inadvertently reversed from the original intent. Therefore staff recommends that this correction be incorporated and Table 2B revised (Attachment C). The roadway area would be revised from 2.22 acres to 13.62. Conversely, the trails area would be revised from 13.62 acres to 2.22 acres. These corrections do not result in any significant change of the land use patterns, but instead reflect the intended scenario that is more realistic.

#### Parcel Reconfiguration and Zoning Adjustment

A proposal to consolidate and reconfigure 13 existing lots into a total of 4 numbered parcels, 2 lettered lots (for roadway improvements) and other various roadway and right-of-way easements would be implemented through Tentative Parcel Map No. 19018 (see Attachment E). The parcel reconfiguration is necessary for finance purposes related to the sale, lease or financing of the property in order to facilitate a future Phase One development. The new configuration would result in lot sizes and roadway access that are consistent with the overall guiding policies for Special Planning Area D and with the underlying zoning of EVC-SD, R-1 and PC.

In addition to the consolidation of lots, TMP 19018 includes a lot line adjustment along the southern edge of the Phase One area. Currently, the EVC SP boundary and zoning district boundaries are aligned with the existing lot lines. The reconfiguration would establish new lot lines that are slightly different than the current zone boundaries, thus resulting in a split of zones across the new lots. In order to clear up this problem and avoid discrepancies, the EVC SP amendment and zone change are proposed to adjust the zone districts to align with the newly created parcels. The proposed zone change to correspond to new parcel line alignments would result in a net reduction of  $\pm 1.15$  acres of land area zoned EVC-SD and a net reduction of  $\pm 1.00$  acres of PC zoned property, while adding  $\pm 2.15$  acres of land zone R-1. In the overall scheme of Special Planning Area D, these changes are not significant. Further, because any future phased development would be required to obtain conceptual phasing approval to assign land

uses and process a planned development permit(s), the minor zone change is essentially moot toward the future development goals for this planning area.

### Roadway Extension

Consistent with Special Planning Area D Implementing Policy “e,” the applicant proposes that the Phase One Concept provide for the southerly extension of Bryn Mawr Avenue to align with the corresponding roadway segment north of Redlands Boulevard. The roadway extension is shown as Lot A on the TPM 19018 to set the alignment. The proposed roadway extension would include two lanes in each direction, and including a partial median and adjacent trail and parkways.

### Public Comments

As of the date of this report, staff has not received any agency inquiry or public comment based on the Notice of Public Hearing that was mailed on May 2, 2013 to local governments and agencies, and property owners and occupants within 300 feet of the project site.

## **FINDINGS**

### General Plan Amendment Findings

An amendment to the General Plan may be adopted only if all of the following findings are made:

***1. The proposed amendment is internally consistent with the General Plan;***

The proposed amendment is internally consistent with the Loma Linda General Plan goals and policies related to Special Planning Areas, specifically those related to Special Planning Area D (General Plan Section 2.2.7.4) to provide an efficient pattern and mix of uses because the project request establishes an implementation mechanism to implement development within Special Planning Area D and reinforces the intent to provide for comprehensive and coordinated planning within the Planning Area. The proposed text amendment to establish a phasing mechanism for qualifying properties and a Phase One Concept area, would remove impediments that restrict reasonable growth within Special Planning Area D that would otherwise be consistent with the intent and policies of the Planning Area.

***2. The proposed amendment would not be detrimental to the public interest, health, safety, convenience, or welfare of the City;***

The approval of the proposed General Plan Amendment would remove impediments that restrict reasonable growth within Special Planning Area D that would otherwise be consistent with the intent and policies of the Planning Area, and thus in accordance with the public interest, health, safety, convenience and welfare of the City per the adopted

General Plan Future project applications that could be facilitated by the amendment would be conditioned to meet the City's development criteria to improve community safety and welfare.

The amendment to establish phasing mechanisms and a Phase One Concept for Special Planning Area D would provide for only a conceptual level of project planning and as such, would not be detrimental to the public interest, convenience and health as issues are addressed through design and development of each subsequent phase that would be processed.

**3. *The proposed amendment would maintain the appropriate balance of land uses within the City; and,***

The balance of land uses in the City will not be adversely affected by the proposed amendment.

The amendment to establish phasing mechanisms and a Phase One Concept for Special Planning Area D would only serve to implement the established balance and relationship of land uses already established by the General Plan. The amendment will provide opportunities to establish institutional and retail/mixed-use uses within an area of the City of Loma Linda that is appropriate for such uses and otherwise intended for a mix of uses.

**4. *In the case of an amendment to the General Plan Land Use Map, the subject parcel(s) is physically suitable (including, but limited to, access, provision of utilities, compatibility with adjoining land uses, and absence of physical constraints) for the requested land use designation and the anticipated land use development.***

The proposed amendment is a text amendment and therefore, the application of this Finding is not appropriate. Future development projects within Special Planning Area D that would be affected by this amendment will be required to address access, provision of utilities, and compatibility as a component of site design and the planned development permit (or equivalent) process.

**Tentative Parcel Map Findings**

**1. *That the proposed project is consistent with the General Plan and Zoning designations.***

The proposed subdivision combines thirteen parcels into four new numbered parcels and two new lettered parcels. The lettered parcels (Lots A and B) define the area for roadway improvements that would serve the Phase One Concept area. The consolidation of the northerly five existing lots fronting Redland Boulevard would result in two larger parcels (Parcels 1 and 2) adequately sized and shaped to accommodate a reasonable range of institutional, retail, mixed-use and similar uses intended for this area per the underlying General Plan and Zoning designations. Parcel 3 is slightly

modified by the adjustment of its northern boundary. The other six existing parcels are combined and consolidated as a single remainder parcel that would continue to be designated for future single-family residential. The proposal is consistent with the Special Planning Area D designation of the General Plan, specifically Section 2.2.7.4. Further, the resultant parcels are in compliance with the East Valley Corridor Specific Plan requirements, as applicable.

***2. The design of the proposed improvements is not likely to cause substantial environmental damage or substantially and unavoidably injure fish and wildlife or their habitat.***

The Project would not cause substantial environmental damage or substantially and unavoidably injure fish and wildlife or their habitat. An Initial Study/Mitigation Negative Declaration prepared for the proposed project determined that potential impacts to the environment or impacts to wildlife habitat, or potential indirect adverse impact on plant or animal species is not expected. The project site is located adjacent to developed properties and the site itself has been heavily disturbed by historic agricultural activity and previous grading (laying of fill). The mitigation measures included in the IS/MND will reduce the project impacts to less than significant levels.

As a result, the proposed project and its recommended improvements (including the parcel consolidation and Bryn Mawr Avenue roadway extension) would not significantly impact any fish or wildlife species or habitat; fish or wildlife population; plant or animal community; rare or endangered plant or animal species; or historic or prehistoric resources.

***3. The design of the proposed improvements is not likely to cause serious public health problems.***

The proposed parcel map is not likely to cause serious public health problems. The subdivision/lot consolidation is needed for purposes related to sale, lease and financing of the property in order to establish future institutional, retail, mixed-use and similar uses. Specific design will be considered at a later time when project-specific applications are filed.

**Specific Plan Amendment Findings**

Changes to the Specific Plan are considered legislative acts and do not require findings. The proposed specific plan boundary change is minor and consistent with the East Valley Corridor Specific Plan and the Loma Linda General Plan, and would not cause substantial environmental damage or be detrimental to the public welfare.

**Zone Change Findings**

Changes to the zoning ordinance and map are considered legislative acts and do not require findings. State law does require that the zoning be consistent with the General

Plan. The proposed zone is consistent with the proposed Special Planning Area D land use designation. As stated above, Parcels 1 and 2 area suitable for a range of land uses development, including institutional, retail, mixed-use and similar uses under the EVC-SD (East Valley Corridor Specific Plan – Special Development District) zone and would not cause substantial environmental damage or be detrimental to the public welfare. Similarly, Parcels 3 and 4 are suitable for PC (Planned Community) and R-1 (Single-Family Residence) zones, respectively, and would not cause substantial environmental damage or be detrimental to the public welfare.

## **MEASURE V**

On November 7, 2006, the Loma Linda voters passed Measure V, *The Residential and Hillside Development Control Measure*. As outlined in Section" (A) (3) of Measure V, the project shall pay all of the required development impact fees to cover 100 percent of their pro rata share of the estimated cost of public infrastructure, facilities and services.

**Section II (A) (3)** - In accord with the provisions of California Government Code Sections 66000 et seq., all development projects as defined therein shall be required to pay development fees to cover 100% of their pro rata share of the cost of any public infrastructure, facilities, or services, including without limitation roads, sewer, utility, police and fire services, necessitated as a result of the approval of such development. The City Council shall set and determine development fees sufficient to cover 100% of their pro rata share of the estimated cost of such public infrastructure, facilities, and services based on appropriate cost-benefit analyses, as required by the provisions of California law.

The proposed project serves primarily to remove impediments that restrict reasonable growth within Special Planning Area D that would otherwise be consistent with the intent and policies of this Planning Area. With the exception of the Bryn Mawr Avenue roadway extension, the current project actions would not immediately authorize any new construction of institutional, retail, mixed use or other similar permitted uses. It is anticipated that any future development proposals within Special Planning Area D would be conditioned to comply with all nonexempt provisions of Measure V and required to pay the full amount of development fees required of each subsequent future development project, and any recalculated development impact fees, including traffic impact fees.

Section" (F) (2) of Measure V requires that traffic levels of service (LOS) be maintained at level C or better.

**Section II (F) (2)** - To assure the adequacy of various public services and to prevent degradation of the quality of life experienced by the residents of Loma Linda, all new development projects shall assure by implementation of appropriate mitigation measures that, at a minimum, traffic levels of service (LOS) are maintained at a minimum of LOS C throughout the City,

except where the current level of service is lower than LOS C. In any location where the level of service is below LOS C at the time an application for a development project is submitted, mitigation measures shall be imposed on that development project to assure, at a minimum, that the level of traffic service is maintained at levels of service that are no worse than those existing at the time an application for development is filed. In any location where the Level of Service is LOS F at the time an application for a development project is submitted, mitigation measures shall be imposed on that development project to assure, at a minimum, that the volume to capacity ratio is maintained at a volume to capacity ratio that is no worse than that existing at the time an application for development is filed. Projects where sufficient mitigation to achieve the above-stated objectives is infeasible shall not be approved unless, and until the necessary mitigation measures are identified and implemented.

Measure V requires that traffic levels of service (LOS) be maintained at level C or better. As no development of land uses that would generate traffic trips along City roadways is proposed at this time, no change to the traffic LOS along community roadways is expected. It is anticipated that any future development proposals within Special Planning Area D would be fully studied and analyzed, and otherwise required to demonstrate, that a minimum LOS C be maintained at any roadway segment/intersection affected by such development.

## **CONCLUSION**

All elements of the project are consistent with the General Plan (July 25, 2006, as amended), including Measure V requirements. The applicant will implement the mitigation measures, as identified in the Conditions of Approval, to minimize the potential impacts associated with construction of the Bryn Mawr Avenue roadway extension south of Redlands Boulevard. Findings have been made to support staffs recommendation for approval pending approval of the General Plan Amendment, Specific Plan Amendment, Zone Map Change, Tentative Parcel Map and Precise Plan of Design. The applicant has worked closely with staff and has made every effort possible to provide the most appropriate project approach and design for this project. The project approach and nature of the requested entitlements are consistent with the intent of General Plan guidance for Special Planning Area D. The parcel reconfiguration and road improvements reflect sound reasoning and are consistent with the General Plan and East Valley Corridor Specific Plan.

The Draft NOI/Initial Study/Mitigated Negative Declaration was prepared pursuant to CEQA and the CEQA Guidelines and mitigation measures have been incorporated into the project as Conditions of Approval.

Respectfully submitted,

Melanie Traxler  
Contract Planner

## **ATTACHMENTS**

- A. Site Vicinity Map
- B. NOI/Initial Study/Mitigated Negative Declaration
- C. Proposed General Plan Text Amendment - Section 2.2.7.4
- D. Proposed Specific Plan Boundary Adjustment and Zone Map Change
- E. Tentative Parcel Map No. 19018
- F. Project Plans
- G. Conditions of Approval
- H. Photos of Project Area

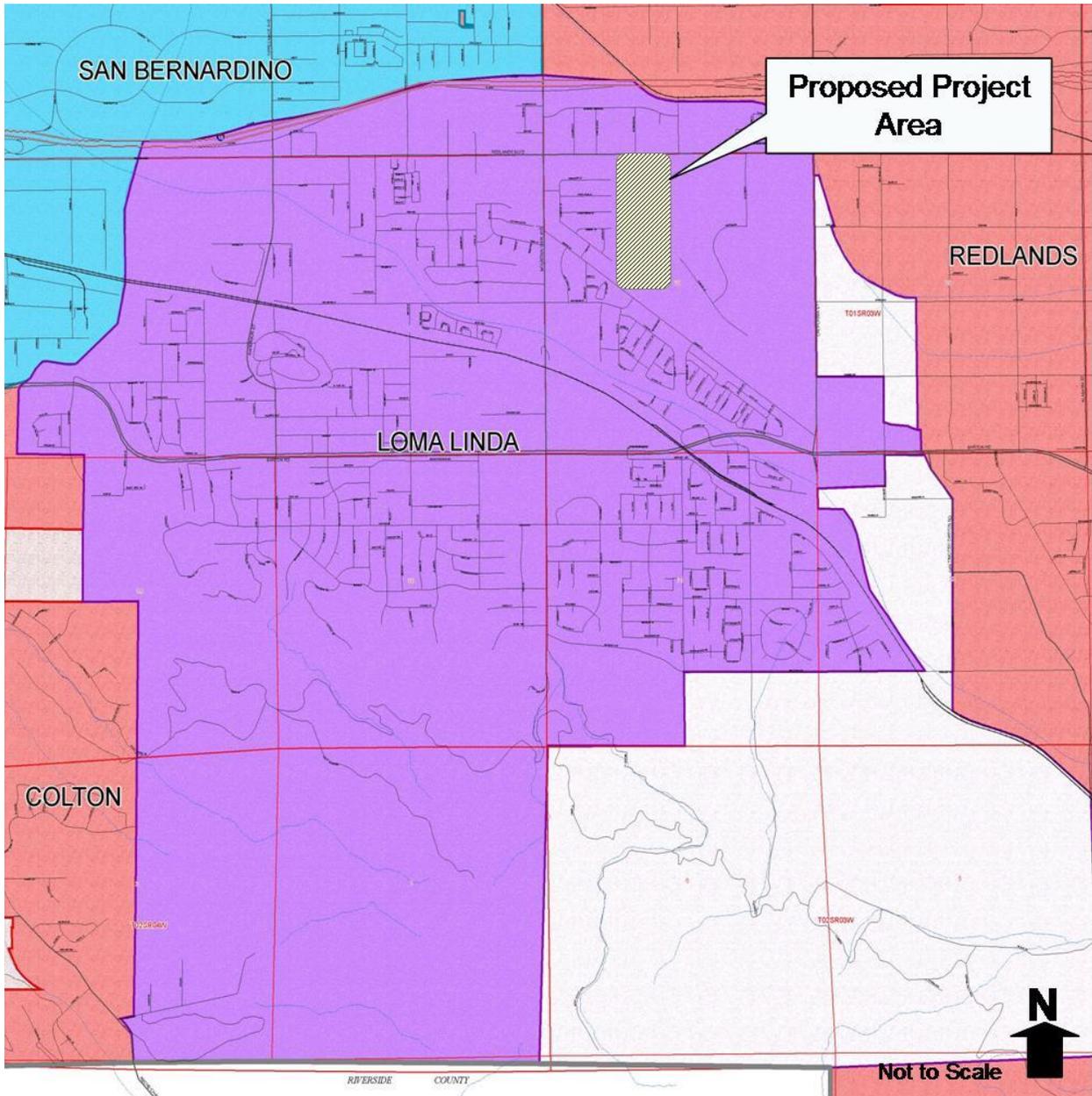
# Attachment A

## Site Vicinity Map

General Plan Amendment No. 12-107  
Specific Plan Amendment No. 13-035  
Zone Map Change No. 13-036  
Tentative Parcel Map No. 13-036 (TMP 19018)  
Precise Plan of Design No. 13-034

May 15, 2013

**Attachment A – Site Vicinity Map**



Source: San Bernardino County Local Agency Formation Commission (2013)

## Attachment B

Notice of Intent (NOI)/Initial Study (IS)/  
Mitigated Negative Declaration (MND)

General Plan Amendment No. 12-107

Specific Plan Amendment No. 13-035

Zone Map Change No. 13-036

Tentative Parcel Map No. 13-036 (TMP 19018)

Precise Plan of Design No. 13-034

May 15, 2013

**DRAFT INITIAL STUDY  
AND MITIGATED NEGATIVE DECLARATION  
FOR THE**

**SPECIAL PLANNING AREA D PHASE ONE CONCEPT PROJECT**

**GENERAL PLAN AMENDMENT NO. 12-107  
SPECIFIC PLAN AMENDMENT NO. 13-035  
ZONE MAP CHANGE NO. 13-036  
TENTATIVE PARCEL MAP (TPM 19018) NO. 13-033  
PRECISE PLAN OF DESIGN NO. 13-034  
(SPECIAL PLANNING AREA D PHASE ONE CONCEPT  
AND BRYN MAWR AVENUE EXTENSION)**

Lead Agency:

**CITY OF LOMA LINDA**  
25541 Barton Road  
Loma Linda, California 92354

May 3, 2013

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**NOTICE OF INTENT  
TO ADOPT A MITIGATED NEGATIVE DECLARATION  
FOR THE  
SPECIAL PLANNING AREA D PHASE ONE PROJECT**

**GENERAL PLAN AMENDMENT NO. 12-107  
SPECIFIC PLAN AMENDMENT NO. 13-035  
ZONE MAP CHANGE NO. 13-036  
TENTATIVE PARCEL MAP (TPM 19018) NO. 13-033  
PRECISE PLAN OF DESIGN NO. 13-034  
(Special Planning Area D Phase One Concept  
and Bryn Mawr Avenue Extension)**

Notice is hereby given that the City of Loma Linda intends to adopt a Mitigated Negative Declaration for the following proposed Project:

**GENERAL PLAN AMENDMENT NO. 12-107, SPECIFIC PLAN AMENDMENT NO. 13-035, ZONE MAP CHANGE NO. 13-036, TENTATIVE PARCEL MAP (TPM 19018) NO. 13-033, PRECISE PLAN OF DESIGN NO. 13-034 (Special Planning Area D Phase One Concept and Bryn Mawr Avenue Extension)** – A request for approval of a General Plan amendment to establish Phase One implementation policy and guidelines for a ± 46.42-acre future development plan within Special Planning Area D. A request to amend the East Valley Corridor (EVC) Specific Plan boundary and approve a change of zones from EVC-Special Development District (EVC-SD) and Single-Family Residence (R-1) to EVC-Special Development District (EVC-SD), Single-Family Residence (R-1) and Planned Community (PC) that reflect new parcel lines. A request to approve TMP 19018 consolidating and reconfiguring 13 existing lots into 4 total parcels and 2 lots (for roadway improvements). A request to approve a Precise Plan of Design to allow construction of the southern extension of Bryn Mawr Avenue, south of Redlands Boulevard. All of these requests collectively relate to establishing the foundation for future Phase One development plans conceptually identified for retail and institutional uses that are consistent with the General Plan and located within Special Planning Area D, generally south of Redlands Boulevard, north of Mission Road, and between Enterprise Drive and Bryn Mawr Avenue.

**PUBLIC REVIEW AND COMMENT**

Comments on the Initial Study and proposed Mitigated Negative Declaration must be submitted in writing prior to the close of the public comment period. From **May 3 to May 22, 2013**, this Mitigated Negative Declaration, inclusive of the Initial Study (which discusses the potential environmental effects) and the proposed Project application file are available for public review during normal office hours (7:30 a.m. to 5:30 p.m., Monday through Thursday) at the City of Loma Linda Community Development Department within City Hall located at 25541 Barton Road, Loma Linda, CA 92354. Copies are also available at the San Bernardino County Library (25581 Barton Road, Loma Linda, CA). Written comments on the Initial Study and proposed Mitigated Negative Declaration should be submitted prior to 5:30 p.m. on **Wednesday, May 22, 2013** to:

Guillermo Arreola  
City of Loma Linda  
Community Development Department  
25541 Barton Road  
Loma Linda, CA 92354  
Email: [garreola@lomalinda-ca.gov](mailto:garreola@lomalinda-ca.gov)  
Phone: (909) 799-2830

**PROJECT OVERVIEW**

***Special Planning Area D Phase One Concept General Plan Amendment, Specific Plan Amendment, Zone Change, Bryn Mawr Avenue Extension and Tentative Parcel Map No. 19018 Project***, herein referred to as the “Phase One Project” or the “Parcel Map” or the “Road Extension” or the “Project.” An

application for the proposed Project was initiated by Lewis Investment Company, LLC, P.O. Box 670, Upland, CA 91785

The proposed Project affects 81.64 acres that is the westerly portion of Special Planning Area D, which consists of 299.81 acres located within the northeast portion of the City of Loma Linda, south of Redlands Boulevard and west of California Avenue. More specifically, the proposed Project area includes that western portion of Special Planning Area D, generally between Enterprise Drive and Bryn Mawr Avenue and which extends from Redlands Boulevard south to Mission Road.

The proposed Project consists of a series of actions that would establish a Phase One implementation policy for Special Planning Area D and put in place the framework for future development within the Phase One area. A General Plan Amendment would identify general guidance for phased development for a  $\pm 46.42$  acre area within Special Planning Area D and specifically define a conceptual development envelop for future Phase One implementation. A Specific Plan Amendment and Zone Change would realign specific plan and zone district boundaries to coincide with property lines of the newly created and reconfigured parcels. Specifically, the Project would amend the East Valley Corridor (EVC) Specific Plan to adjust its southern boundary in the Project area, and would result in a change of zones from EVC-Special Development District (EVC-SD) and Single-Family Residence (R-1) to EVC-Special Development District (EVC-SD), Single-Family Residence (R-1) and Planned Community (PC) that reflect the new parcel lines. Tentative Parcel Map No. 19018 would consolidate and reconfigure 13 existing lots into 4 total numbered parcels and 2 lettered lots (for roadway improvements). A Precise Plan of Design details the physical improvements related to construction of the southern extension of Bryn Mawr Avenue, south of Redlands Boulevard.

All of these requests collectively relate to establishing the foundation for future Phase One development conceptually targeting retail and institutional uses that would be consistent with the General Plan and located within Special Planning Area D, generally south of Redlands Boulevard, and between Enterprise Drive and Bryn Mawr Avenue.

With the exception of improvements related to the Bryn Mawr Avenue road extension, the Project does not propose any site-specific development at this time, nor does it grant any entitlements or approvals for any future development within the Phase One area (which would require separate precise plan level application, along with separate and independent review and approval).

The intent of the proposed Project is to remove impediments that restrict reasonable growth within Special Planning Area D that would be otherwise consistent with the intent and policies of the Planning Area. Further, a goal of the proposed Project is to establish clear guidelines for how phased implementation within Special Planning Area D can proceed and to lay the foundation for conceptual Phase One development within the Planning Area that would accommodate up to 42.45 acres of retail, mixed-use and institutional development (including healthcare, medical clinic, office, retail commercial, and similar uses) within an overall  $\pm 46.42$  Phase One area.

## **PREFACE**

### **PURPOSE**

This document is an Initial Study (“IS”) and Mitigated Negative Declaration (“MND”) that evaluates environmental impacts resulting from the ***Special Planning Area D Phase One Concept and Bryn Mawr Avenue Extension Project***, inclusive of General Plan Amendment No. 12-107, Specific Plan Amendment No. 13-035, Zone Map Change No. 13-036, Tentative Parcel Map (TPM 19018) No. 13-033, and Precise Plan of Design No. 13-034 for Special Planning Area D Phase One Concept and Bryn Mawr Avenue Extension.

The purpose of this IS/MND is to describe for the public and decision-makers the potential environmental consequences of implementing the proposed Project. The California Environmental Quality Act (“CEQA”) requires that projects that may significantly affect the quality of the environment be analyzed to reduce or eliminate adverse effects on the environment.

### **CALIFORNIA ENVIRONMENTAL QUALITY ACT REQUIREMENTS**

As defined by CEQA Section 21065, the Special Planning Area D Phase One and related entitlements, tentative Parcel Map and Bryn Mawr Avenue roadway extension constitutes a “project” and therefore CEQA evaluation is required. As defined by *CEQA Guidelines* Section 15063), an IS was prepared to provide the Lead Agency with information to be used as the basis for determining whether an Environmental Impact Report (“EIR”), Negative Declaration (ND), or Mitigated Negative Declaration (“MND”) would be appropriate for providing the necessary environmental documentation and clearance for the proposed project.

According to CEQA Guidelines Section 15065, an EIR is deemed appropriate for a particular proposal if the proposal has the potential to substantially degrade quality of the environment; the proposal has the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals; the proposal has possible environmental effects that are individually limited but cumulatively considerable; or the proposal could cause direct or indirect adverse effects on human beings.

According to CEQA Guidelines Section 15070(a), a ND is deemed appropriate if the proposal would not result in any significant effect on the environment and does not otherwise require an EIR. According to CEQA Guidelines Section 15070(b), an MND is deemed appropriate if it is determined that a proposal could result in a significant effect but mitigation measures are available and incorporated as part of the project to reduce these significant effects to insignificant levels.

This IS has determined that the proposed Project would not result in any significant effect on the environment when specified mitigation measures are incorporated, thus ensuring that all potential impacts would remain less than significant. Therefore, a MND is deemed as the appropriate document to provide the necessary environmental evaluations and clearance for the proposed Project. This IS and MND document is prepared according to the aforementioned CEQA Guidelines and applicable requirements of the City of Loma Linda.

This MND provides decision-makers and the public with information that enables them to intelligently consider the environmental consequences of adopting and implementing the proposed Project. It also functions to provide concerned citizens and other applicable public agencies with an opportunity to collectively review and evaluate baseline conditions and environmental impacts through a process of full disclosure.

The City of Loma Linda is designated the Lead Agency, in accordance with CEQA Guidelines Section 15050. The Lead Agency is the public agency that has the principal responsibility for review and approval of the proposed Project.

## **CIRCULATION OF THE IS/MND AND AGENCY REVIEW**

The environmental review process has been established to allow public agencies to evaluate environmental consequences and to examine and implement methods of eliminating or reducing any potentially adverse impacts. While CEQA requires that consideration be given to avoiding environmental damage, the Lead Agency and other responsible public agencies must balance adverse environmental effects against other public objectives, including economic and social goals.

The IS/MND was circulated for a period of 20 days for public and responsible agency review from May 3 through May 22, 2013. Public notice was provided in accordance with CEQA Guidelines Section 15072 by newspaper publication on May 2, 2013.

Comments received on the IS/MND will be considered by the final decision-makers along with the findings of this document. A Public Hearing to consider the proposed Project and receive comments on this IS/MND will be held before the Loma Linda Planning Commission on May 15, 2013 at 7:00 p.m. The Loma Linda City Council will consider the Project on a date yet to be announced.

# SECTION 1: PROJECT DESCRIPTION

## 1.1 PROJECT TITLE

***Special Planning Area D Phase One Concept General Plan Amendment, Specific Plan Amendment, Zone Change, Bryn Mawr Avenue Extension and Tentative Parcel Map No. 19018 Project***, herein referred to as the “Phase One Project” or the “Parcel Map” or the “Road Extension” or the “Project.”

## 1.2 LEAD AGENCY

City of Loma Linda

## 1.3 CONTACT

Guillermo Arreola  
City of Loma Linda  
Community Development Department  
25541 Barton Road  
Loma Linda, CA 92354  
Email: [garreola@lomalinda-ca.gov](mailto:garreola@lomalinda-ca.gov)  
Phone: (909) 799-2830

## 1.4 PROJECT LOCATION

The proposed Project affects 81.64 acres that is the westerly portion of Special Planning Area D, which consists of 299.81 acres located within the northeast portion of the City of Loma Linda, south of Redlands Boulevard and west of California Avenue. More specifically, the proposed Project area includes that western portion of Special Planning Area D, generally between Enterprise Drive and Bryn Mawr Avenue and which extends from Redlands Boulevard south to Mission Road. See Exhibit 1, Project Location Map.

The proposed Project area can be described as several subareas related to the various entitlement actions. The overall Project area consists of 81.64 acres comprised of 13 existing parcels (listed below) that are coincident with proposed Tentative Parcel Map No. 19018, which would reconfigure the 13 existing lots into 4 new parcels and 2 Lots related to roadway easements (herein referenced as the “Parcel Map area”).

<u>Assessor Parcel Number</u>	<u>Acreage</u>
0292-11-04	4.80
0292-11-05	9.00
0292-11-28	6.64
0292-11-36	13.86
0292-11-40	4.89
0292-11-41	7.06
0292-11-42	3.22
0292-12-01	0.11
0292-12-02	1.28
0292-12-03	2.68
0292-46-01	9.70
0292-46-02	9.70
0292-46-03	6.69
Rights-of-way	2.01
<b>TOTAL</b>	<b>81.64</b>

The Phase One Concept area consists of that northerly portion of the overall Project area that would be coincident with proposed Parcels 1 and 2, and including Lots A and B (both related to roadway easements), and totaling 46.42 acres. The Zone Change area consists of the entire Phase One area plus an additional acreage immediately south of that as necessary to resolve zoning boundaries relative to the proposed new parcel configuration. The Zone Change area totals approximately 59.17 acres, with the net area affected by changes limited to 12.75 acres. Finally, the Road Extension area consists of proposed Lots A and B (totaling 3.975 acres) and representing that area for the proposed southerly extension of Bryn Mawr Avenue and related improvements along Redlands Boulevard. See Exhibit 2, Phase One Project Area Location Map.

## **1.5 PROJECT SPONSOR**

An application for the proposed Project was initiated in December 2012 by:

Lewis Investment Company, LLC  
P.O. Box 670  
Upland, CA 91785

## **1.6 GENERAL PLAN LAND USE DESIGNATION**

The entire Project area is designated as “Special Planning Area D”. The Loma Linda General Plan provides specific policies to guide future development within Special Planning Area D. See Exhibit 3, Existing General Plan Land Use Designation.

## **1.7 ZONING DISTRICT**

The Project area is represented by three zone districts. The northerly portion of the Project area (generally coincident with the Phase One area) falls within the boundary of the East Valley Corridor Specific Plan (EVC Specific Plan) and is designated and regulated by that plan as Special Development (EVC-SD). The southern portion of the Project area, which lies outside of the EVC Specific Plan, is zoned R-1 (Single-Family Residence Zone) and PC (Planned Community District), both of which are regulated by the Loma Linda Municipal Code, Title 17, Zoning. See Exhibit 4, Existing Zoning.

## **1.8 PROJECT DESCRIPTION**

### **PROJECT OVERVIEW**

The proposed Project consists of a series of actions that would establish a Phase One implementation policy for Special Planning Area D and put in place the framework for future development within the Phase One area. A General Plan Amendment would identify general guidance for phased development for a ±46.42 acre area within Special Planning Area D and specifically define a conceptual development envelop for future Phase One implementation. A Specific Plan Amendment and Zone Change would realign specific plan and zone district boundaries to coincide with property lines of the newly created and reconfigured parcels. Specifically, the Project would amend the East Valley Corridor (EVC) Specific Plan to adjust its southern boundary in the Project area and would result in a change of zones from EVC-Special Development District (EVC-SD) and Single-Family Residence (R-1) to EVC-Special Development District (EVC-SD), Single-Family Residence (R-1) and Planned Community (PC) that reflect the new parcel lines. Tentative Parcel Map No. 19018 would consolidate and reconfigure 13 existing lots into 4 total numbered parcels and 2 lettered lots (for roadway improvements). A Precise Plan of Design details the physical improvements related to construction of the southern extension of Bryn Mawr Avenue, south of Redlands Boulevard.

All of these requests collectively relate to establishing the foundation for future Phase One development conceptually targeting retail and institutional uses that would be consistent with the General Plan and located within Special Planning Area D, generally south of Redlands Boulevard, and between Enterprise Drive and Bryn Mawr Avenue.

With the exception of improvements related to the Bryn Mawr Avenue road extension, the Project does not propose any site-specific development at this time, nor does it grant any entitlements or approvals for any future development within the Phase One area (which would require separate precise plan level application, along with separate and independent review and approval).

## **PROJECT OBJECTIVES**

The intent of the proposed Project is to remove impediments that restrict reasonable growth within Special Planning Area D that would be otherwise consistent with the intent and policies of the Planning Area. Further, a goal of the proposed Project is to establish clear guidelines for how phased implementation within Special Planning Area D can proceed and to lay the foundation for Conceptual Phase One development within the Planning Area that would accommodate up to 42.45 acres of retail, mixed-use and institutional development (including healthcare, medical clinic, office, retail commercial, and similar uses) within an overall ±46.42 Phase One area.

## **PROPOSED AND REQUIRED ENTITLEMENTS AND APPROVALS**

To approve and implement the proposed Project, the following entitlements are requested:

- |            |  |
|------------|--|
| MND        | Adopt a Mitigated Negative Declaration (MND) and related Mitigation Monitoring Program (MMP) for the proposed Project.   |
| PM 13-033  | Approve Tentative Parcel Map No. 19018 to consolidate and reconfigure 13 existing lots into 4 parcels for the purpose of sale, lease or financing, and 2 lots for roadway easements.   |
| PPD 13-034 | Provide Site Plan Review and adopt Precise Plan of Design related to physical improvements for the southern extension of Bryn Mawr Avenue and related improvements on property fronting Redlands Boulevard.  |
| GPA 12-107 | Approve a General Plan Amendment to establish a phasing implementation process and to conceptually define Phase One within Special Planning Area D   |
| SP 13-035  | Approve an Amendment to the East Valley Corridor Specific Plan to modify the specific plan south boundary within the vicinity of the Project area.   |
| P 13-036   | Approve a Zone Map Amendment to adjust zone categories to coincide with revised property/parcel lines created through TPM No. 19018. The related Zone Change would approve a change of zones from EVC-Special Development District (EVC-SD) and Single-Family Residence (R-1) to EVC-Special Development District (EVD-SD), Single-Family Residence (R-1) and Planned Community (PC) consistent to reflect new parcel lines. |

## **PROJECT BACKGROUND**

### ***EVC Specific Plan***

The East Valley Corridor Specific Plan (EVCSP) was adopted August 7, 1989. The EVCSP includes approximately 4,300 acres located in the southeastern portion of the San Bernardino Valley, adjacent to Interstate 10 and State Route 30, and generally between (and including portions of) the cities of Redlands and Loma Linda, and an unincorporated portion of the County of San Bernardino. The EVCSP covers a large amount of undeveloped land along Interstate 10 that has direct freeway and railway access to facilitate future industrial, commercial and residential development. The objective of the EVCSP is to provide a master-planned community that will attract major businesses to the area in order to provide a job base for the East Valley and strengthen the local economy. Within the City of Loma Linda, the EVCSP includes parcels on both sides of Redlands Boulevard between the eastern and western city limits. Within the project area, this includes those large parcels fronting the south side of Redlands Boulevard.

Approximately 45 acres of the Project area lies within the boundary of the EVCSP, and is designated as “Special Development District” (EVC-SD). The EVC-SD is intended to provide an alternative, more flexible planning process which encourages creative and imaginative planning of administrative professional, commercial or industrial developments, or a mixture of such uses, within the framework of a single cohesive concept plan. Uses permitted within the EVC-SD include General Commercial, Administrative Professional, Public Institutional and Open Space. Future development with the EVC-SD is permitted subject to approval of a Planned Development application.

### ***University Village and Orchard Park Specific Plans and Related Program EIR***

In 2005, the City processed two specific plans which included the area currently defined in the Loma Linda General Plan as Special Planning Area D. The two plans included the University Village Specific Plan, which was approximately 170 acres bounded by Redlands Boulevard on the north, the Southern California Edison (SCE) easement on the west and Mission Road on the south; and the Orchard Park Specific Plan, which was approximately 138 acres immediately east of the University Village Specific Plan area, and also bounded by Redlands Boulevard on the north, California Avenue on the east, and Mission Road on the south. Both specific plans were processed concurrently and adopted by the City in September, 2005. Shortly following the adoption of the Specific Plans, the citizens of Loma Linda challenged the City Council’s decision and subsequently both Specific Plans were repealed by the Council in February, 2009.

Although the proposed University Village and Orchard Park Specific Plans were ultimately repealed, the preceding review and approval process relied on information provided in the *University Village/Orchard Park Final Program Environmental Impact Report (SCH No. 2002091096)*, dated June 2005 and certified by the Loma Linda City Council on July 17, 2006 (UV/OP EIR). The UV/OP EIR presented baseline environmental conditions specific to that project area and documented in the Technical Appendices of the EIR. In particular, technical studies for biological resources, cultural resources, geology and soils, hydrology and drainage and Phase 1 Environmental Site Assessment documented baseline physical conditions for those issues as they existed in 2002-2003. As some of those conditions are essentially static in the absence of other intervening changes to the property, the UV/OP EIR offers useful background information for screening and preliminary analysis of the proposed Project area.

The proposed Project area is consistent with the westerly portion of the previous University Village Specific Plan area. The UV/OP EIR identified that certain impacts related to land use, aesthetics, air quality and noise would be significant and unavoidable with buildout of the University Village and Orchard Park Specific Plans. Those significant impact issues were associated primarily with physical development proposed under those unique specific plans and their related development programs. The UV/OP EIR found that all other environmental impacts could otherwise be reduced to less than significant levels with the incorporation of appropriate mitigation measures.

### ***Loma Linda General Plan and Final EIR***

In 2006, the City of Loma Linda adopted a General Plan, which was a comprehensive revision and update to the 1973 Loma Linda General Plan. That update effectively replaced the previous General Plan and established goals and policies to reflect the community-wide vision. It was the first major update since the City’s incorporation in 1970. The General Plan was subsequently amended in 2009 to incorporate and reflect the will of the community per voter approved “Measure V.” The General Plan is the City’s most important statement regarding its ultimate physical, economic, and cultural development within the 25-year planning period. It is intended to be used by officials and others to guide decisions governing development and management of human and natural resources. The General Plan is comprised of text, maps and illustrations to document the organization of physical, environmental, economic, and social activities desired by the City’s residents in order to create and maintain a healthful, functional, and desirable community. The General Plan addresses short-term and long-term goals for key aspects of the community, including land use, traffic/circulation, open space/conservation, noise, safety and other aspects that contribute to the public health, safety, and “quality of life” considerations of the Loma Linda community.

In addition to the traditional land use designations assigned to lands within the City, the General Plan identifies seven general areas within the city that are designated as “Special Planning Areas” Each area is intended to provide a different variety of uses at varied densities according to each area's location, access, size, and adjacent land use designations. Each area has its own purpose and intent and provides a healthy mix of land uses throughout the City. The intent is to create areas in which a mix of uses can come together to meet the commercial, employment, institutional, and residential needs of the neighborhood and community at large through efficient patterns of land use, and allow for flexibility to accommodate changing market forces in the future.

The proposed Project area lies entirely within the 299.81 acre encompassing Special Planning Area D, also known as the Redlands Boulevard/California Avenue Plan Area. In general, the General Plan intends the Special Planning Area D be characterized by a horizontal and vertical mixed uses, including commercial, office, structured parking and high-density residential, developed along the frontages of Redlands Boulevard and California Street. Single-family, medium-density residential (multiple-family) and recreational uses are intended within the central, western and southern portions of the Planning Area. The General Plan's vision for Plan Area D is as a “livable, walkable community” with a high level of amenities for residents, including parks, trails/paseos, and other recreational uses, while also exhibiting a high level of design quality.

On July 17, 2006, the Loma Linda City Council certified an Environmental Impact Report for its General Plan (State Clearinghouse No. 2003101159) (the GP EIR). The GP EIR determined that implementation of the 2006 General Plan would have significant unavoidable impacts related to loss of open space, air quality, biological resources, water supply, and traffic and circulation. The City's certification of the GP EIR included the adoption of findings for five environmental issues that could not be sufficiently mitigated to a below a less than significant level. All other impacts were found to be less than significant, or were reduced to a less than significant level with the incorporation of mitigation. The issues identified significant and unavoidable were:

- Aesthetics: Conversion of open space and obstruction of existing open and panoramic views;
- Air Quality: Increase in regional pollutant emissions associated with vehicle travel, as well as emissions generated during construction activities;
- Biological Resources: Loss of extensive areas of natural habitats;
- Water Supply: Increased water demand will continue to diminish local and regional water sources;
- Transportation and Circulation: No certainty that required improvements to alleviate level of service impacts in surrounding communities and at freeway interchanges will be completed.

### ***Measure V***

On November 7, 2006, the Loma Linda voters passed Measure V, *The Residential and Hillside Development Control Measure*. As outlined in Section II (A) (3) of Measure V, all development projects shall be required to cover 100 percent of their pro rata share of the cost of any public infrastructure, facilities and services through the payment of development impact fees. The City Council has the authority to set and determine development fees sufficient to cover 100% of their pro rata share of the estimated cost of such public infrastructure, facilities, and services based on appropriate cost-benefit analyses, as required by the provisions of California law. Section II (F) (2) of Measure V requires that traffic levels of service (LOS) be maintained at level C or better.

In general, the provisions of Measure V establish managed growth principals that in turn preserve, enhance, and maintain the special quality of life valued by the community of Loma Linda. Projects which are consistent with the above provisions (i.e., payment of fair share for infrastructure, facilities and services, and maintain acceptable traffic LOS at C or better) can be considered to be somewhat self-mitigating with regard to potential impacts related to public utilities and services, and local roadway traffic congestion.

## **PROJECT CHARACTERISTICS**

### ***Proposed Project Components***

The proposed Project includes requests for the following project components:

Tentative Parcel Map (TPM 19018) – A request to approve Tentative Parcel Map No.19018, which would consolidate and reconfigure 13 existing lots into a total of 4 numbered parcels, 2 lettered lots (for roadway improvements) and other various roadway and right-of-way easements as provided in chart below. See Exhibit 5, Proposed Tentative Parcel Map No. 19018.

<b>Map Element ID</b>	<b>Acreage</b>	<b>Anticipated Use (and proposed zone)</b>
Parcel 1	36.860	Future healthcare/medical clinic (zoned EVC-Special Development)
Parcel 2	5.589	Future commercial/mixed use (zoned EVC-Special Development)
Parcel 3	5.689	Undeveloped (zoned PC-Planned Community)
Remainder	27.487	Undeveloped (zoned R1-Single-Family Residence)
Lot A	0.368	Street dedication – Redlands Boulevard frontage improvements
Lot B	3.607	Street dedication – Bryn Mawr Avenue extension
Ex R/W	1.411	Ex. Redlands Blvd. – 41.25'
Ex R/W	0.626	Ex. Mission Rd. – 30.00'
<b>TOTAL</b>	<b>81.637</b>	

Precise Plan of Design / Site Plan Review – A request to approve a Site Plan (through Precise Plan Development review), including related improvement and landscape concept plans, related to the implementation of the southerly extension of Bryn Mawr Avenue to a point approximately 1,345 feet (1,654 actual lineal feet) south of Redlands Boulevard (and coincident with the proposed Special Planning Area D Phase 1 area extent). The proposed Bryn Mawr Avenue extension improvements are comprised of a 118-foot right-of-way that includes sidewalks, parkway landscaping, travel lanes, roadway median, curbs, and trail. Full-width improvements would be provided for 989 lineal feet to a point roughly co-terminus with the southerly extent of proposed Parcel 2, and partial improvements for the westerly 59-foot wide portion (665 lineal feet) of the roadway extension that would be aligned within Phase 1. A (temporary) hammer-head turnaround would be provided at the terminus of the roadway extension on Parcel 3. Service improvements for sewer, water (potable and reclaimed), storm drain, electricity and gas would be installed within the roadway right-of-way. See Exhibit 6, Proposed Improvement Plan for Bryn Mawr Avenue Extension.

General Plan Amendment (GPA) – A request to modify the Loma Linda General Plan text pertaining to Special Planning Area D in order to allow for the phased implementation of development within the Planning Area D, and specifically to allow for approximately 42.45 acres of institutional and retail/mixed use development (inclusive of fair share improvements for parks, recreation and trails), and approximately 3.6 acres of roadway for the Bryn Mawr Avenue southerly extension.

The proposed GPA includes the introduction of a “Phasing Policy” for Special Planning Area D that would facilitate orderly development within the Planning Area and ensure that adequate pre-planning is considered to achieve a balance of land uses, internal connectivity, and breadth of community amenities by allowing phased development within the Planning Area when it meets the criteria of the Phasing Policy. The proposed Phasing Policy generally requires that: 1) each phase be conceptually approved through a GPA defining and authorizing each phase; 2) no phase shall be less than 40 acres in total area; 3) each phase shall demonstrate consistency with the Guiding and Implementing policies for Special Planning Area D; and 4) phasing be conceptually approved only for those areas having an underlying zone category designation requiring a planned development permit (or equivalent) application.

The proposed GPA would also establish a conceptual Phase One, comprised of an approximate 42.45 acre area located at the northwest corner of Special Planning Area D. See Exhibit 7, Proposed Phase One Implementation Area. Conceptually, Phase One would consist of  $\pm$  8.28 acres of Institutional,  $\pm$  27.64 acres of Retail/Mixed Use,  $\pm$  6.53 acres of park/open space/trails, and roadway improvements related to the southerly extension of Bryn Mawr Avenue and incidental easements and rights-of-way

improvements. These acreages are based on conceptual information available at this time. Future planned development permit(s) that would be required before Phase One could be implemented, would establish the precise land use allocations, as well as their location within the Phase One Concept area.

The proposed GPA does not involve any expansion of land uses or intensity, but would be limited only to establishing an opportunity for phased implementation of the previously approved land uses and master planning principals already provided for within the approved Loma Linda General Plan.

Specific Plan Amendment (SPA) – A request to adjust the East Valley Corridor Specific Plan planning boundary to align approximately 69 feet south in order to coincide with the new property lines of proposed Parcels 1 and 3, and to similarly extend the EVC-SD designation/zone to that line. Also, to move the EVC-SD boundary/designation/zone that current extends to the southern edge of existing APN 0292-11-36 approximately 372 feet north to coincide with the new property line of Parcel 1. This boundary line adjustment is necessary to avoid splitting of parcels between Specific Plan and non-specific plan areas and thus allow for consistency in the application of development regulations within a single parcel. See Exhibit 8, Proposed EVC Specific Plan Boundary and Zoning.

Zone Change (ZC) –A request to approve a change of zone(s), within an area consistent with and related to the SPA area, from EVC-Special Development District (EVC-SD) and Single-Family Residence (R-1) to EVC-Special Development District (EVD-SD), Single-Family Residence (R-1) and Planned Community (PC) that would reflect proposed new parcel lines under TPM No. 19018. More specifically, the request would change the existing R1 and PC zoning from the southerly edge of new Parcel 1 to EVC-SD. Also, the request would change the zone from EVC-SD to R1 for the residual portion of APN 0291-11-36 that would become a portion of the remainder parcel (Parcel 4) per TPM No. 19018. See Exhibit 8, Proposed EVC Specific Plan Boundary and Zoning.

The proposed ZC to correspond to new parcel line alignments would result in a net reduction of  $\pm 1.15$  acres of land area zoned EVC-SD and a net reduction of  $\pm 1.00$  acres of PC zoned property, while adding  $\pm 2.15$  acres of land zone R-1.

### ***Project Assumptions***

This IS/MND provides the project evaluation and environmental clearance anticipated to result from the project actions described above, including approval of a conceptual Phase One framework within Special Planning Area D (to be accomplished through a GPA, SPA and ZC), the consolidation and reconfiguration of 13 existing lots into 4 parcels and 2 lots (to be accomplished through TPM), and the construction of Bryn Mawr Avenue southerly extension consistent with the proposed improvement plans (as defined in the Precise Plan of Design).

Although the proposed Project would remove impediments that restrict reasonable growth within Special Planning Area D that is otherwise consistent with the intent and policies of the Planning Area, the current Project actions would not immediately authorize any new construction of institutional, retail, mixed use, or other similar permitted uses within the Phase One area. Consistent with the framework that would be established by the GPA, and as required by the EVCSP, any future development must first be approved through a planned development permit(s) process (or equivalent process). The review of detailed development plans, as would otherwise occur through the planned development permit process, is not a part of this current Project consideration. It is anticipated that further environmental CEQA review would be required to evaluate the potential physical environmental impacts unique to a future development proposal, when those details are known.

The proposed ZC would result a slight decrease ( $\pm 1.15$  acres) of retail/mixed-use style zoning (i.e., EVC-SD) and a slight increase ( $\pm 1.15$  acres) of residential style zoning (i.e., R-1 and PC). In the overall context of the land use balances required for Special Planning Area D, the adjustment of zoned areas to accommodate the TMP are considered and insignificant. Because any future implementation of development within Planning Area D, including implementation of Phase One, would require conceptual approval of phasing and subsequent submittal and approval of planned development permit(s), all of which must be consistent with the Guiding and Implementing Policies of Special Planning Area D

(including the land use mix provided in Table 2B of the General Plan), the effect of the ZC acreage adjustments would be negligible.

Except for the southerly extension of Bryn Mawr Avenue, the proposed Project does not involve any physical development. The Project proposal (GPA, SPA, ZC, and TPM) is intended to establish the framework under which a Precise Planned Development (PPD) application could be submitted and accepted by the City in the future. Hence, only upon receipt of that application will the City have an opportunity to reflect on a specific development plan proposal and potential CEQA review requirements.

### **INCORPORATION BY REFERENCE AND TIERING**

In accordance with CEQA Guidelines, an IS/MND may “incorporate by reference” and “tier” applicable discussions from documents that have been previously vetted for public information. CEQA Guidelines Section 15150 (a) states: “An EIR or Negative Declaration may incorporate by reference all or portions of another document which is a matter of public record or is generally available to the public. Where all or part of another document is incorporated by reference, the incorporated language shall be considered to be set forth in full as part of the text of the EIR or Negative Declaration.”

In addition, CEQA Guidelines Section 15152 (a) states: “Tiering refers to using the analysis of general matters contained in a broader EIR (such as one prepared for a general plan or policy statement) with later EIRs and negative declarations on narrower projects; incorporating by reference the general discussions from the broader EIR; and concentrating the later EIR or negative declaration solely on the issues specific to the later project.”

This IS/MND evaluates the potential impacts associated with approval of the proposed Project, including the Phase One framework, TMP and physical roadway improvements.

Although the proposed Project would amend the City’s adopted General Plan, the nature of the requested changes are substantially consistent with the allowed land uses and development intensities already contemplated in the GP EIR. Hence, many of the baseline assumptions and land use considerations already addressed in the GP and GP EIR are applicable to the proposed Project. Therefore, the *Loma Linda General Plan* (2009, as amended) is incorporated herein by reference. A copy of the General Plan can be viewed at the Community Development public counter, or on-line at: <http://www.lomalinda-ca.gov/asp/Site/Departments/CommunityDev/PlanningDivision/GeneralPlan/index.asp>.

During preparation of City’s General Plan, considerable effort was completed to compile current conditions information and assess the potential impacts associated with adoption of the policy document. This information is documented in the *City of Loma Linda General Plan Final Program Environmental Impact Report SCH No. 2003101159* (prepared by LSA Associates, Inc., dated June 21, 2004 and certified July 17, 2006), herein referred to as the General Plan EIR. Existing conditions referenced in this IS/MND are generally derived from the General Plan EIR, which is incorporated herein by reference. A copy of the General Plan EIR can be viewed at the Community Development public counter.

Although the proposed University Village and Orchard Park Specific Plans were ultimately repealed, the preceding review and approval process relied on information provided in the *University Village/Orchard Park Final Program Environmental Impact Report (SCH No. 2002091096)*, dated June 2005 and certified by the Loma Linda City Council on July 17, 2006 (UV/OP EIR). The UV/OP EIR presents baseline environmental conditions specific to the Phase One area. Existing conditions and physical development issues referenced in this IS/MND may be specifically derived from the UV/OP EIR when appropriate, especially for environmental issues related to biological resources, cultural resources, geology and soils, hydrology and drainage and hazardous materials. Hence, the UV/OP EIR is herein incorporated by reference. A copy of the UV/OP EIR can be viewed at the Community Development public counter.

All of these documents can also be found at the Loma Linda City Hall, 25541 Barton Road, Loma Linda, California, 92354.

## **1.9 ENVIRONMENTAL SETTING**

The Project area is located in City of Loma Linda, which is in the southwestern portion of San Bernardino County. The Project area is located in the northeastern portion of the City and within an area referenced as Special Planning Area D. The Project area is approximately one-half mile south of Interstate 10 (I-10) and is bounded by Redlands Boulevard on the north, Mission Road on the south, Enterprise Drive on the west and Bryn Mawr Avenue on the east. Barton Road, one of the City's major east-west arterials, is approximately one-half mile to the south of the Project area.

The majority of the approximate 80-acre Project area is undeveloped and is in (or previously had been) in agricultural production as citrus groves and open uncultivated areas. The Project area lies within an alluvial plain and has an elevation range of approximately 1,200 feet above mean sea level. Soils in the Project area include various series of sandy loams.

Surrounding land uses include single-family homes, the Southern California Edison (SCE) easement and the Orangewood apartment complex immediately west of the Project area. The Heritage Park has also been established along the southwesterly edge, off of Mission Road. The Corporate Business Center (a business and industrial park) are located north of Redlands Boulevard. Property to the south (of Mission Road) consists of single-family residential development. The area east of the Project area is primarily agricultural and vacant area with scattered single-family homes and the Mission Elementary School. The property to the east, between the Project site and California Avenue, is also within Special Planning Area D.

## **1.10 REQUIRED APPROVALS AND AGENCY REVIEW**

The Applicant seeks City Council approval and adoption of the Phase One Project, TPM No. 19018 and proposed extension of Bryn Mawr Avenue, and this related MND. Further approvals would include approval of the final Parcel Map. No further approvals are required. Future development plans related to implementation of Phase One Concept would require subsequent review and approval in association with separate development proposals. Such improvements will be considered on a case-by-case base by the City and other reviewing agencies, as appropriate.

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## SECTION 2: DETERMINATION

### 2.1 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"/> Agriculture / Forestry Resources | <input type="checkbox"/> Air Quality                        |
| <input type="checkbox"/> Biological Resources     | <input type="checkbox"/> Cultural Resources               | <input type="checkbox"/> Geology /Soils                     |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials    | <input type="checkbox"/> Hydrology / Water Quality          |
| <input type="checkbox"/> Land Use / Planning      | <input type="checkbox"/> Mineral Resources                | <input type="checkbox"/> Noise                              |
| <input type="checkbox"/> Population / Housing     | <input type="checkbox"/> Public Services                  | <input type="checkbox"/> Recreation                         |
| <input type="checkbox"/> Transportation/Traffic   | <input type="checkbox"/> Utilities / Service Systems      | <input type="checkbox"/> Mandatory Findings of Significance |

### 2.2 DETERMINATION:

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 impact" 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.



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Signature  
Guillermo Arreola, Planner  
Community Development Department  
Name / Title (print)

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May 3, 2013  
Date

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# SECTION 3: ENVIRONMENTAL CHECKLIST AND IMPACT ANALYSIS

## EVALUATION OF ENVIRONMENTAL IMPACTS

A brief explanation is provided for all answers. Responses 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.

A "No Impact" answer is adequately supported if the referenced information source(s) 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 is 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).

When determined that a particular physical impact may occur, the checklist response indicates 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.

When determined that a physical impact may occur, but that the level of effect has been demonstrated to be less than potentially significant, the checklist response may indicate if the impact is "Less Than Significant Impact" based on substantial evidence. "Less Than Significant With Mitigation Incorporated" would apply where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." As appropriate, mitigation measures are identified along with a brief explanation how they reduce the effect to a less than significant level.

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 (pursuant to CEQA Guidelines Section 15063(c)(3)(D)). Mitigation measures from "Earlier Analyses" may be cross-referenced to support a response of "Less Than Significant With Mitigation Incorporated." References to information sources for potential impacts (e.g., general plans, zoning ordinances) and/or previously prepared or outside document are identified at the end of the checklist.

## IMPACT EVALUATION

### 3.1 AESTHETICS

<b>I. AESTHETICS</b>	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**a) Have a substantial adverse effect on a scenic vista?**

**No Impact.** The City of Loma Linda is predominantly developed with commercial, industrial, institutional, residential, and public uses and structures, including several large medical centers and the Loma Linda University, but the City also has several large vacant parcels, some of which are used for agriculture and which are called out in the General Plan for “special planning” consideration. In the General Plan, each special planning area (including Special Planning Area D) is targeted for a range of land uses of moderate intensity.

There are no scenic vistas officially designated within the City or immediate vicinity. However, the City does correlate the abundance of surrounding open space, hillsides and natural resources as a scenic and aesthetic resource of the City. The General Plan EIR evaluated potential impacts to the scenic and aesthetic resources, including the conversion of open space due to implementation of the General Plan. The General Plan EIR concluded that with the implementation of the General Plan policies, potential impacts to scenic and aesthetic resources would be less than significant and no mitigation measures are required. Because the proposed Project would be consistent with the General Plan, no incremental change in impact is anticipated and there would be no impact. Further analysis is not required.

Because there are no scenic vistas within the City, any future improvements resulting from implementation of the proposed Project would not have the opportunity to affect scenic vistas, and there would be no impact. Further analysis is not required.

**b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within view from a state scenic highway?**

**No Impact.** There are no scenic resources officially designated within the City or immediate vicinity. And the Project site is not located along or within the viewshed of a known scenic route designated by the City, County of San Bernardino or State of California. Because there are no scenic resources within view of a scenic route within the City, any future improvements resulting from implementation of the proposed Project would not have the opportunity to affect scenic resources, and there would be no impact. Further analysis is not required.

**c) Substantially degrade the existing visual character or quality of the site and its surroundings?**

**Less Than Significant Impact.** The General Plan EIR evaluated potential impacts to the visual character and quality of the City, including the intensification of land uses and conversion of open space due to implementation of the General Plan. The General Plan EIR concluded that with the implementation of the General Plan policies, potential impacts to the visual character and quality of the City would be less than significant and no mitigation measures are required. Because the proposed Project would be consistent with the General Plan, no incremental change in impact is anticipated and impacts would remain less than significant. Further analysis is not required.

**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.** The City of Loma Linda is predominantly developed with a mix of low to medium intensity uses that create light and/or glare. The General Plan EIR evaluated potential impacts to the changes in land use intensity and introduction of use that would produce light and glare, due to implementation of the General Plan. The General Plan EIR concluded that with the implementation of the General Plan policies, potential impacts due to light and glare would be less than significant and no mitigation measures are required. Because the proposed Project would be consistent with the General Plan and does not propose any new development structures, no incremental change in impact is anticipated and impacts would remain less than significant. Implementation of the Bryn Mawr Avenue extension would include the installation of street lighting that would introduce nighttime lighting to the area. However, as the lighting will be consistent with other street lighting throughout the City, and due to

its distance from adjacent residential properties, potential impacts from the new street lighting associated with the project would be less than significant. Further analysis is not required.

### 3.2 AGRICULTURE AND FORESTRY RESOURCES

<b>II. AGRICULTURE AND FORESTRY RESOURCES</b>	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**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?**

**Less Than Significant Impact.** Although the core of the City is primarily developed, with the exception of the special planning areas that are vacant but targeted for future infill development, Loma Linda also retains substantial acreage of land in agricultural use. However, since its time of incorporation the City has always considered that agricultural uses would transition to urban uses. As evidence, the General Plan does not include an agricultural land use designation even though there are areas within the City’s sphere of influence qualified as State prime and unique farmland. Further, the East Valley Corridor Specific Plan (adopted in 1989) had previously designated those agricultural parcels fronting Redlands Boulevard for special development and housing uses.

Agricultural uses have historically been present within the Project site and immediate surrounding area. However, as the Project area is not considered an important agricultural resource and is recognized by the City as an “urban reserve”. Further, there is not an existing agricultural use or Williamson Act contract on the site, and implementation of the proposed Project would not impact any remaining agricultural land uses within the vicinity.

Because the proposed Project would be consistent with the General Plan and does not propose any new development structures or immediate conversion of land, with the exception of development of approximate 3.6 acres for implementation of the Bryn Mawr Avenue roadway extension, no incremental change in impact beyond that already established in the General Plan EIR is anticipated and impacts would remain less than significant. Therefore, the proposed Project would not significantly affect any Prime Farmland, Unique Farmland or Farmland of Statewide Importance, and impacts would remain less than significant. Further analysis is not required.

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

**No Impact.** See Response 3.2.b above. There is not an existing Williamson Act contract on the Project Site. Therefore, the proposed Project would not have the opportunity to affect any Williamson Act lands, and there would be no impact. Further analysis is not required.

**c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104 (g))?**

**No Impact.** The City does not contain any land that is in current timberland production, including any lands designated as forest land or timberland. Therefore, the proposed Project would not have the opportunity to affect any forest land or timberland, and there would be no impact. Further analysis is not required.

**d) Result in loss of forest land or conversion of forest land to non-forest use?**

**No Impact.** See Response 3.2.c above.

**e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to nonagricultural use or conversion of forest land to non-forest use?**

**Less Than Significant Impact.** See Responses 3.2.a and 3.2.d, above.

**3.3 AIR QUALITY**

<b>III. AIR QUALITY</b>	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**a) Conflict with or obstruct implementation of the applicable air quality plan?**

**No Impact.** The project site is within the South Coast Air Basin (SCAB) and under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD is responsible for updating the Air Quality Management Plan (AQMP). The AQMP was developed for the primary purpose of controlling emissions to maintain all federal and state ambient air standards for the district. The project would not significantly increase local air emissions and therefore would not conflict with or obstruct implementation of the plan. Therefore, the proposed Project would not conflict with or obstruct implementation of any air quality plan, and no impact is anticipated. Further analysis is not required.

**b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?**

**Less Than Significant Impact** Emission producing activity associated with the proposed Project is limited to short-term construction emissions associated with implementation of the Bryn Mawr Avenue roadway extension. Short-term construction activity is not anticipated to create elevated emission levels that would violate air quality standards. Therefore, the proposed Project would not violate any air quality standard, and impacts would be less than significant. Further analysis is not required.

**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.** See Responses 3.3.a and 3.3.b above. Although the proposed Project would not adversely impact attainment of any air quality plan or applicable federal or state ambient air quality standards, implementation of the Bryn Mawr Avenue roadway extension could result in short-term (i.e., construction) generation of criteria pollutants that would add cumulatively to air pollutant emissions within the Air Basin. However, because the proposed Project is consistent with the General Plan and thus the air quality plans and would not violate any air quality standard, and because construction impacts associated with the roadway construction would be below critical thresholds, potential impacts would be less than significant. Further analysis is not required.

**d) Expose sensitive receptors to substantial pollutant concentrations?**

**Less Than Significant Impact.** With the exception of short-term construction activity related to implementation of the Bryn Mawr Avenue roadway extension, actual improvements are not proposed at this time in association with Phase One implementation; and therefore, the potential impact on sensitive receptors from those improvements would be less than significant. Construction activity for the roadway improvements would be required to complete with all appropriate regulations and standards of the AQMD. Therefore, from implementation of the proposed Project would not significantly affect sensitive receptors, and impacts would be less than significant. Further analysis is not required at this time.

**e) Create objectionable odors affecting a substantial number of people?**

**Less Than Significant Impact.** With the exception of short-term construction activity related to implementation of the Bryn Mawr Avenue roadway extension, no other improvements are proposed at this time in association with Phase One implementation; and therefore, the potential impact for objectionable odors and affect on people would be less than significant. Construction activity for the roadway improvements would be required to comply with all appropriate regulations and standards of the AQMD, which in turn would minimize the potential for objectionable odors from construction equipment and activity. Therefore, implementation of the proposed Project would not generate construction or operations-related objectionable odors, and impacts would be less than significant. Further analysis is not required at this time.

### 3.4 BIOLOGICAL RESOURCES

<b>IV. BIOLOGICAL RESOURCES</b>	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**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.** The UV/OP SP EIR evaluated and identified the potential for special status or candidate special status species within the Project area. No critical habitat or special status species were identified within the proposed Project area. Implementation of the proposed Project, including improvements related to the Bryn Mawr Avenue roadway extension, would not have the opportunity to affect habitats or species that have been identified as a candidate, sensitive, or special status species in any local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service, and there would be no impact. Further analysis is not required.

**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 US Fish and Wildlife Service?***

**No Impact.** The UV/OP SP EIR evaluated and identified the potential for important native habitats, including riparian habitat, and other sensitive natural communities within the Project area. The Project area is already highly disturbed from historic agricultural activity. No important drainages or ridgelines or native habitats were identified within the proposed Project area. Implementation of the proposed Project, including improvements related to the Bryn Mawr Avenue roadway extension, would not have the

opportunity to affect riparian habitats or other sensitive natural communities identified in any local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service, and there would be no impact. Further analysis is not required.

- 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.** See Response 3.4.c above. The Project area and surrounding properties are all previously disturbed and/or developed. The Project site is not considered federally protected wetlands as defined by Section 404 of the Clean Water Act. Therefore, the proposed Project would not have the opportunity to affect federally-protected wetlands, and there would be no impact. Further analysis is not required.

- 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.** The Project area is not identified as a protected path for native resident or migratory fish or wildlife species. Therefore, the proposed Project would not have the opportunity to conflict with or affect a native resident or migratory wildlife corridor, and there would be no impact. Further analysis is not required.

- e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?**

**No Impact.** The Project site does not contain any significant biological resources that would be protected by any local policy or ordinance. There are no important trees within the Project site. Therefore, the proposed Project would not conflict with any policy or ordinance related to protected or sensitive trees or other biological resources, and there would be no impact. Further analysis is not required.

- 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.** The City is not regulated by any Habitat Conservation Plan (HCP). Therefore, the proposed Project would not have the opportunity to conflict with any HCP or similar habitat preservation plan, and there would be no impact. Further analysis is not required.

### 3.5 CULTURAL RESOURCES

<b>V. CULTURAL RESOURCES</b>	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**a) Cause a substantial adverse change in the significance of a historical resource as defined in '15064.5?**

**Less Than Significant Impact.** The UV/OP SP EIR evaluated and identified the potential for impacts to archaeological and historic resources. The Project area lies within the Mission Historic Overlay District (Mission District). The Mission District extends along both sides of Mission Road between California Street to the east and Pepper Way to the west.

According to CEQA §15064.5 (b), "substantial adverse change in the significance of a historic resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surrounding such that the significance of a historical resource would be materially impaired." In order to create such a substantial adverse change, the resource must possess historical significance.

Implementation of the proposed Project, including improvements related to the Bryn Mawr Avenue roadway extension, would not have affect any known historic resources as defined in CEQA Guidelines Section 15064.5, and there would be no impact. Further, the General Plan EIR determined that implementation of (and assumed compliance with) the General Plan policies would ensure that new development would adhere to those policies and ensure that impacts on historical structures or resources would remain less than significant. However, because no historic resources would be disturbed by the proposed Project, there would be no impact. Further analysis is not required.

**b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to '15064.5?**

**Less Than Significant Impact with Mitigation Incorporated.** The Project area lies within the Mission District, which represents an area where many important events in the early history of the Inland Empire region took place. In addition to a number of historic-period buildings and structures throughout the District, it is believed that subsurface deposits have a high potential for containing artifacts of some significance to local or regional history.

The UV/OP SP EIR determined that with mitigation, the potential for impact to archaeological resources would be potentially significant. For the proposed Project, although actual improvements at this time are limited to an approximate 3.6-acre area for the Bryn Mawr Avenue roadway extension, the potential to impact unknown archaeological resources exists if excavation is involved. Because the potential of unearthing archaeological resources is unknown, carrying forward mitigation measures from the UV/OP SP EIR (MM 5.7-1b and MM 5.7-1c) would ensure that potential impacts would be reduced to less than significant.

Recommended Mitigation Measures

**UV/OP SP EIR MM 5.7-1b** – Because of the high sensitivity of the [Project site] for subsurface archaeological remains, a qualified archaeologist and a Native American monitor of Gabrelino and/or Serrano heritage shall monitor all earth-moving operations associated with the project.

**UV/OP SP EIR MM 5.7-1c** – In the event subsurface archaeological remains are discovered during on-site excavation or grading activities, the contractor shall cease all work and a qualified archaeologist shall be retained to evaluate the significance of the finding and determine the appropriate course of action. [Appropriate salvage operation requirements shall be followed.]

With implementation of the recommended mitigation measures, the potential for the proposed Project to affect any unknown archaeological resources would be less than significant. Further analysis is not required at this time.

c) **Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?**

**Less Than Significant Impact with Mitigation Incorporated.** According to Figure 4.5.1 of the General Plan EIR, the Project area occurs within an area that has an undetermined potential for paleontological resources. The GP EIR determination was based on the lack of literature and records checks, and other field surveys relative to this area. The UV/OP SP EIR supported this conclusion by noting that surficial soils in the Project area are Holocene in age and have been assigned a low potential to adversely impact significant nonrenewable fossil remains. However, Pleistocene deposits may be present at lower depths, and those deposits have a high sensitivity for paleontological fossils.

Although actual improvements at this time are limited to an approximate 3.6-acre area for the Bryn Mawr Avenue roadway extension, the potential to impact unknown paleontological resources exists (yet unlikely) if deep excavation is involved. Because the potential of unearthing vertebrate fossils is unknown, carrying forward mitigation measures from the General Plan EIR (MM 4.5.5.1A) and the UV/OP SP EIR (MM 5.7-2) would ensure that potential impacts would be reduced to less than significant. Both of these mitigation measures require that construction activities be observed by a qualified paleontological expert.

Recommended Mitigation Measures

**GP EIR MM 4.5.5.1A** – When existing information indicates that a site proposed for development may contain paleontological resources, a paleontologist shall monitor site grading activities with the authority to halt grading to collect uncovered paleontological resources, curate any resources collected with an appropriate reposition, and file a report with the City Planning Department documenting any paleontological resources that are found during site grading.

**UV/OP SP EIR MM 5.7-2** – A paleontological mitigation monitoring program shall be developed in accordance with the provisions of CEQA as well as the proposed guidelines of the Society of Vertebrate Paleontology and shall include, but not be limited to, the following:

- Monitoring of excavations that will exceed five feet in depth in the Project Area by a qualified paleontologic monitor. Paleontologic monitors should be equipped to salvage fossils as they are unearthed to avoid construction delays and to remove samples of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates. The monitor must be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens.
- Preparation of recovered specimens to a point of identification and permanent preservation, including washing of sediments to recover small invertebrates and vertebrates.
- Identification and curation of specimens into a museum repository with permanent retrievable storage. The paleontologist should have a written repository agreement in hand prior to the initiation of mitigation activities.
- Preparation of a report of findings with and appended itemized inventory of specimens. The report an inventory, when submitted to the appropriate Lead Agency, would signify completion of the program to mitigate impacts on paleontological resources.

With implementation of the recommended mitigation measures, the potential for the proposed Project to affect any unknown paleontological resources would be less than significant. Further analysis is not required at this time.

d) **Disturb any human remains, including those interred outside of formal cemeteries?**

**No Impact.** Construction activities, particularly grading, soil excavation and compaction, could disturb surficial layers that may contain (unknown) human remains.

Although actual improvements are limited to approximately 3.6-acres for implementation of the Bryn Mawr Avenue roadway extension, the potential to impact unknown human remains exists if excavation is involved. State law establishes notification and recovery procedures if human remains are discovered during the development process. Because the potential of unearthing human remains is unknown, the impact is considered potentially significant. Carrying forward mitigation measures from the UV/OP SP EIR (MM 5.7-3) would ensure that potential impacts would be reduced to less than significant.

Recommended Mitigation Measure

**UV/OP SP EIR MM 5.7-3** – As part of normal field procedures, if suspected human remains are encountered during the field survey, all work in the area shall cease and the San Bernardino County Coroner’s Office will be contacted immediately. The Coroner’s Office needs to be notified of the presence of human remains at archaeological sites in order to determine the age of the remains and whether it is prehistoric or modern in origin. If the remains are considered Native American, then the Native American Heritage Commission in Sacramento will be contacted. The Commission determines which Indian tribe would serve as the “most likely descendant” and will notify the group so that the remains are properly treated.

With implementation of the recommended mitigation measures, the potential for the proposed Project to significantly impact any unknown human remains would be reduced to less than significant. Further analysis is not required.

**3.6 GEOLOGY AND SOILS**

<b>VI. GEOLOGY AND SOILS</b>	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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.** The City of Loma Linda is situated within the northern Peninsular Ranges Geomorphic Province of California. Locally, the City lies near the transition zone between the Transverse Ranges Geomorphic Province to the north and the Peninsular Ranges Geomorphic Province to the south. The Peninsular Ranges are a northwest-southeast oriented complex of blocks separated by similarly trending faults which extend 125 miles from the Transverse Ranges to south of the California/Mexican border and beyond another 775 miles to the tip of Baja California.

The Loma Linda General Plan 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 closest mapped fault is the Loma Linda Fault (inactive) that lies approximately 1/4 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 would be subject ground-shaking and seismic-related hazards due to earthquakes that occur from time to time in the Southern California area. However, as physical improvements associated with the proposed Project are limited to the Bryn Mawr Avenue roadway extension, potential impacts to people and property are limited. Further, utilization of proper construction methods and development standards as defined in the Development Code and the latest adopted building regulations already reduce potential impacts to acceptable and less than significant levels. The proposed Project would not include any land uses changes or intensities that would increase the exposure of people or structures to the risks of seismic activity, including fault rupture, ground-shaking and liquefaction. Therefore, the potential for increased risk of seismic impacts to people or structures would be less than significant. Further analysis is not required at this time.

ii) **Strong seismic ground shaking?**

**Less Than Significant Impact.** See Response 3.6.a.i above. The proposed Project would not be significantly be affected by seismic induced hazards (including strong ground-shaking), and impacts would be less than significant. Further analysis is not required at this time.

iii) **Seismic-related ground failure, including liquefaction?**

**Less Than Significant Impact.** Liquefaction refers to a phenomenon where the surface soils, generally alluvial soils, become saturated with water and fail. The potential for liquefaction is increased in areas with susceptibility for high water tables or inundation coupled with groundshaking. Possible liquefaction of the soils in the Project area is considered to be low. See Response 3.6.a.i above. The proposed Project would not be significantly be affected by seismic induced hazards (including seismic-induced liquefaction), and impacts would be less than significant. Further analysis is not required at this time.

iv) **Landslides?**

**No Impact.** The occurrence of landslides is considered minimal because the project site is flat and is not on or near a geologic formation that would cause landslides.

**b) Result in substantial soil erosion or the loss of topsoil?**

**Less Than Significant Impact.** Typically, a soils report or geotechnical report is required by the City whenever structural elements involving soils are proposed. A Soil Grading and Engineer Grading Report was prepared in association with technical studies supporting the UV/OP SP EIR. Development of the proposed Bryn Mawr Avenue roadway extension would be required to implement and comply with conclusions and recommendations of the soils report which ensure that the structural integrity of any that construction (or any other future construction and/or improvements) would not be compromised by the underlying soils. Compliance with standard City engineering requirements, as well as the recommendations of any geotechnical and soils report, would minimize the potential for impacts resulting from unstable soils and geotechnical hazards. Therefore, any future improvements resulting from the proposed Project would not result in any substantial soil erosion or loss of topsoil, and impacts would be less than significant. Further analysis is not required.

**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?**

**Less Than Significant Impact.** See Response 3.6.b above. Compliance with standard City engineering requirements, as well as the recommendations of any geotechnical and soils report, would minimize the potential for impacts resulting from unstable soils and geotechnical hazards. Therefore, any future improvements resulting from the proposed Project would not result in any substantial impact due to landslide, subsidence, collapse or other unstable soil hazard, and impacts would be less than significant. Further analysis is not required.

**d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1997), creating substantial risks to life or property?**

**Less Than Significant Impact.** See Response 3.6.b above. The UV/OP SP EIR (pg. 5.8-5) concluded, based on the results of a soils report prepared for the Project area, that the potential for expansive soils within Special Planning Area D is very low. Because any improvement projects within the City that involve structural components tied to the soils are required to submit for review and approval a soils report or geotechnical report prepared by a State-licensed geotechnical engineer, and to comply with conclusions and recommendations of the soils report which ensure that the structural integrity of any future construction would not be compromised by the underlying soils, the potential for impacts resulting from expansive soils and other soil-related hazards would be less than significant. Further analysis is not required.

**e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?**

**No Impact.** The proposed Project would not generate wastewater requiring disposal. However, any future improvements within the Project area would require connection to the City sewer system. No septic tanks or alternative wastewater disposal are proposed. Because septic tanks or alternative wastewater systems are not proposed, no impacts are anticipated. Further analysis is not required.

**3.7 GREENHOUSE GAS EMISSIONS**

<b>VII. GREENHOUSE GAS EMISSIONS</b>	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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a) **Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?**

**Less Than Significant Impact.** See Response 3.3.a through 3.3.c, above. The proposed Project would not introduce any new uses or increases in land use intensity that could result in the long-term and permanent generation of greenhouse gas emissions. Construction activities related to the Bryn Mawr Avenue roadway extension would produce emissions over a short-term that would result in a temporary incremental increase of greenhouse gas emissions. However, the construction emissions are anticipated to be less than significant and short-term. Any future improvements within the Project area would be required to be evaluated on a case-by-case basis at the time of application, and would be expected to demonstrate compliance with any applicable Climate Action plan or program. Therefore, the proposed Project would have less than significant impact relative to the generation of greenhouse gas emissions.

b) **Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?**

**Less Than Significant Impact.** See Response 3.7.a above. The proposed Project would have less than significant impact relative to applicable plans and policies regulating the generation of greenhouse gas emissions.

### 3.8 HAZARDS AND HAZARDOUS MATERIALS

<b>VIII. HAZARDS AND HAZARDOUS MATERIALS</b>	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in a safety hazard for people residing or working in a project area 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Result in a safety hazard for people residing or working in a project area within the vicinity of a private airstrip?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**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 with Mitigation Incorporated.** Hazardous materials in the City of Loma Linda are routinely used, stored, and transported in commercial/retail businesses as well as in educational facilities, institutions, hospitals, and households. A hazardous material is defined as any material that due to its quantity, concentration, physical or chemical characteristics, poses a significant present or potential hazard to human health or to the environment if released. Hazardous materials include, but are not limited to, inorganic and organic chemicals, solvents, mercury, lead, asbestos, paints, cleansers, or pesticides. Hazardous materials were and are being used in the City through manufacturing, auto and truck sales, repair service activities, and other related activities.

The transport of hazardous materials is regulated by the state Department of Transportation (Caltrans) and California Highway Patrol (CHP). Several regional highways, including I-10 (San Bernardino Freeway) that serve as major routes where hazardous materials can be routinely transported pass through or adjacent to the City of Loma Linda. Several other major truck routes (primarily along major arterial roadways) by which hazardous materials are routinely transported by trucks are within in the City area along roadway arterials.

The *Comprehensive Environmental Response, Compensation, and Liability Act of 1980* (CERCLA) was developed to protect the environment from the risks created by past chemical disposal practices. The United States Environmental Protection Agency (EPA) maintains a list of all known contaminated sites and the status of clean-up activities.

The Hazardous Waste and Substances Sites (Cortese) List is a tool used by the state and local agencies to identify and track the location of hazardous materials release sites. California Government Code Section 65962.5 requires the California EPA to develop an updated Cortese List at least annually. Two sites are located off-site (approximately 0.52 miles distant) but within cross-gradient/down-gradient with respect to groundwater flow direction and the Project area. However, due to distance from the Project area and lack of specific groundwater connection, these locations do not pose a hazardous risk at the Project site. [Phase I ESA, August 2001 as amended.] A total of six leaking underground storage tank (LUST) sites were identified within 1.5 miles of the Project area. The case for one of these sites has been closed. Two sites are the two Cortese sites noted above. The remaining three sites are located more than one-half mile from the Project area and were found to have no indication of hazardous concern at the Project site. [Phase I ESA, August 2001 as amended.]

The Crafton-Redlands Area Bunker Hill Groundwater Subbasin (Subbasin) is reported on the SPILLS and Spills, Leaks and Cleanup (SLC) databases maintained by the County of San Bernardino. Contamination of the Subbasin is linked to the Lockheed facility located more than six miles northeast of the Project area. Contamination of trichloroethylene (TCE) perchlorate and pesticide DBCP have been documented within the 19 square miles of groundwater within the Subbasin. Similar contaminants have been found from groundwater well tests within the Project area, but due to the physical distance from the Lockheed source, a definitive point-source of contaminants within the Project area has not been assigned.

Because substantial regulation and documentation exists to address hazardous materials, aside from a catastrophic event, potential impacts would be less than significant. Existing hazardous materials regulations already protect people and locations from unreasonable exposure to hazardous materials and substances. For example, Titles 8, 22, and 26 of the CCR, and their enabling legislation set forth in Chapter 6.95 of the California Health and Safety Code, were established at the State level to ensure compliance with Federal regulations to reduce the risk to human health and the environment from the routine use of hazardous substances. These regulations would be implemented by future employers/businesses, as appropriate, and would be monitored by the State (e.g., Cal Occupational

Health and Safety Administration (OSHA) in the workplace or DTSC for hazardous waste), and/or local jurisdictions (e.g., the Department of Public Safety's Fire and Rescue Division and the San Bernardino County Environmental Health Division), as appropriate.

The following existing Federal, State, and City regulations are also established to control exposure to potentially hazardous materials:

#### Federal Regulations

- Resources Conservation and Recovery Act (RCRA): relates to hazardous waste management.
- Hazardous and Solid Waste Amendments Act (HSWA): relates to hazardous waste management.
- Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA): relates to cleanup of contamination.
- Emergency Planning and Community Right-to-Know (SARA Title III): relates to business inventories and emergency response planning.

#### State Regulations

- Hazardous Materials Management Act: relates to business plan reporting.
- Hazardous Waste Control Act: relates to hazardous waste management.
- Safe Drinking Water and Toxic Enforcement Act of 1986 (Proposition 65): relates to release of and exposure to carcinogenic chemicals.
- Hazardous Substances Act: relates to cleanup of contamination.
- California Medical Waste Management Act: relates to medical and bio-hazardous wastes.

As addressed in the UV/OP SP EIR, because of the current and historical agricultural uses of the Project site, agricultural pesticides may have resulted in pesticide residues in soil at concentrations that are considered to be hazardous. Therefore, it is recommended that as implementation of the Bryn Mawr Avenue roadway extension takes place within the Project area, soil sampling be required to evaluate and remediate any issues as required.

To ensure adequate mitigation of any potential environmental impacts related to hazardous materials and substances, it is anticipated that the policies assumptions identified in the General Plan EIR, and the Mitigation Measures related to hazardous materials and substances presented in the UV/OP SP EIR would be carried forward and applicable to any development plan(s) within the Project area, including construction activities related to implementation of the Bryn Mawr Avenue roadway extension. These include General Plan – Public Health and Safety Element Policies 10.5.2.b., 10.5.2.c., 10.5.2.d., 10.5.2.e., 10.5.2.g. and 10.5.2.i; and UV/OP SP EIR mitigation measures MM 5.10.1.a through MM 5.10.1e, and MM 5.10.g through MM 5.10.1j.

#### Recommended Mitigation Measures

**UV/OP SP EIR MM 5.10-1a** – All miscellaneous vehicles, maintenance equipment and materials (i.e., fertilizer, lubricants, grease, waste-oil, gasoline), construction/irrigation materials, miscellaneous stockpiled debris, storage tanks, smudge pots, and 5-gallon buckets, shall be removed off-site and properly disposed of at an approved landfill facility. Once removed, a visual inspection of the areas beneath the removed materials shall be performed. Any stained soils observed underneath the removed materials should be sampled. Result of the sampling (if necessary) shall indicate the level of remediation efforts that may be required.

**UV/OP SP EIR MM 5.10-1b** – The storage and debris piles identified on-site shall be removed from the property and properly disposed. Once removed, a visual inspection of the areas beneath the removed materials shall be performed. Any stained soils observed underneath the removed materials shall be sampled. Results of the sampling (if necessary) shall indicate the level of remediation efforts that may be required.

**UV/OP SP EIR MM 5.10-1c** – The interior of individual on-site structures and storage trailers within the Project Area shall be visually inspected prior to demolition or renovation activities, with particular attention

to all garage/farm equipment maintenance uses. Should hazardous materials be encountered with any on-site structure, the materials shall be tested and properly disposed of in accordance with State and Federal regulatory requirements. Any stained soils or surfaces underneath the removed materials shall be sampled. Results of the sampling would indicate the appropriate level of remediation efforts that may be required.

**UV/OP SP EIR MM 5.10-1d** – Soil sampling shall occur throughout the Project Area, including any known pesticide mixing areas. The sampling will determine if pesticide concentrations exceed established regulatory requirements and will identify proper handling procedures that may be required.

**UV/OP SP EIR MM 5.10-1e** – Should construction require dewatering activities, or groundwater is expected to be encountered, a qualified hazardous materials consultant with Phase II and Phase III experience shall review groundwater documents regarding regional groundwater quality with respect to DBCP.

**UV/OP SP EIR MM 5.10-1g** – Building Division Records shall be reviewed to indicate any documented septic tanks. If present, the septic tanks shall be removed and properly disposed of at an approved landfill facility. Once the tanks are removed (if any), a visual inspection of the areas beneath and around the removed tank(s) shall be performed. Any stained soils observed underneath the septic tank(s) shall be sampled. Results of the sampling, if necessary, shall indicate the level of remediation efforts required.

**UV/OP SP EIR MM 5.10-1h** – Water wells located within the Project Area shall be properly removed and abandoned pursuant to the latest procedures required by the local agency with closure responsibilities for the wells. Any associated equipment (i.e., diesel fuel tank, concrete, piping, and associated materials) shall be removed off-site and properly disposed of at a permitted landfill. A visual inspection of the areas beneath the removed materials (if any) shall be performed.

**UV/OP SP EIR MM 5.10-1i** – Any transformers to be removed/relocated during site construction/demolition shall be conducted under the purview of the local utility purveyor to identify proper handling procedures regarding potential polychlorinated biphenyls (PCBs).

**UV/OP SP EIR MM 5.10-1j** – If unknown wastes or suspect materials are discovered during construction by the contractor, which he/she believes may involve hazardous waste/materials, the contractor shall:

- Immediately stop work in the vicinity of the suspected contaminant, removing workers and the public from the area;
- Notify the Project Engineer of the implementing Agency;
- Secure the areas directed by the Project Engineer; and
- Notify the implementing agency's Hazardous Waste/Materials Coordinator.

Because only minor physical improvements related to implementation of the Bryn Mawr Avenue roadway extension are proposed at this time, potential impacts related to the potential routine transport, use, or disposal of hazardous materials are difficult to predict, but nonetheless would be anticipated to be less than significant, especially with the assurance provided with implementation of mitigation measures already identified in the General Plan EIR and measures MM 5.10.1.a through MM 5.10.1e and MM 5.10.1.g through MM 5.10.1j per the UV/OP SP EIR. When proposed, any future improvement plan(s) for the Project area will be evaluated by the City on a case-by-case basis to ensure that improvement plans, construction activities and operational characteristics would comply with all applicable Federal, State, County, and City regulations relating to control of hazardous materials. Compliance with these regulations, and implementation of the identified mitigation measures, would reduce any potential impacts associated with the routine use, storage, and transportation of hazardous materials, and impacts would be less than significant. Further analysis is not required.

**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.** See Response 3.8.a above. Compliance with applicable hazardous materials regulations would reduce the likelihood of accidents and risks associated with release of hazardous materials to less than significant levels. Further analysis is not required.

- c) ***Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?***

**Less Than Significant Impact.** The Mission Elementary School is located approximately one-quarter mile east of the proposed Project area. Physical improvements under the proposed Project area limited to the implementation of the southerly extension of Bryn Mawr Avenue. Hence, there is a potential for release of hazardous emissions or handling of hazardous materials and substances during the short-term construction activities associated with the roadway construction. However, because substantial federal, state and local regulations addressing the transport, use, storage and disposal of hazardous materials are in place, the potential for substantial impacts and risks from hazardous emissions and schools would be less than significant. See also Responses 3.8.a and 3.8.b above. Compliance with applicable hazardous materials regulations would reduce the likelihood of unsafe release of hazardous emissions to less than significant levels. Further analysis is not required.

- 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?***

**Less Than Significant Impact with Mitigation Incorporated.** See Response 3.8.a above. To ensure that existing conditions that place hazardous materials/substances within the Project area would not result in a significant hazard to the public or the environment and implementation of the proposed Project occurs, potential impacts related to the presence of hazardous materials should be reduced to less than significant with the assurance implementation of mitigation measures already identified in the General Plan EIR and measures MM 5.10.1.a through MM 5.10.1.e and MM 5.10.1.g through MM 5.10.1.j per the UV/OP SP EIR. When proposed, any future improvement plan(s) for the Project area will be evaluated by the City on a case-by-case basis to ensure that improvement plans, construction activities and operational characteristics would comply with all applicable Federal, State, County, and City regulations relating to control of hazardous materials. Compliance with these regulations, and implementation of the identified mitigation measures, would reduce any potential impacts associated with the exposure to hazardous materials from listed sites, and impacts would be less than significant. Further analysis is not required.

- 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.** The Project area is not located within an airport land use plan and is not within two miles of a public airport. The nearest airports are the San Bernardino International Airport (SBIA), located approximately three miles north of the project site and the Redlands Municipal Airport, located approximately eight miles northeast of the site. Therefore, the proposed Project would not have the opportunity to be impacted by or pose an increased safety hazard for any airport land use plan. Further analysis is not required at this time.

- 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.** There are no private airstrips within the immediate vicinity of the project site. Therefore, the proposed Project would not have the opportunity to expose the people from the Project to potential safety hazards from a private airstrip, there would be no impact by any private airstrip. Further analysis is not required.

- g) ***Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?***

**Less Than Significant Impact.** The California Emergency Services Act requires the City to manage and coordinate the overall emergency and recovery activities within its jurisdictional boundaries. The City's Emergency Operations Plan includes policies and procedures to be administered by the City in the event of a disaster. During disasters, the City of Loma Linda is required to coordinate emergency operations with the County of San Bernardino. The General Plan EIR concluded that the General Plan's policies set adequate performance standards for emergency preparedness within the City and concluded that the impact of development (related to buildout of the General Plan) on emergency plans would be less than significant. Policies within the City's General Plan and updates to the City's Emergency Plan, as required by State law, would ensure the proposed Project would not interfere with adopted policies and procedures, and that potential impacts would remain less than significant. Further analysis is not required at this time.

**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.** Although the City of Loma Linda does have defined areas susceptible to wildland fires, these areas are located in the open space/hillside areas south of the City and non-contiguous to the Project area. The proposed Project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires. Therefore, as no opportunity for any wildland fire to occur and expose people or structures to fire hazards, no impacts are anticipated. Further analysis is not required.

### 3.9 HYDROLOGY AND WATER QUALITY

<b>IX. HYDROLOGY AND WATER QUALITY</b>	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**a) Violate any water quality standards or waste discharge requirements?**

**Less Than Significant Impact with Mitigation Incorporated.** The State of California is authorized to administer various aspects of the National Pollutant Discharge Elimination System (NPDES). Construction activities covered under the State's General Construction permit include removal of vegetation, grading, excavating, or any other activity that causes the disturbance of one acre or more.

Construction activity related to implementation of the Bryn Mawr Avenue roadway extension may cause soil sedimentation and water pollution during grading and other construction activities. Following completion of the road, ongoing maintenance and irrigation of the related parkways and medians could lead to sedimentation and water contamination.

In compliance with various Federal, State and County regulations, the City routinely requires implementation of Best Management Practices during construction activities, which include screening catch basins during construction and other similar practices. Similarly, improvement projects such as implementation of the Bryn Mawr Avenue roadway extension would also be subject to provisions of the NPDES and Regional Water Quality Control Board (RWQCB). For example, an erosion/sediment control plan and a Water Quality Management Plan are required to address on-site drainage control during construction.

The proposed Project would increase the amount of impervious area (due to construction of the roadway extension) thereby increasing the amount of potential runoff from the site. The increase in runoff would be incrementally insignificant and the resultant impact would be less than significant and would not exceed the capacity of existing or planned stormwater drainage systems, or contribute a significant amount of pollutants to runoff. In accordance with best management practices, the proposed Project would protect water quality by complying with City standards and a stormwater pollution prevention plan (SWPPP).

To ensure adequate mitigation of any potential environmental impacts related to water quality standards and discharge requirements, it is anticipated that the policies assumptions identified in the General Plan EIR, and the Mitigation Measures related to hazardous materials and substances presented in the UV/OP SP EIR would be carried forward and applicable to any development plan(s) within the Project area, including construction activities related to implementation of the Bryn Mawr Avenue roadway extension. These include General Plan – Conservation and Open Space Element Policy 9.6.2.g; and UV/OP SP EIR mitigation measure MM 5.9.1.

Recommended Mitigation Measure

**UV/OP SP EIR MM 5.9-1** – Prior to issuance of any grading or building permits, the applicant shall prepare a Storm Water Pollution Prevention Plan [SWPPP], which demonstrates compliance under California's General Permit for Stormwater Discharges Associated with Construction Activity by providing a copy of the Notice of Intent (NOI) submitted to the State Water Resources Control Board and a copy of the subsequent notification of the issuance of a Waste Discharge Identification (WDID) Number or other proof of filing in a manner meeting the satisfaction of the City Engineer. A copy of the SWPPP shall be kept at the Project Area and be available for City review on request.

All physical improvements related to the proposed Project (i.e., the roadway extension) would be consistent with appropriate best management practices, low-impact development requirements and

applicable water quality considerations typical of all development carried out within the City. Therefore, the proposed Project with the incorporation of recommended mitigation measure MM 5.9-1 from the UV/OC SP EIR, as well as standard conditions and best management practices, would not substantially degrade water quality, and impacts would be reduced to less than significant. Further analysis is not required at this time.

- 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)?***

***Less Than Significant Impact.*** The City obtains all of its water from groundwater wells in the Bunker Hill Basin, an aquifer underlying the San Bernardino Valley. Groundwater in the Bunker Hill Basin is replenished from rainfall and snowmelt from the San Bernardino Mountains. The proposed Project would not deplete groundwater supplies nor would it interfere with recharge since it is not within an area designated as a recharge basin or spreading ground. The proposed Project (i.e., water used during construction or irrigation of landscape areas for the Bryn Mawr Avenue roadway extension) would receive water supply directly from the City of Loma Linda whose source of supply is groundwater.

The proposed Project would not use excessive amounts of water or have a demand greater than that available to serve the Project from existing entitlements and resources. The proposed Project does not propose improvements that would increase demand or burden the existing water supply levels in the City. Therefore, impacts to groundwater supply would be less than significant. Further analysis is not required at this time.

- 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?***

***Less Than Significant Impact.*** Physical changes related to the proposed Project would be limited to grading and paving of approximately 3.6 acres for construction of the Bryn Mawr Avenue roadway extension. Beyond the roadway extension, the proposed Project does not propose any site-specific development proposals at this time, nor does it grant any entitlements or approvals for any future development. Because only limited and minor physical improvements are proposed at this time, potential impacts on existing drainage patterns, alteration of streams or rivers, or resulting erosion or siltation are considered less than significant.

In compliance with various Federal, State and County regulations, the City routinely requires implementation of Best Management Practices during construction activities, which include screening catch basins during construction and other similar practices. Similarly, any future improvement projects would also be subject to provisions of the NPDES and RWQCB. Therefore, the proposed Project would not result in significant alteration of existing drainage patterns or generate erosion-related impacts, and thus impacts would be less than significant. Further analysis is not required.

- 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?***

***Less Than Significant Impact.*** See Responses 3.9.a and 3.9.c, above.

- 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?***

***Less Than Significant Impact.*** See Responses 3.9.a, 3.9.c and 3.9.d, above; and Response 3.17.c below.

**f) Otherwise substantially degrade water quality?**

**Less Than Significant Impact.** See Responses 3.9.a through 3.9.e, above.

**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.** With the exception of physical improvements related to construction of the Bryn Mawr Avenue roadway extension, the proposed Project is limited to policy and regulatory changes that establish a Phase One implementation strategy within Special Planning Area D, and realigns development regulation boundaries to align with new parcel line boundaries. The proposed Project would not introduce new housing development. Because no new housing or structures are proposed, there is no potential for impacts due to flood hazards. Further analysis is not required.

**h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?**

**No Impact.** See Response 3.9.g above.

**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.** See Responses 3.9.d, 3.9.e, 3.9.g and 3.9.h above.

**j) Inundation by seiche, tsunami, or mudflow?**

**No Impact.** Due to the inland distance from the Pacific Ocean and any other significant body of water, tsunamis and seiching are not potential hazards; therefore impacts from seiche and tsunami are not anticipated. Hence, the City is not likely to experience impacts due to inundation by seiche, tsunami or mudflow, and no impacts are expected. Further analysis is not required. See also Responses 3.9.g through 3.9.i above.

**3.10 LAND USE AND PLANNING**

<b>X. LAND USE AND PLANNING</b>	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**a) Physically divide an established community?**

**No Impact.** With the exception of the Bryn Mawr Avenue roadway extension, the proposed Project does not propose any site-specific development proposals at this time, nor does it grant any entitlements or approvals for any future development. The proposed Project proposes only minor changes to existing zoning classifications in order to ensure that zoning boundaries align with newly created parcel lines. It is not anticipated that the proposed Project would divide the established community. Land uses with implementation of the proposed Project anticipate that uses that would continue to be consistent with the

underlying Loma Linda General Plan, EVC Specific Plan and Zoning Code designations. Because the proposed Project would not include any land uses or intensities that would significantly divide the City or a community, no impact is anticipated. Further analysis is not required.

- 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?**

**Less Than Significant Impact.** The proposed Project involves a request to amend the Loma Linda General Plan, East Valley Corridor Specific Plan and City Zoning Map. The requested amendments to the EVC SP and zoning map would ensure that land development regulations are clarified and consistent with proposed parcel line adjustments. The requested General Plan amendment makes modifications to land use policy regulating the timing, coordination and phasing of future development within Special Planning Area D. The proposed Project actions would be consistent with, and would reinforce, the applicable land use plans, policies and regulations that are already in place. The proposed Project does not propose any site-specific development proposals at this time, nor does it grant any entitlements or approvals for any future development. Proposed changes of the zoning classifications and EVC SP boundary line anticipate that future land uses would continue to be consistent with the underlying Loma Linda General Plan and Zoning Code designations, and would not conflict with City land use plans, policies, or regulations, and the strategies and recommendations. See also Responses 3.2.c, 3.4.e, 3.4.f, 3.7.b and 3.10.a above, and Response 3.16.a below. Therefore, the proposed Project would not conflict with applicable planning, policy or zoning programs, and impacts would be less than significant. Further analysis is not required.

- c) Conflict with any applicable habitat conservation plan or natural community conservation plan?**

**No Impact.** The City of Loma Linda is not regulated by any Habitat Conservation Plan (HCP) or Natural Community Conservation Plan (NCCP) for any unique or sensitive habitat, HCP, or NCCP. See Response 3.4.f above.

### 3.11 MINERAL RESOURCES

<b><u>XI. MINERAL RESOURCES</u></b>	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- 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.** The proposed Project would not 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 due to urbanization and limited accessibility because there are no identified locally important mineral resources within the project area, and no impact any know mineral resource would occur. Further analysis is not required.

**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.** See Response 3.11.a above.

**3.12 NOISE**

<b><u>XII. NOISE</u></b>	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Exposure of people residing or working in a project area, which is 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, to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Exposure of people residing or working in the project area, which is within the vicinity of a private airstrip, to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**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.** The Loma Linda General Plan allows a maximum of 45dB and 65dB of interior and exterior noise levels respectively, or as established by a noise ordinance, or applicable standards of other agencies. The City's noise ordinance requires construction activities to be limited to the hours between 7:00 a.m. to 10:00 p.m. Monday through Friday, with no heavy construction occurring on weekends or national holidays. Additionally, all equipment is required to be properly equipped with standard noise muffling apparatus. Adhering to the City's noise ordinance would ensure impacts from construction noise would be less than significant. The proposed Project would not generate noise levels in excess of established standards as any construction activity would be conducted in accordance with the City's noise ordinance.

While the proposed Project may indirectly result in temporary localized increases in ambient noise during construction for the roadway extension, such increases are not anticipated to be excessive nor exceed applicable standards, and impacts would be less than significant. Further analysis is not required.

**b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?**

**Less Than Significant Impact.** See Response 3.12.a above. Physical improvements are limited to construction of the Bryn Mawr Avenue roadway extension, which would be limited to surficial grading, compaction and paving, and the potential to generate excessive groundbourne vibration or noise levels is

not anticipated except to the extent typical of standard construction activity, thus impacts would be less than significant. Further analysis is not required.

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

**No Impact.** The proposed Project would not introduce any long-term permanent uses to the Project area that could result in a permanent increase in ambient noise levels. Construction activities related to installation of the Bryn Mawr Avenue roadway extension would be short-term in duration and not permanent. See also Responses 3.12.a and 3.12.b above. Because actual improvements are not proposed at this time, the potential to generate a substantial increase in ambient noise levels is not anticipated, thus there is no impact. Further analysis is not required.

**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.** See Responses 3.12.a through 3.12.c above.

**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.** See Response 3.8.e above. Because no public airports within two miles of the Project area, there would be no opportunity for noise impacts related to proximity to a public or public use airport, and no impact is anticipated. Further analysis is not required.

**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.** See Response 3.8.f above. Because no private airstrips are within the Project area, there would be no opportunity for noise impacts related to proximity to a private airstrip, and no impact is anticipated. Further analysis is not required.

**3.13 POPULATION AND HOUSING**

<b><u>XIII. POPULATION AND HOUSING</u></b>	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**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)?**

**No Impact.** With the exception of the Bryn Mawr Avenue roadway extension, the proposed Project does not propose any site-specific development proposals at this time, nor does it grant any entitlements or approvals for any future development. The proposed General Plan Amendment to establish a Phase One

implementation process within Special Planning Area D would remove an impediment to growth that currently exists for the Planning Area; however, the proposed Project action is limited to adding flexibility for the timing of future development and no direct growth is anticipated. Indirectly, the proposed Project would not result in any population growth in the area beyond those levels already planned and provided for within the Loma Linda General Plan. Further, the proposed Project would not directly result in new permanent employment or destination opportunities. Because the proposed Project would not directly create or indirectly induce growth, no impacts are anticipated. Further analysis is not required.

**b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?**

**No Impact.** Implementation of the proposed Project would not induce population growth. See Responses 3.10.b and 3.13.a above. Because no specific development project(s) are proposed and no change in land use is proposed, the proposed Project would not directly result in displacement of any housing, and no impact is anticipated. Further analysis is not required.

**c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?**

**No Impact.** See Responses 3.13.a and 3.13.b above.

**3.14 PUBLIC SERVICES**

<b><u>XIV. PUBLIC SERVICES</u></b>	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**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?**

**No Impact.** The proposed Project would have no impact on the service ratios, performance objectives or physical facilities related to public services, including fire, police, schools, parks and other public facilities. The proposed Project would not generate development or changes in land use intensities that would change or increase the need or demand for public services. As discussed above (see Response 3.13.a), the proposed Project would not generate population growth that could result in increased public service needs. Therefore, the proposed Project would not have the opportunity to affect public services, including

fire protection, police protection, schools, parks or other public facilities/services, and no impact is anticipated. Further analysis is not required.

**b) Police protection?**

**No Impact.** See Response 3.14.a above.

**c) Schools?**

**No Impact.** See Response 3.14.a above.

**d) Parks?**

**No Impact.** See Response 3.14.a above.

**e) Other public facilities?**

**No Impact.** See Response 3.14.a above.

**3.15 RECREATION**

<b>XV. RECREATION</b>	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**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?**

**No Impact.** See Response 3.14.d above.

**b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?**

**No Impact.** See Response 3.14.d above.

**3.16 TRANSPORTATION AND TRAFFIC**

<b>XVI. TRANSPORTATION AND TRAFFIC</b>	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?**

**Less Than Significant Impact.** The proposed Project proposes minor changes to the General Plan for the timing, coordination and phasing of future development within Special Planning Area D. The proposed General Plan amendments would not conflict with, and in fact would reinforce existing circulation system policies of the overall General Plan. The proposed construction of the southerly extension of Bryn Mawr Avenue is consistent with guidance provided within the Loma Linda General Plan, which encourages the ultimate connection of Bryn Mawr Avenue between Redlands Boulevard and Mission Road. Because the proposed Project does not conflict with applicable plans, policies or ordinances, and in fact partially implements circulation system recommendations, the potential for impact is less than significant. Further study is not required.

**b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?**

**No Impact.** Except for temporary traffic increase during the construction phase of the Bryn Mawr Avenue roadway extension, the proposed Project would not result in any increase in ambient traffic levels on local roadways or regional highways. Hence, no impact or potential conflict with the congestion management program is anticipated. Further analysis is not required.

- 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.** See also Responses 3.8.e and f, and 3.10.b, above. The proposed Project would not result in conflicts that could affect any air traffic patterns. Further analysis is not required.

- d) **Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?**

**Less Than Significant Impact.** The proposed Project includes the extension of Bryn Mawr Avenue south of Redlands Boulevard for a distance of approximately 1,654 lineal feet. The roadway improvements would be required to comply with all applicable City standards and regulations. City standards require that circulation and street improvements be designed to ensure that significant safety hazards would not result with any development and that all driveways and access points be designed with sufficient vehicular sight distance. Final design of the roadway extension will be reviewed by the City Engineer. Therefore, the proposed Project is not anticipated to result in any substantial increased safety hazard due to roadway design or incompatible uses, and potential impacts would be less than significant. Further analysis is not required at this time.

- e) **Result in inadequate emergency access?**

**Less Than Significant Impact.** Proposed Project improvements that relate to traffic circulation and access will be required to comply with all applicable City standards and regulations. City standards require that circulation and street improvements be designed to ensure that significant safety hazards would not result with any development and that adequate access is maintained. See also Response 3.16.d above. The City Engineer will review and approve the final design for the Bryn Mawr Avenue roadway extension to ensure that access and circulation features are properly designed to provide adequate emergency access, thus, reducing potential safety hazards. Further analysis is not required at this time.

- f) **Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?**

**Less Than Significant Impact.** See also Responses 3.16.a, 3.16.c, 3.16.d and 3.16.e, above. Because the proposed Project does not conflict with applicable plans, policies or ordinances, and in fact recommends partially implements some of those policies, the potential for impact to plans, policies or programs regarding public transit, bicycle or pedestrian facilities is less than significant. Further study is not required.

### 3.17 UTILITIES AND SERVICE SYSTEMS

<b><u>XVII. UTILITIES AND SERVICE SYSTEMS</u></b>	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

**No Impact.** The proposed Project would have no impact on the wastewater treatment requirements of the Regional Water Quality Control Board. The proposed Project would not generate development or changes in land use intensities that would change or increase the volume of wastewater generation or the demand for wastewater treatment. As discussed above (see Response 3.13.a), the proposed Project would not directly generate population growth that could result in increased wastewater treatment needs. Therefore the potential to exceed wastewater treatment requirements, treatment capacities, violate water quality standards, or waste discharge requirements of the City and Regional Water Quality Control Board is not anticipated and no impact would occur. Further analysis is not required.

**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.** See Response 3.17.a above.

**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?**

**Less Than Significant Impact.** The proposed Project would not 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. See Responses 3.9.a through 3.9.j above. The proposed Project, with the exception of the Bryn Mawr Avenue roadway extension, does not propose any improvements at this time that would affect storm water flows, storm water facilities or flood conditions. Implementation of the Bryn Mawr Avenue roadway extension would result in an insignificant and incremental increase of storm water runoff due to the increase in impermeable area created by the road surface. However, the proposed Project would not involve changes to any land uses or development intensities that would require new drainage facilities or expansion of existing facilities. Therefore, impacts to storm water facilities would be less than significant, and further analysis is not required.

**d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?**

**No Impact.** The proposed Project would not use excessive amounts of water or have a demand greater than that available to serve the Project from existing entitlements and resources. The proposed Project does not propose improvements that would increase demand or burden the existing water supply levels in the City. Further, while the proposed Project would remove impediments to development of the Project area, the proposed Project would not directly induce growth or change any land uses or intensities that would require additional water supplies or new or expanded water entitlements. See also Response 3.9.b

above. Therefore, impacts to water supplies would be less than significant, and further analysis is not required.

- 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.** See Response 3.17.a above.

- f) **Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?**

**No Impact.** The proposed Project would have no impact on the area landfills serving the Project site. Because the proposed Project would not generate development or changes in land use intensities that would change or increase the volume of solid waste generation or the demand for solid waste disposal, the proposed Project would have no impact relative to Federal, State and local regulations related to solid waste. As discussed above (see Response 3.13.a), the proposed Project would not directly generate population growth that could result in increased solid waste disposal needs. Therefore, potential impacts to landfills and solid waste disposal needs are not anticipated and no impact would occur. Further analysis is not required.

- g) **Comply with federal, state, and local statutes and regulations related to solid waste?**

**Less Than Significant Impact.** See Response 3.17.f above.

### 3.18 MANDATORY FINDINGS OF SIGNIFICANCE

<b><u>XVIII. MANDATORY FINDINGS OF SIGNIFICANCE</u></b>	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
Does the project:				
a) Have the potential to 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 endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) 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 projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a) **Does the project have the potential to 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 endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?**

**Less Than Significant Impact.** The Project would not cause impacts to wildlife habitat, or limit the achievement of any long-term environmental goals, or have impacts, which are potentially and individually limited but are cumulatively considerable and could potentially have an indirect adverse impact on plant or animal species.

The Project site is located adjacent to developed properties and the site itself has been heavily disturbed by historic agricultural activity and previous grading (laying of fill). The mitigation measures included in this Initial Study will reduce the Project impacts to less than significant levels. See Responses 3.1.a through 3.17.g above. As a result, the proposed Project and its recommended improvements (which are limited to implementation of the Bryn Mawr Avenue roadway extension) would not significantly impact any fish or wildlife species or habitat; fish or wildlife population; plant or animal community; rare or endangered plant or animal species; or historical or prehistorical resources.

**b) Does the project have impacts that are individually limited, but cumulatively considerable?**

**Less Than Significant Impact.** The Project would not cause impacts which are potentially and individually limited but are cumulatively considerable. The proposed Project and its related improvements would not generate significant impacts that are individually limited, but would become cumulatively considerable. See also Response 3.3.c above.

**c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?**

**Less Than Significant Impact** As reflected in the responses above, the proposed Project and its related improvements would not significantly directly or indirectly affect human beings.

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## SECTION 4: REFERENCES

- Loma Linda, City of. 1981. *Loma Linda Municipal Code, Title 17, Zoning (as amended) and Official Zoning Map (as amended)*. Loma Linda, CA. City of Loma Linda. 1981. <<http://qcode.us/codes/lomalinda/>>
- Loma Linda, City of. 1989. *East Valley Corridor Specific Plan (as amended)*. Loma Linda, CA. City of Loma Linda. 12 September 1989.
- Loma Linda, City of. 2004. *Loma Linda General Plan Update Final Program Environmental Impact Report*. Riverside, CA. LSA Associates, Inc. 21 June 2004.
- Loma Linda, City of. 2005. *University Village/Orchard Park Specific Plans Final Program Environmental Impact Report (SCH No. 2002091096)*. Irvine, CA. RBF Consulting. 23 June 2005.
- Loma Linda, City of. 2006. *Loma Linda General Plan (as amended)*. Loma Linda, CA. City of Loma Linda. 25 July 2006.
- Loma Linda, City of. 2006. *Measure V: The Residential and Hillside Development Control Measure*. Loma Linda, CA. City of Loma Linda. 7 November 2006.
- RMA Group. 2013. *Review of Major Geotechnical and Geologic Constraints, Tentative Parcel Map No. 19018, South of the Intersection of Redlands Blvd and Bryn Mawr Ave*. Rancho Cucamonga, CA. Author. 21 February 2013.

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## **SECTION 5: EXHIBITS**

**Exhibit 1 – Project Location Map**

**Exhibit 2 – Phase One Project Areas Location Map**

**Exhibit 3 – Existing General Plan Land Use Designation**

**Exhibit 4 – Existing Zoning**

**Exhibit 5 – Proposed Tentative Parcel Map No. 19018**

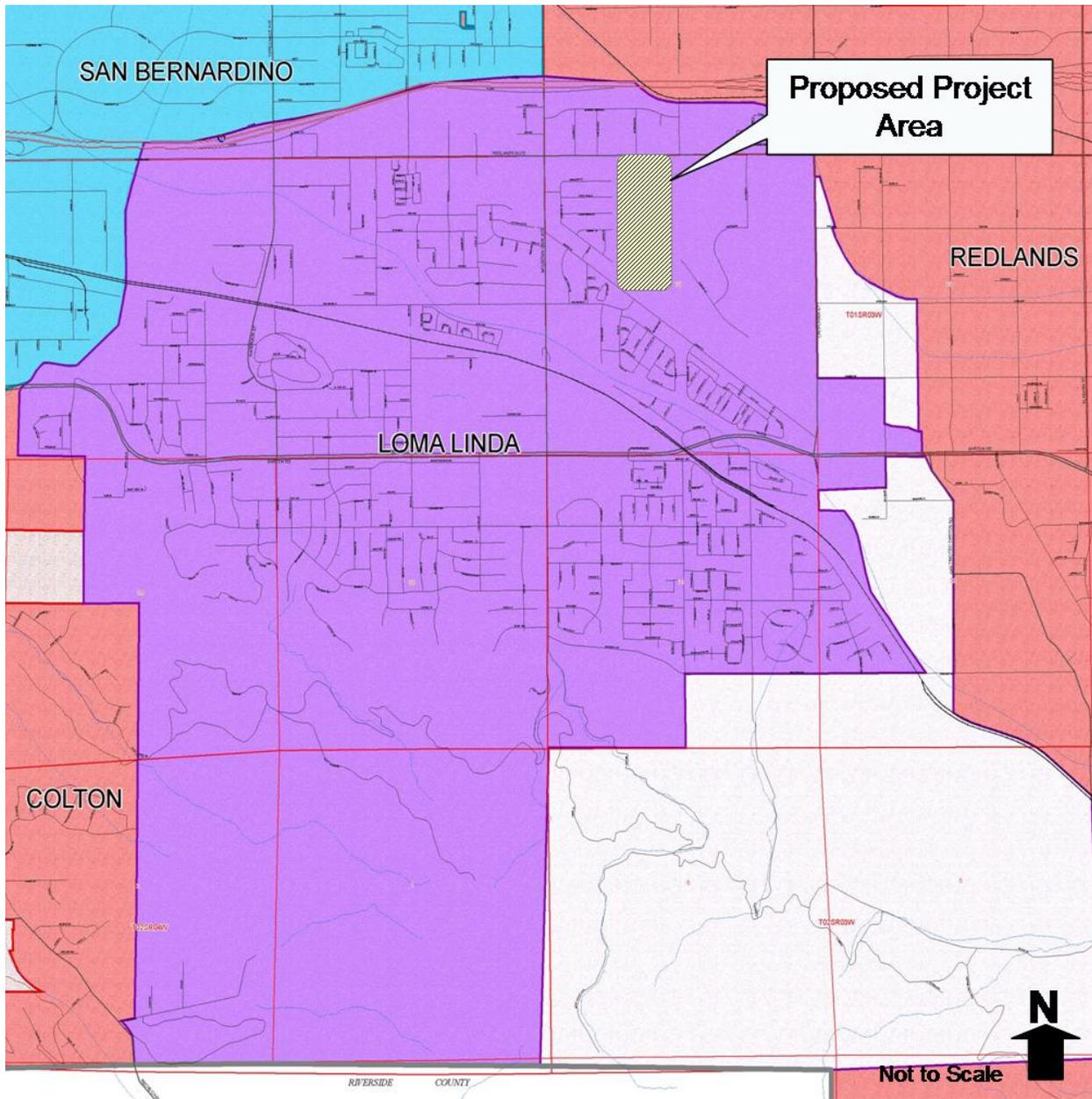
**Exhibit 6 – Proposed Improvement Plan for Bryn Mawr Avenue Extension**

**Exhibit 7 – Proposed Phase One Implementation Area**

**Exhibit 8 – Proposed EVC Specific Plan Boundary and Zoning**

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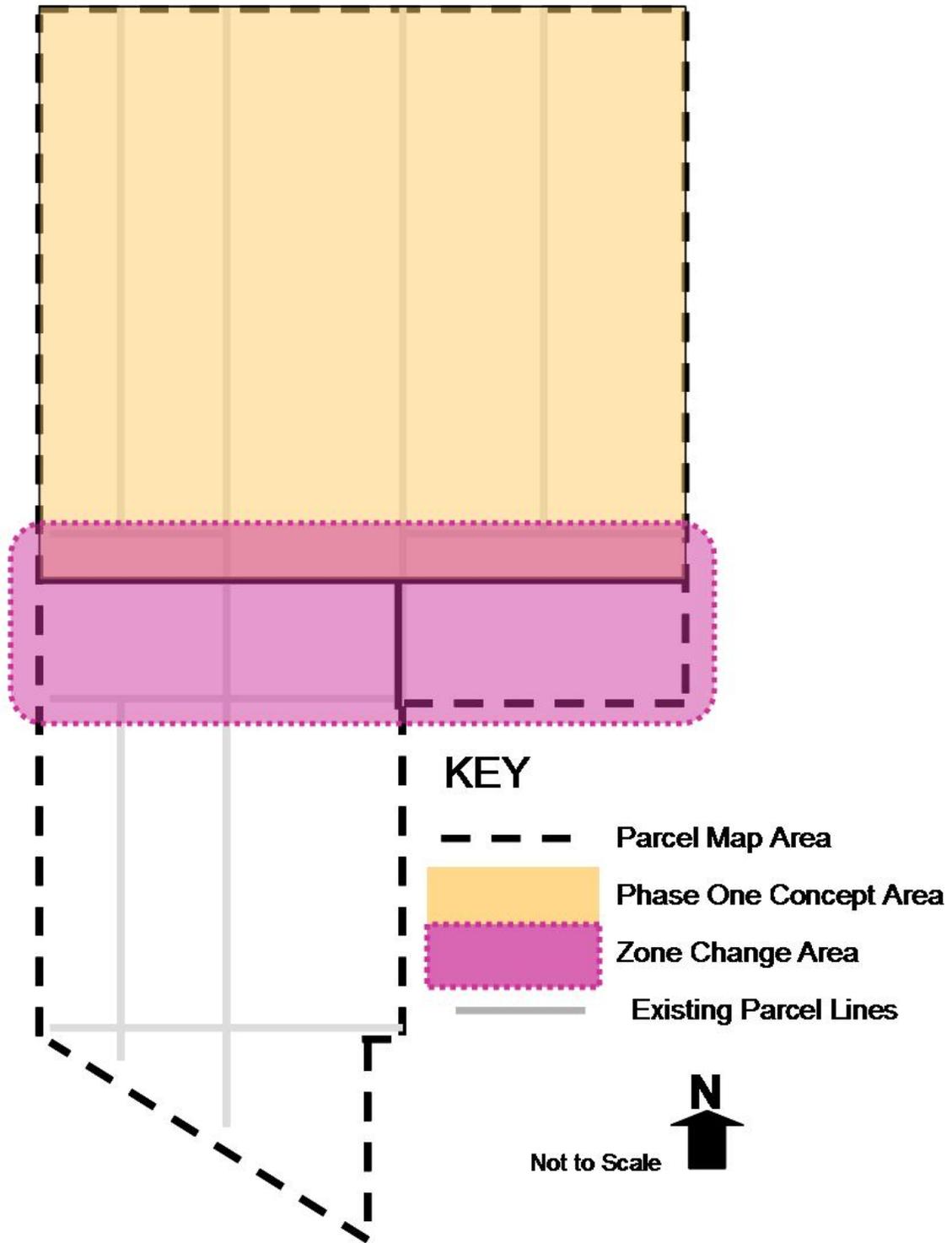
**Exhibit 1 – Project Location Map**



Source: San Bernardino County Local Agency Formation Commission (2013)

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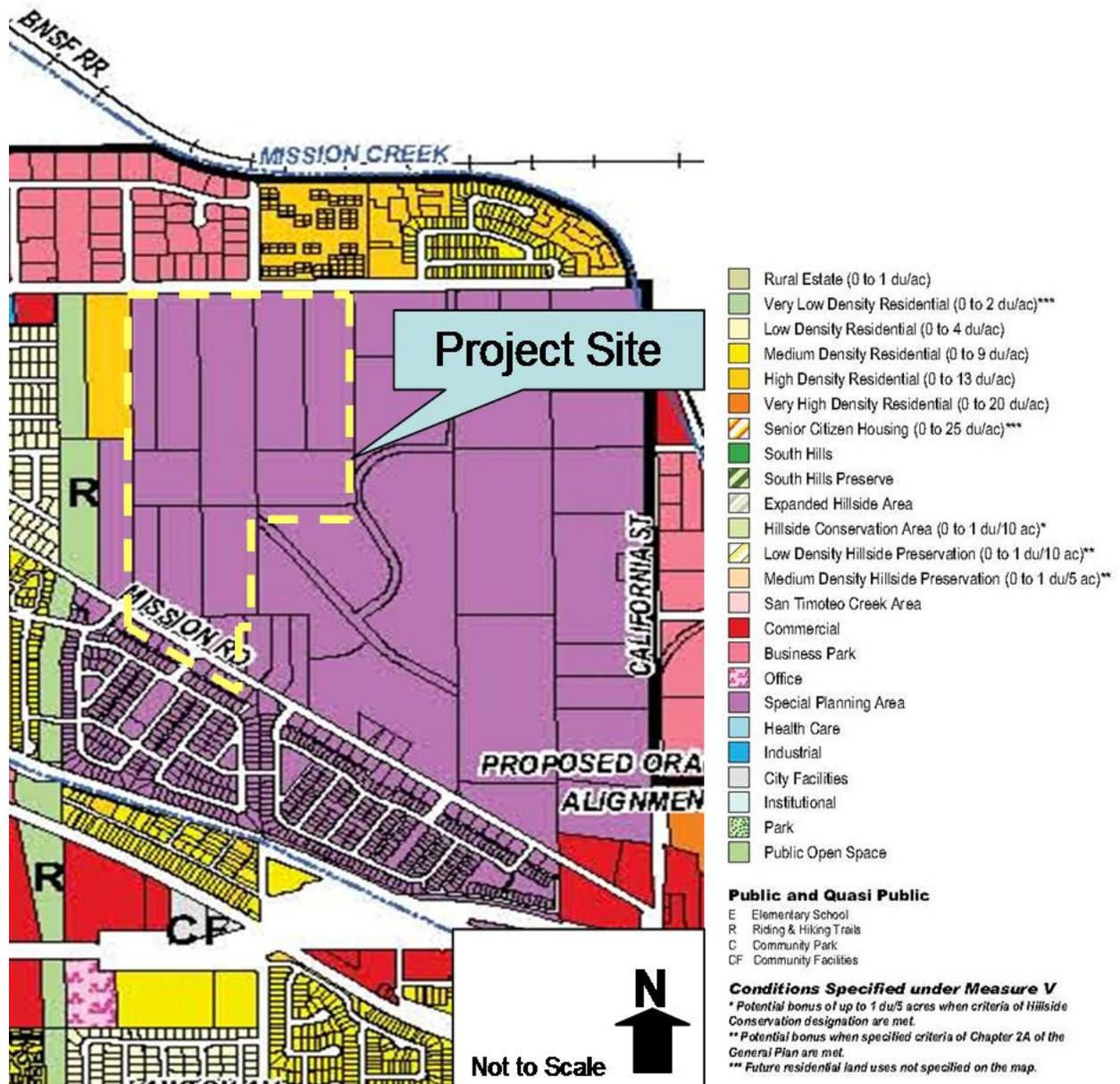
**Exhibit 2 – Phase One Project Area Location Map**



Source: City of Loma Linda (2013)

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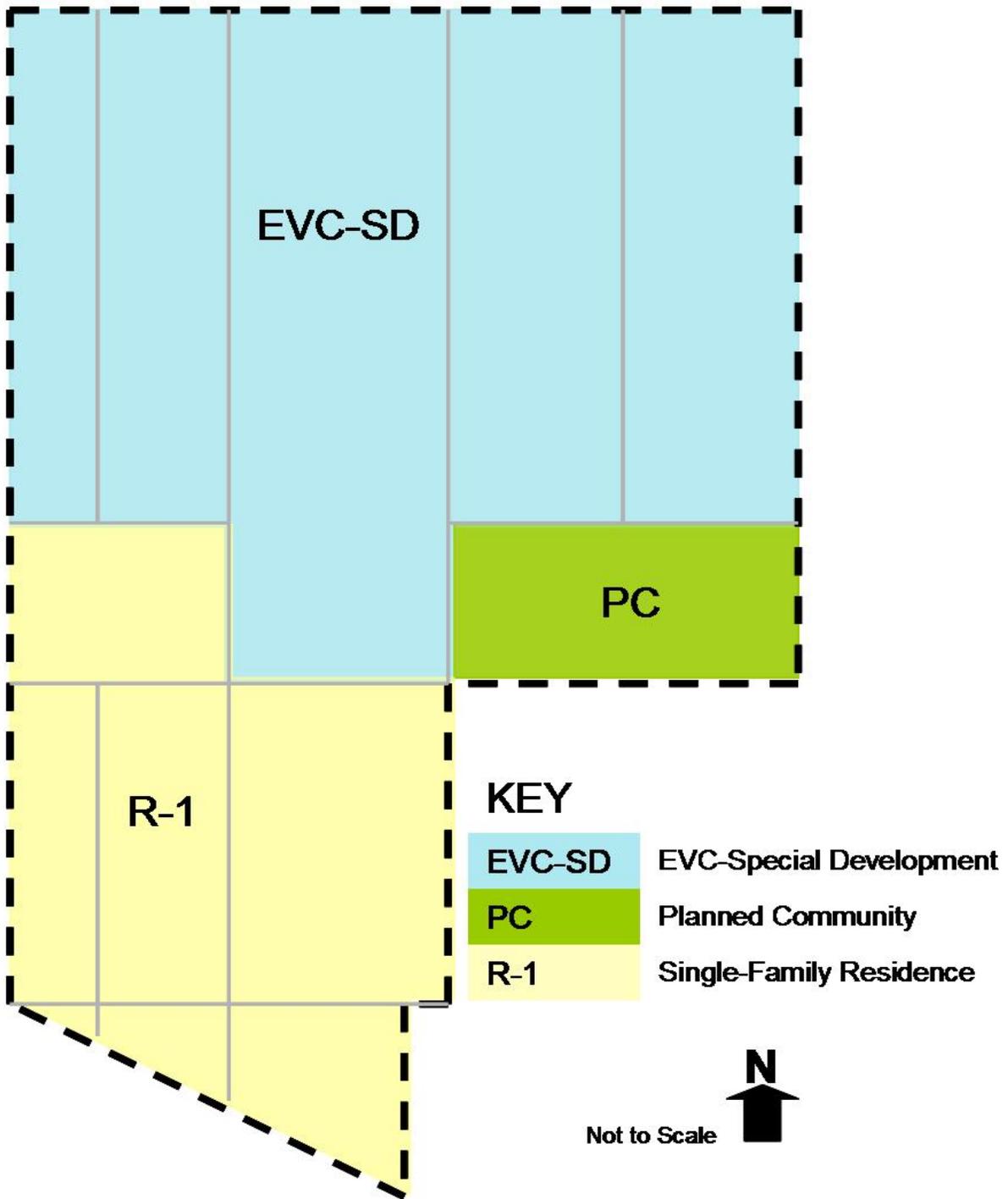
### Exhibit 3 – Existing General Plan Land Use Designation



Source: Loma Linda General Plan, Land Use Map (2006)

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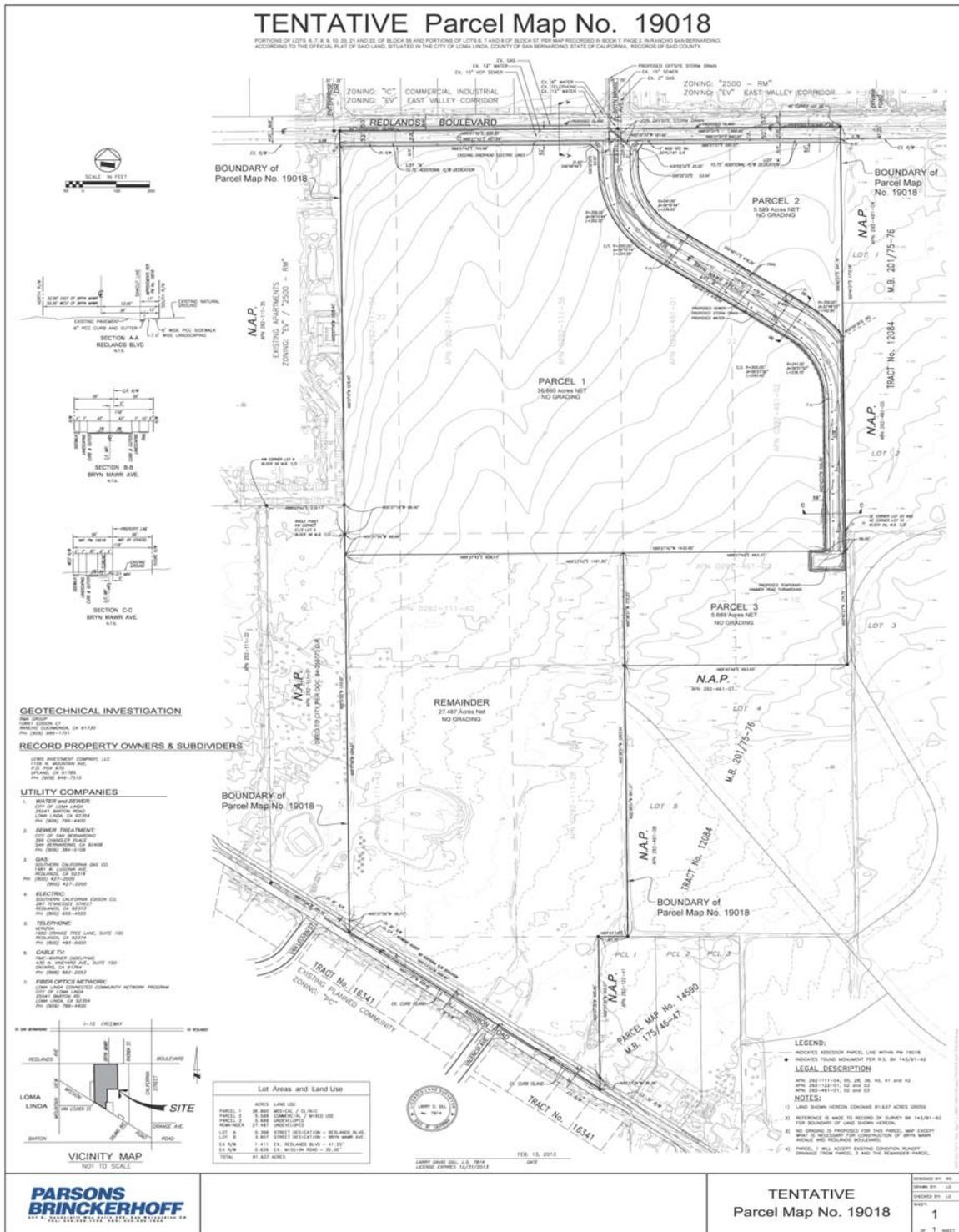
**Exhibit 4 – Existing Zoning**



Source: Loma Linda Zoning Map (2013)

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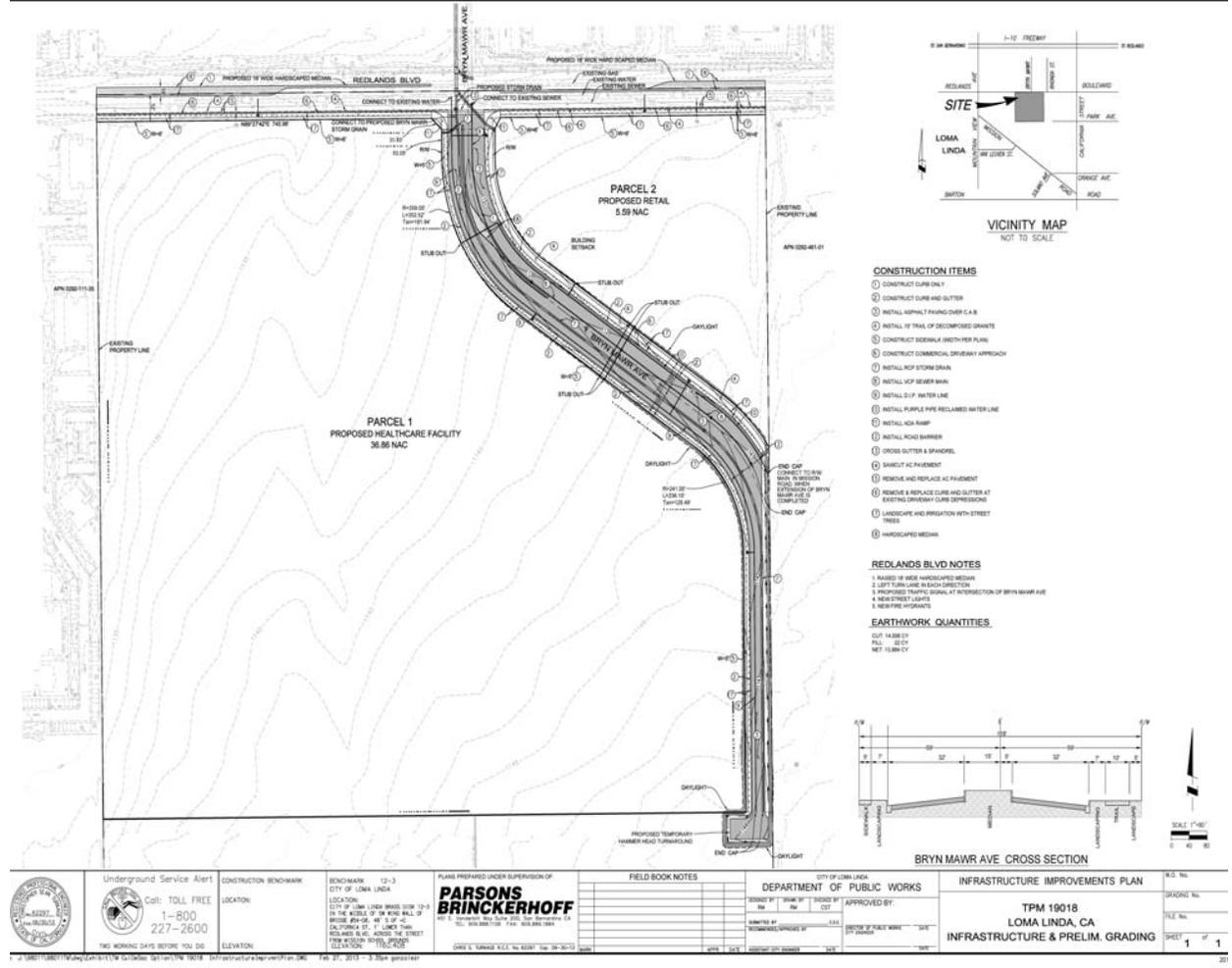
# Exhibit 5 – Proposed Tentative Parcel Map No. 19018



Source: Parsons Brinkerhoff (2013)

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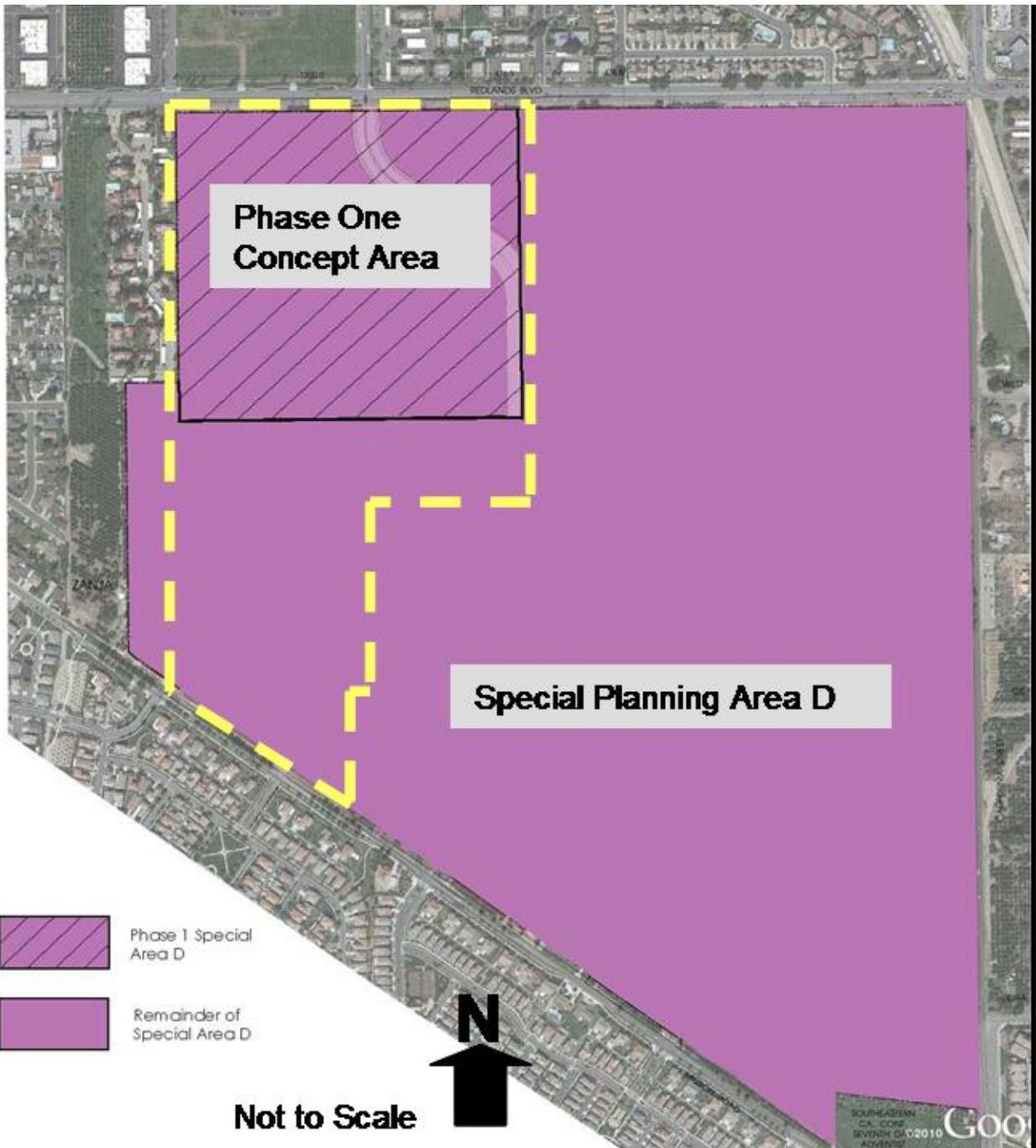
# Exhibit 6 – Proposed Improvement Plan for Bryn Mawr Avenue Extension



Source: Parsons Brinkerhoff (2013)

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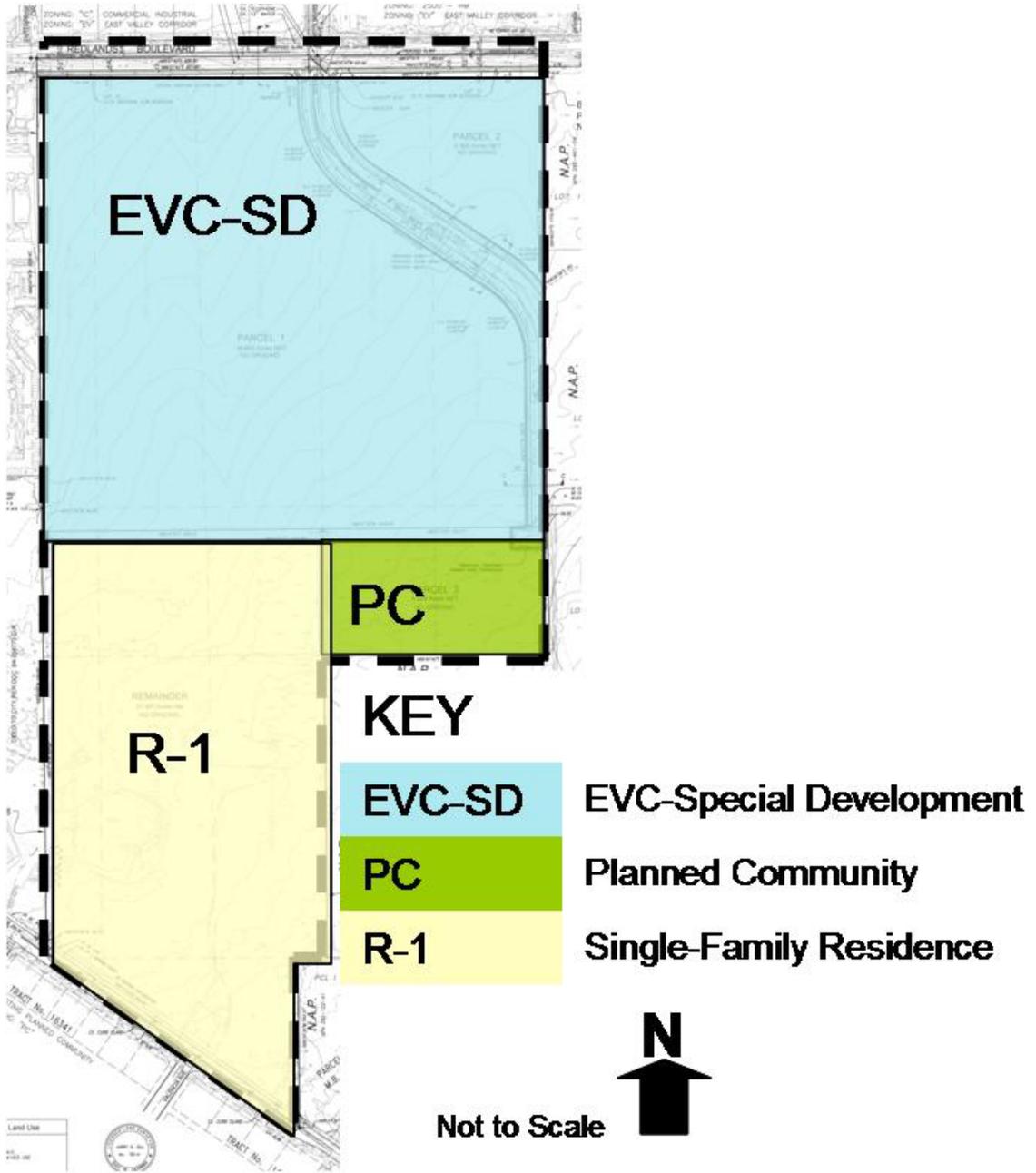
**Exhibit 7 – Proposed Phase One Implementation Area**



Source: Lewis Investment Company, LLC (2013)

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# Exhibit 8 – Proposed EVC Specific Plan Boundary and Zoning



Source: City of Loma Linda

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# Attachment C

Proposed General Plan Text Amendment –  
Section 2.2.7.4

General Plan Amendment No. 12-107

Specific Plan Amendment No. 13-035

Zone Map Change No. 13-036

Tentative Parcel Map No. 13-036 (TMP 19018)

Precise Plan of Design No. 13-034

May 15, 2013

## ATTACHMENT C -GENERAL PLAN AMENDMENT

### **GPA NO. 12-107 - GENERAL PLAN AMENDMENT - PROPOSED TEXT EDITS RELATED TO PHASE ONE OF SPECIAL PLANNING AREA D**

EXCERPT FROM SECTION 2.2.7.4 OF THE LOMA LINDA GENERAL PLAN  
Proposed Changes shown in redline and strikeout

#### ***2.2.7.4 Special Planning Area D (Redlands Boulevard/California Street)***

The Redlands Boulevard, California Street Special Planning Area is bordered by Redlands Boulevard on the north, California Street on the east, Mission Road on the south, and the Edison transmission towers to the west. Access to this area is currently feasible from Redlands Boulevard, California Street, and Mission Road, which diagonally forms the southern boundary of this area. This area currently consists of scattered residential uses, primarily along Mission Road and Redlands Boulevard. A school facility is located at the corner of Redlands Boulevard and California Street. This building is currently being used by the San Bernardino County Superintendent of Schools for special education and alternative education purposes, but its current attendance is well below the school's physical capacity.<sup>1</sup> There are also large parcels that are currently vacant. The visual prominence, large size (299.81 acres), and multiple ownerships of this area require a comprehensive approach to its planning in order to accomplish a rational land use pattern. It has therefore been designated as a Special Planning Area.

#### **Guiding Policy for the Redlands Boulevard/California Street Special Planning Area D**

This area is intended to be characterized by a horizontal and vertical mixed uses developed along the frontages of Redlands Boulevard and California Street, including commercial, office, structured parking, and up to 400 very high density residential dwelling units. Religious assembly uses are also anticipated along Redlands Boulevard and California Street. (Also see the discussion regarding adaptive reuse of historic homes associated with the orange groves in the Community Design Element.) If the existing school at the corner of Redlands Boulevard and California Street should cease to be used as an educational facility, then the possibility of adaptive reuse of the buildings for professional and medical offices, as well as low intensity commercial and restaurant use, should be explored (also see adaptive reuse section in the Community Design Element).

Single-family residential uses should be placed towards the central, western, and southern portions of the Redlands Boulevard/California Street Special Planning Area, with multi-family development permitted toward the interior of the area. New residential uses in proximity to existing, historical residential uses along Mission Road should be compatible in density and scale to the historic residential uses (although not necessarily the same), since the General Plan intends for these existing residences to remain. Overall, the pattern of land use should reflect the pattern and mix of uses identified below.

The General Plan envisions establishment of a heritage park within the Redlands Boulevard/California Street Special Planning Area, providing passive recreational uses within an historic setting, consisting of examples of local historic architecture. This vision includes

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<sup>1</sup> As of April 2013, the educational/institutional facility at the southwest corner of Redlands Boulevard and California Street is occupied by the Mission Elementary School, operated by the Redlands Unified School District.

relocating historic homes into the park, and establishing a local heritage/cultural museum, as well as adapting the structures for use for civic and cultural events, as well as for use by local civic and cultural organizations.

The General Plan's vision for this area is a "livable, walkable community" with a high level of amenities for residents, such as parks, trails and paseos, and other recreational uses, exhibiting a high level of design quality. Another key concept for this area is development of a large, sports oriented community park to assist Loma Linda in achieving its desired park acreage to population ratio.

### **Phasing Policy for the Redlands Boulevard/California Street Special Planning Area D**

It is the intent that Special Planning Area D be comprehensively planned and the implementation and buildout of this area be coordinated to ensure that development reflects the Guiding Policy (above) and Implementing Policies (below) for siting of land uses and buildings, architectural design, landscaping, road infrastructure, utilities, and other community elements. Further, it is the intent that Special Planning Area D be thoughtfully planned and implemented according to a comprehensive and pre-established framework, rather than piecemealed without a regard to the broader goals and context intended for Special Planning Area D.

The General Plan's vision for Special Planning Area D, as identified in the Guiding Policy (above) and Implementing Policies (below), establishes the overall framework, land use patterns and defines a general arrangement of cohesiveness for the Planning Area that is equivalent to a master plan concept. In order to balance the desire to see this area developed as a singular community and the reality of market timing, a policy for sequential phasing of Special Planning Area D is provided.

The Guiding and Implementing Policies serve as the master plan framework under which meaningful phased development can be implemented within Special Planning Area D. In order to facilitate the orderly development within Special Planning Area D, and to ensure that adequate pre-planning is considered to achieve the intended balance of land uses, internal connectivity, and breadth of community amenities, phased development should be implemented only consistent with the following criteria:

- Each Phase shall be first conceptually approved through a General Plan Amendment that defines the allocation of land uses consistent with Table 2B and the proximate geographic area for that phase.
- Any single Phase shall not be less than 40 acres in total area.
- Each conceptual Phase shall demonstrate that proposed land uses and siting are consistent with the Guiding and Implementing policies for Special Planning Area D, and shall demonstrate that sufficient land area is provided within the proposed Phase to accommodate that Phase's fair share contribution (as determined by the City) for parks, open space, trails, roadways and other community amenities expected within the broader context of Special Planning Area D.
- Any single Phase shall only be approved for areas with a zone category designation that requires site planning and development design to be addressed through a "planned development permit" or equivalent planning review process, so that adequate design flexibility can be addressed to provide for superior design quality. It is anticipated that any planned development (or equivalent) process would include (at a minimum) specific

property development standards and design guidelines in combination with the underlying site plan layout.

### Implementing Policies for the Redlands Boulevard/California Street Special Planning Area D

- a. Allow retail and service commercial, office, institutional, single-family residential, multi-family residential, senior housing, and public open space uses in Special Planning Area D consistent with Table 2.B.

**Table 2B: Table Special Planning Area D Land Use Concept**

**[NOTE: Table 2B Phase 1 acreages will be finalized following approval of the Phase One implementing plan (i.e., planned development permit or equivalent). Acreages provided here are approximate.]**

Land Use	Acres	Dwelling Units
Institutional	14.83	0
<u>Institutional – Existing: 6.55</u>		
<u>Institutional – Phase 1: 8.28</u>		
<u>Institutional – Future: 0.00</u>		
Low Density Residential (0 to 4 du/ac)	80.27	321
High Density Residential (0 to 13 du/ac)	10.23	133
Park	4.95	0
<u>Park – Existing: 4.95</u>		
<u>Park – Future: 0.00</u>		
Parking Structure	7.27	0
Parks/Open Space	55.09	0
<u>Parks/Open Space – Existing: 9.60</u>		
<u>Parks/Open Space – Phase 1: 6.53</u>		
<u>Parks/Open Space – Future: 38.96</u>		
Retail/Mixed Use	102.81	400
<u>Retail/Mixed Use – Phase 1: 27.64</u>		
<u>Retail/Mixed Use – Future: 75.17</u>		
Roadway	2.22 <u>13.62</u>	0
<u>Roadway – Phase 1: TBD</u>		
<u>Roadway – Future: TBD</u>		
Senior Citizen Housing (0 to 25 du/ac)	8.52	213
Trail	13.62 <u>2.22</u>	0
<u>Trail – Phase 1: TBD</u>		
<u>Trail – Future: TBD</u>		
<b>TOTAL</b>	<b>299.81</b>	<b>1,067</b>

- b. Provide anchors within centers having multiple large buildings (e.g., shopping centers) that are set back from the street, but that are entirely or partially screened with “pad” buildings that create a strong street edge and obscure the interior parking area. “Convenience” commercial uses such as service stations should be designed as pad buildings so that they are easily accessible from the street. Shopping areas need not be “traditional” supermarket/drug store centers, but can also be made up of low-intensity, specialty shopping facilities featuring cafes, boutiques and small shops. Boutiques are small, “in-line” shops that are also encouraged within more traditional shopping centers.

- c. Design multiple building developments that might not include “pad” buildings, such as an office building or business park complex to feature a strong street presence by placing buildings so that they side on to the street and by placing parking lots so that they are easily accessed but not dominating the street frontage.
- d. Pursue adaptive reuse of the large residences associated with the citrus groves to the greatest extent feasible in order to maintain elements from the community’s history; potential new uses for these historic structures may include restaurants, offices, and bed and breakfast establishments. New adjacent uses/buildings should be sensitively sited and designed in order to preserve historic buildings, allow for viable access to them, and create a cohesive architectural character that reflects, and is compatible with, the historic buildings. New development shall be consistent with the City’s Historic Mission Overlay District.
- e. Align north-south collector roads with existing streets located to the north of Redlands Boulevard.
- f. Design vehicular and pedestrian circulation patterns in the residential areas to facilitate access to the commercial uses along Redlands Boulevard and California Street via the residential collector streets behind the commercial uses. Thus, nearby residents should not need to drive or walk along Redlands Boulevard or California Street to access the commercial and service uses.
- g. Provide residential uses with easy access to the planned recreation trail running north and south through the city (located approximately one half mile east of Mountain View Avenue), such as by placing trail connections at the end of cul-de-sacs.
- h. Provide public open space in proximity to residential uses, either in concert with (and in addition to) the planned recreation trail running north and south through the city (located approximately one half mile east of Mountain View Avenue), or in a separate area.
- i. Limit non-residential buildings to a maximum of three stories in height, with taller “signature buildings” conditionally permitted at key intersections and locations within the Special Planning Area.
- j. Under no circumstances shall a residential structure or the residential portion of a mixed use structure be permitted to exceed 35 feet in height.
- k. The maximum allowable number of residential units within Special Planning Area D shall be 1,067.
- l. Multi-family and senior housing products shall be provided with sufficient usable open space within the development. The internal open space provided within such developments may not be counted toward meeting minimum requirements for public park area, but shall be considered to be an added amenity pursuant to General Plan policy “o,” below.
- m. New residential uses in proximity to existing residential uses that will remain along Mission Road shall be compatible in density (generally, low density residential 0 to 4 dwelling units per acre) and scale. A gradation of lot sizes shall be provided from large lots along Mission Road to the north and east.

- n. The appropriate density for shopping centers, business parks, and office buildings shall be 0.5 FAR. The appropriate density for small institutional uses (e.g., religious assembly uses and schools) shall also be 0.5 FAR.
- o. Implementation of development within Special Planning Area D shall be through a ~~master plan prepared by the City coordinated process~~ so that specific siting of land uses/buildings, architectural design, landscaping, road infrastructure, utilities, and other elements can be planned and implemented in a comprehensive, rather than piecemeal, manner throughout the Special Planning Area. Such implementation shall reinforce specific plans shall provide development standards and guidelines to:
- Maintain a feeling of “openness” within the area;
  - Provide for varying front yard setbacks and a mix of one- and two-story residential dwelling units;
  - Development of an area of lots larger than those found in a typical suburban subdivision; and
  - Preserve existing oak trees and provide for replacement at an appropriate ratio of those trees that cannot feasibly be preserved.
- p. The design of development within Special Planning Area D must encompass a variety of amenities to serve the project. Development of residential product types other than single family detached dwelling units on minimum 7,200 square foot lots<sup>2</sup> shall require the provision of a strong package of project amenities within the overall Specific Plan or planned development, including, but not limited to:
- 25 percent usable open space;
  - Trails and paseos;
  - Child care facilities;
  - Neighborhood/satellite community libraries;
  - Fountains and water features;
  - Public art;
  - Amphitheaters and public gathering places;
  - Homeowner-owned parks and recreational facilities, such as sports fields, ball courts, tot lots, putting greens, pools, lakes, and community center buildings;
  - Public facilities/parks substantially in excess of that required by Quimby Act provisions;
  - Provision of up to 10 percent of the project’s dwelling units affordable to low and moderate income households;
  - Provision of one or more high density, walkable village areas and/or
  - Public facilities with a recognizable connection to the project that are substantially in excess of the city’s minimum requirements.
- q. Development of commercial, office, and business park development within the Redlands Boulevard/ California Street Special Planning Area shall comply with the following:
- (1) Provide plazas, pocket parks, public art, and similar amenities to create gathering places with a high level of visual interest.

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<sup>2</sup> Per the provisions of Measure V and Implementing Policy 2.2.2.1g, single-family detached dwelling units are not permitted on lots smaller than 7,200 s.f.

- (2) Provide a strong mix of commercial uses including neighborhood retail, specialty retail, restaurant, entertainment, office-based employment and/or professional services.
  - (3) Encourage a pedestrian-oriented character through detailed, pedestrian oriented architecture; pedestrian amenities such as seating areas, landscaping, and lighting; water features such as fountains and public art; signs that are placed and scaled to the pedestrian; wide sidewalks and/or pathways to link buildings; and open areas such as plazas to encourage gathering.
  - (4) Limit buildings to a maximum of three stories in height, with taller “signature buildings” conditionally permitted at key intersections and locations within the Special Planning Area.
  - (5) Under no circumstances shall a residential structure or the residential portion of a mixed use structure be permitted to exceed 35 feet in height.
- r. Pursue establishment of a heritage park to preserve the existing reminders of Loma Linda’s history; establish a location to which historic structures can be relocated, restored, and protected; and provide a location for the operation of historical preservation organizations and passive recreation in an historic setting.
- s. Within planned open space and park areas, provide active sports facilities.

t. Phase One implementation shall be established for an approximate 42.45 acre area located at the northwest corner of Special Planning Area D. Proposed future development within Phase One shall only be allowed subject to the following:

- (1) Submittal and City approval of planned development permit(s), or equivalent planning review process as determined acceptable by the City, which demonstrates comprehensive site planning, site-specific development standards and design guidelines.
- (2) The detailed development proposal (e.g., planned development application) shall demonstrate through the project design and accompanying plans and guidelines that the proposed land uses and siting are consistent with the Guiding and Implementing policies for Special Planning Area D, and shall demonstrate that sufficient land area is provided within the proposed Phase to accommodate Phase One’s fair share contribution (as determined by the City) for parks, open space, trails, roadways and other community amenities expected within the broader context of Special Planning Area D.

(See also the text descriptions, policies, and photo examples of appropriate commercial design and Pedestrian Oriented Development for Loma Linda, which are contained in the Community Design Element of this General Plan. For religious assembly buildings and schools, refer to the description and policies provided under Institutional uses in the Community Design Element. See the Community Design Element for text and policies related to design involving adaptive reuse. For residential uses, also see the design policies within the Community Design Element. Design of parking structures is discussed and illustrated in the “Convenience” Development section of the Community Design Element. For the multifamily and townhouse development, also see the applicable residential design policies within the Community Design Element.)

# Attachment D

## Proposed Specific Plan Boundary Adjustment and Zone Map Change

General Plan Amendment No. 12-107

Specific Plan Amendment No. 13-035

Zone Map Change No. 13-036

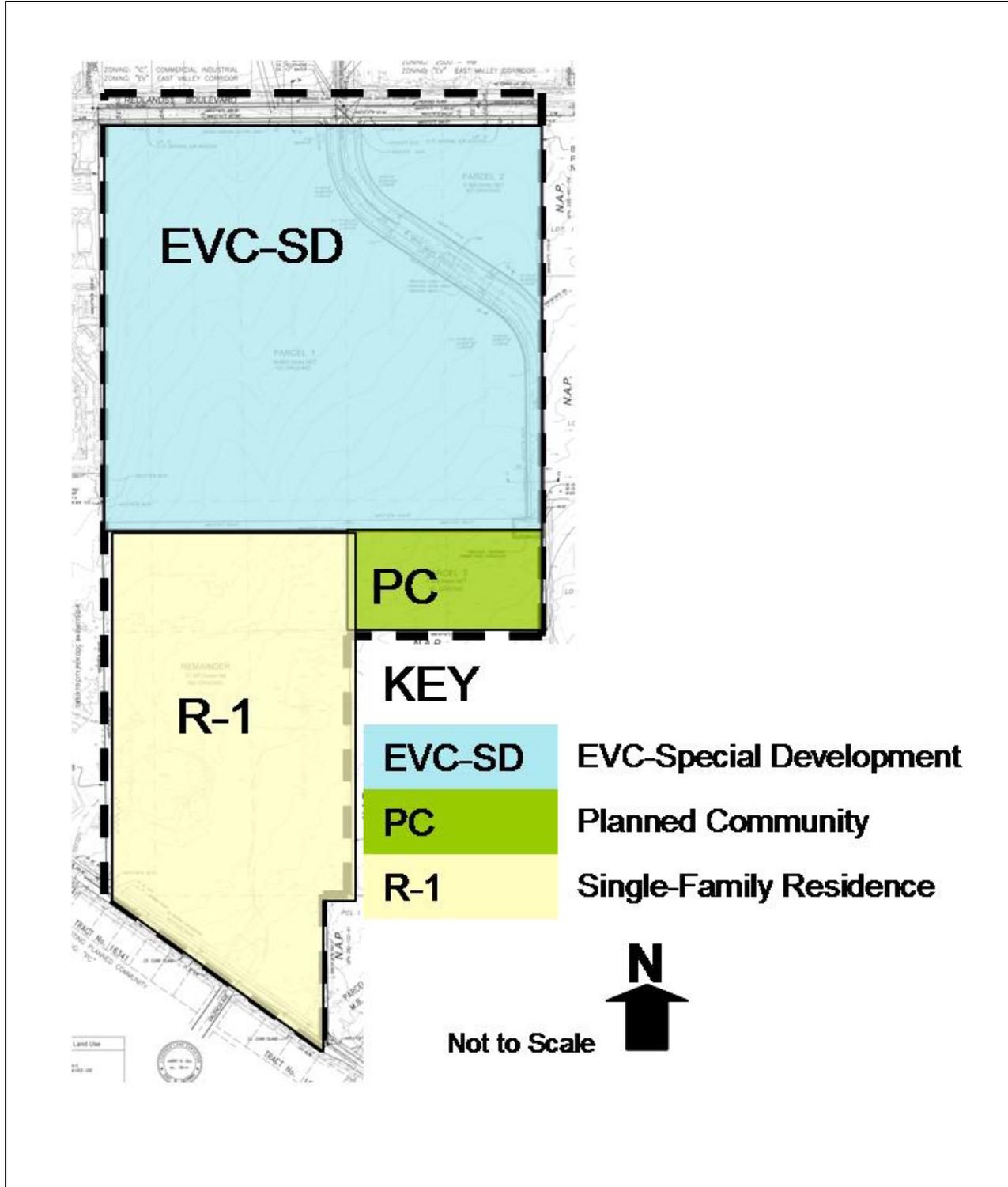
Tentative Parcel Map No. 13-036 (TMP 19018)

Precise Plan of Design No. 13-034

May 15, 2013

ATTACHMENT D – SPECIFIC PLAN BOUNDARY CHANGE AND ZONE MAP CHANGE

**PROPOSED ZONING AND SPECIFIC PLAN DESIGNATION**  
**SPA NO. 13-035 AND ZC NO. 13-036**



# Attachment E

Tentative Parcel Map No. 19018

General Plan Amendment No. 12-107

Specific Plan Amendment No. 13-035

Zone Map Change No. 13-036

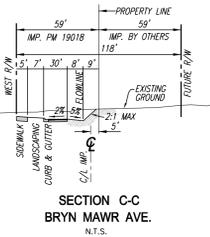
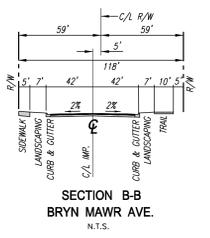
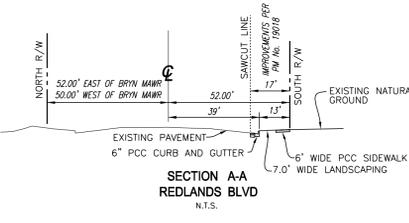
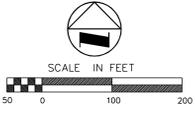
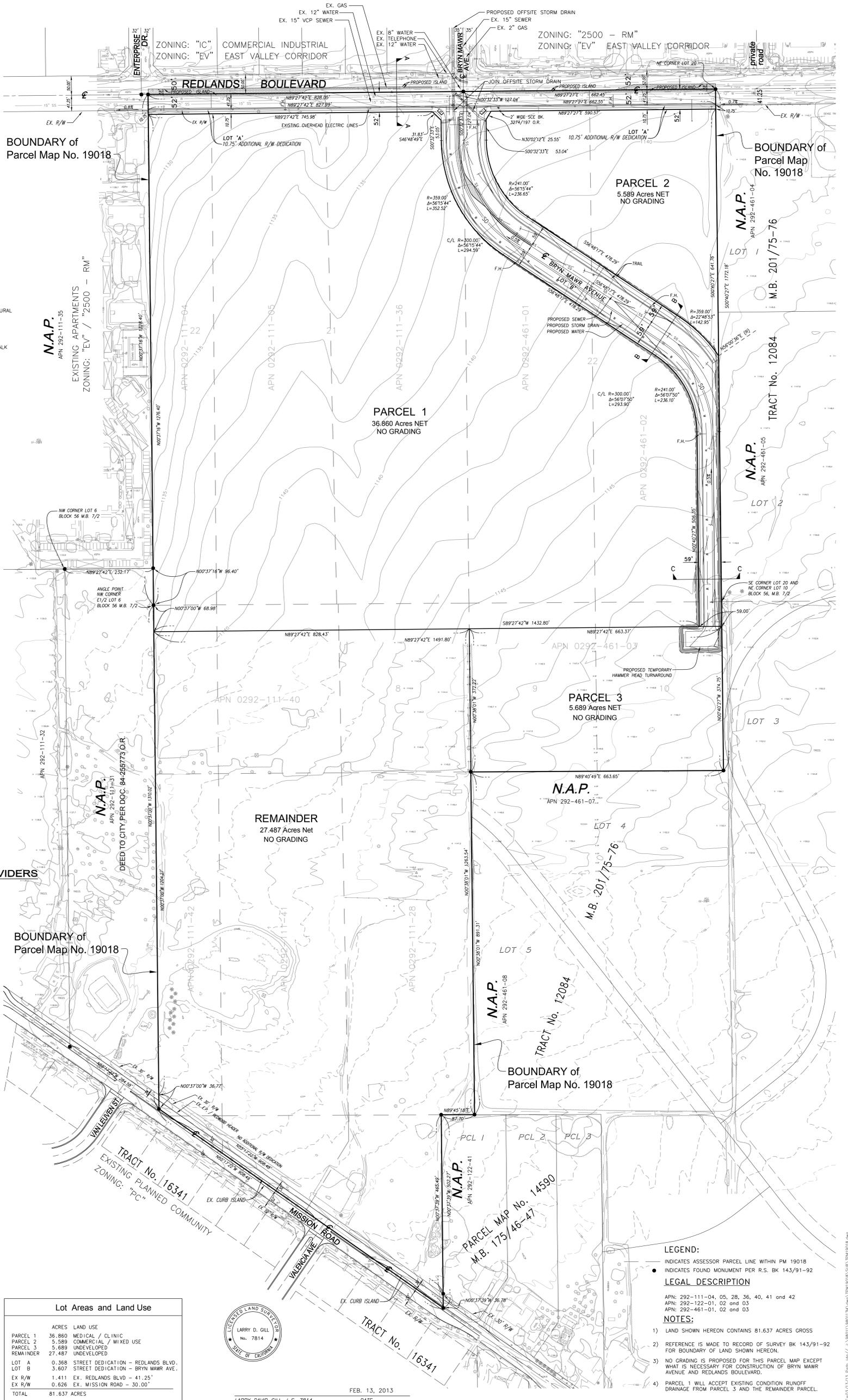
Tentative Parcel Map No. 13-036 (TMP 19018)

Precise Plan of Design No. 13-034

May 15, 2013

# TENTATIVE Parcel Map No. 19018

PORTIONS OF LOTS 6, 7, 8, 9, 10, 20, 21 AND 22, OF BLOCK 56 AND PORTIONS OF LOTS 6, 7 AND 8 OF BLOCK 57, PER MAP RECORDED IN BOOK 7, PAGE 2, IN RANCHO SAN BERNARDINO, ACCORDING TO THE OFFICIAL PLAT OF SAID LAND, SITUATED IN THE CITY OF LOMA LINDA, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, RECORDS OF SAID COUNTY.



### GEOTECHNICAL INVESTIGATION

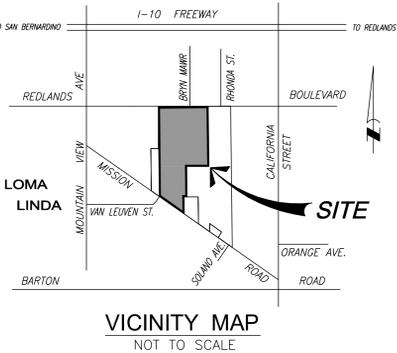
RMA GROUP  
10851 EDISON CT  
RANCHO CUCAMONGA, CA 91730  
PH: (909) 989-1751

### RECORD PROPERTY OWNERS & SUBDIVIDERS

LEWIS INVESTMENT COMPANY, LLC  
1156 N. MOUNTAIN AVE.  
P.O. BOX 670  
UPLAND, CA 91785  
PH: (909) 946-7515

### UTILITY COMPANIES

- WATER and SEWER:**  
CITY OF LOMA LINDA  
25541 BARTON ROAD  
LOMA LINDA, CA 92354  
PH: (909) 799-4400
- SEWER TREATMENT:**  
CITY OF SAN BERNARDINO  
399 CHANDLER PLACE  
SAN BERNARDINO, CA 92408  
PH: (909) 384-5108
- GAS:**  
SOUTHERN CALIFORNIA GAS CO.  
1981 W. LUCOGNA AVE.  
REDLANDS, CA 92374  
PH: (800) 427-2000  
(800) 427-2200
- ELECTRIC:**  
SOUTHERN CALIFORNIA EDISON CO.  
287 TENNESSEE STREET  
REDLANDS, CA 92373  
PH: (800) 655-4555
- TELEPHONE:**  
VERIZON  
1980 ORANGE TREE LANE, SUITE 100  
REDLANDS, CA 92374  
PH: (800) 483-5000
- CABLE TV:**  
TIME-WARNER (ADELPHI)  
430 N. VINEYARD AVE., SUITE 150  
ONTARIO, CA 91764  
PH: (888) 892-2253
- FIBER OPTICS NETWORK:**  
LOMA LINDA CONNECTED COMMUNITY NETWORK PROGRAM  
CITY OF LOMA LINDA  
25541 BARTON RD  
LOMA LINDA, CA 92354  
PH: (909) 799-4400



Lot	Acres	Land Use
PARCEL 1	36.860	MEDICAL / CLINIC
PARCEL 2	5.589	COMMERCIAL / MIXED USE
PARCEL 3	5.689	UNDEVELOPED
REMAINDER	27.487	UNDEVELOPED
LOT A	0.368	STREET DEDICATION - REDLANDS BLVD.
LOT B	3.607	STREET DEDICATION - BRYN MAWR AVE.
EX R/W	1.411	EX. REDLANDS BLVD - 41.25'
EX R/W	0.626	EX. MISSION ROAD - 30.00'
<b>TOTAL</b>	<b>81.637</b>	<b>ACRES</b>



LARRY DAVID GILL, L.S. 7814  
LICENSE EXPIRES 12/31/2013

FEB. 13, 2013

- LEGEND:**
- INDICATES ASSESSOR PARCEL LINE WITHIN PM 19018
  - INDICATES FOUND MONUMENT PER R.S. BK 143/91-92
- LEGAL DESCRIPTION**
- APN: 292-111-04, 05, 28, 36, 40, 41 and 42  
APN: 292-122-01, 02, 03 and 03  
APN: 292-461-01, 02 and 03
- NOTES:**
- LAND SHOWN HEREON CONTAINS 81.637 ACRES GROSS
  - REFERENCE IS MADE TO RECORD OF SURVEY BK 143/91-92 FOR BOUNDARY OF LAND SHOWN HEREON.
  - NO GRADING IS PROPOSED FOR THIS PARCEL MAP EXCEPT WHAT IS NECESSARY FOR CONSTRUCTION OF BRYN MAWR AVENUE AND REDLANDS BOULEVARD.
  - PARCEL 1 WILL ACCEPT EXISTING CONDITION RUNOFF DRAINAGE FROM PARCEL 3 AND THE REMAINDER PARCEL.

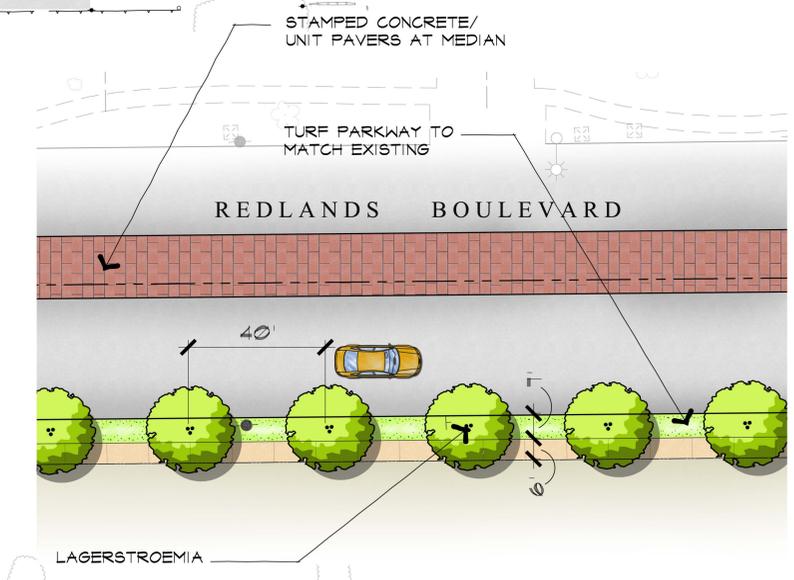
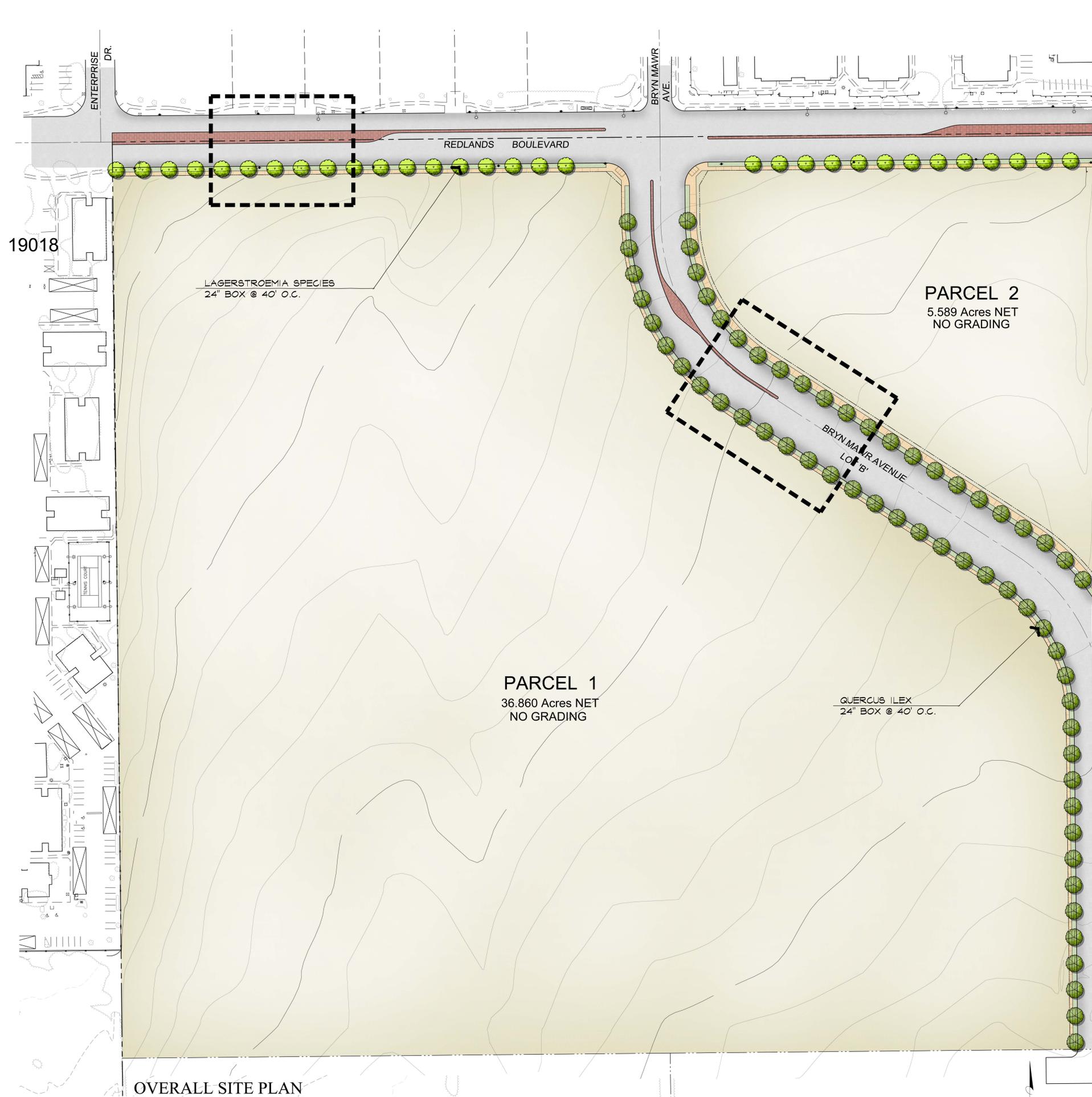
# Attachment F

## Project Plans

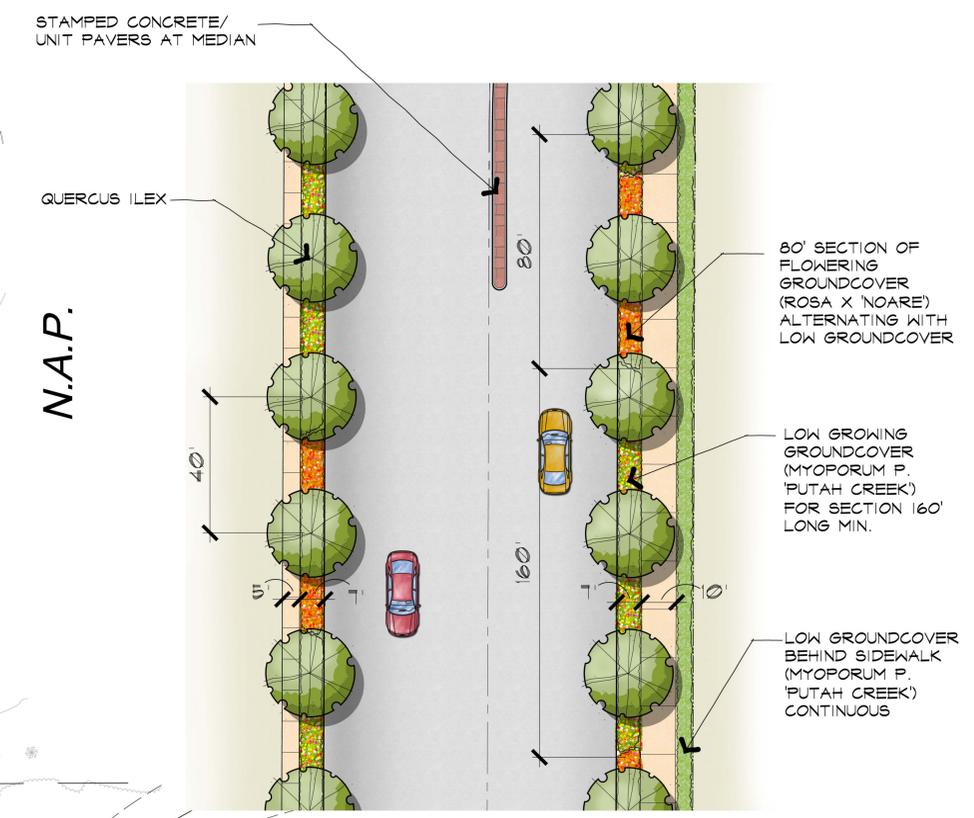
General Plan Amendment No. 12-107  
Specific Plan Amendment No. 13-035  
Zone Map Change No. 13-036  
Tentative Parcel Map No. 13-036 (TMP 19018)  
Precise Plan of Design No. 13-034

May 15, 2013





STREETSCAPE ENLARGEMENT SCALE: 1"=20'



STREETSCAPE ENLARGEMENT SCALE: 1"=20'

# Attachment G

## Conditions of Approval

General Plan Amendment No. 12-107  
Specific Plan Amendment No. 13-035  
Zone Map Change No. 13-036  
Tentative Parcel Map No. 13-036 (TMP 19018)  
Precise Plan of Design No. 13-034

May 15, 2013

# CONDITIONS OF APPROVAL

(GPA NO. 12-107, SPA NO. 13-035, ZC NO. 13-036, TPM NO. 13-033  
and PPD NO. 13-034)

## COMMUNITY DEVELOPMENT DEPARTMENT

### General

1. Within two years 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:

GPA NO. 12-107,  
SPA NO. 13-035,  
ZC NO. 13-036,  
TPM NO. 13-033, and  
PPD NO. 13-034

#### EXPIRATION DATE:

**June 11, 2015**

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, 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 of any costs and attorneys fees, which the City 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. Approval of TPM No. 13-033 and PPD No. 13-034 is contingent upon the applicant signing and returning an "Agreement to Conditions Imposed" form as established by the Community Development Department.
5. 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 substantively results in changes to the Tentative Parcel Map or Improvement Plans shall require the refilling of the original application and a subsequent hearing by the appropriate hearing review authority if applicable.

6. 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 Planned Development Permit is approved for any future development and/or use of the property.
7. 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. 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.
8. All construction shall meet the requirements of the latest adopted 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).
9. The developer shall require that all construction equipment activities be restricted to occur only between the hours of 7:00 a.m. to 6:00 p.m. weekdays and Sundays. Construction activities shall not occur on Saturdays or Holidays.
10. The project proponent shall ensure that any portion of the site to be graded shall be pre-watered prior to the onset of grading activities.
  - (a) The project proponent shall ensure that watering of the site or other soil stabilization method shall be employed on an on-going basis after the initiation of any grading activity on the site. Portions of the site that are actively being graded shall be watered regularly to ensure that a crust is formed on the ground surface, and shall be watered at the end of each workday.
  - (b) The project proponent shall ensure that all disturbed areas are treated to prevent erosion until the site is constructed upon.
  - (c) The project proponent shall ensure that landscaped areas are installed as soon as possible to reduce the potential for wind erosion.
  - (d) The project proponent shall ensure that all grading activities are suspended during first and second stage ozone episodes or when winds exceed 25 miles per hour.
11. The developer shall locate construction staging areas as far from existing noise-sensitive land uses as feasible.
12. Mitigation Measure. Because of the high sensitivity of the [Project site] for subsurface archaeological remains, a qualified archaeologist and a Native American

monitor of Gabrelino and/or Serrano heritage shall monitor all earth-moving operations associated with the project. [UV/OP SP EIR MM 5.7-1b]

13. Mitigation Measure. In the event subsurface archaeological remains are discovered during on-site excavation or grading activities, the contractor shall cease all work and a qualified archaeologist shall be retained to evaluate the significance of the finding and determine the appropriate course of action. [Appropriate salvage operation requirements shall be followed.] [UV/OP SP EIR MM 5.7-1c]
14. Mitigation Measure. When existing information indicates that a site proposed for development may contain paleontological resources, a paleontologist shall monitor site grading activities with the authority to halt grading to collect uncovered paleontological resources, curate any resources collected with an appropriate reposition, and file a report with the City Planning Department documenting any paleontological resources that are found during site grading. [GP EIR MM 4.5.5.1A]
15. Mitigation Measure. A paleontological mitigation monitoring program shall be developed in accordance with the provisions of CEQA as well as the proposed guidelines of the Society of Vertebrate Paleontology and shall include, but not be limited to, the following:
  - Monitoring of excavations that will exceed five feet in depth in the Project Area by a qualified paleontologic monitor. Paleontologic monitors should be equipped to salvage fossils as they are unearthed to avoid construction delays and to remove samples of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates. The monitor must be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens.
  - Preparation of recovered specimens to a point of identification and permanent preservation, including washing of sediments to recover small invertebrates and vertebrates.
  - Identification and curation of specimens into a museum repository with permanent retrievable storage. The paleontologist should have a written repository agreement in hand prior to the initiation of mitigation activities.
  - Preparation of a report of findings with and appended itemized inventory of specimens. The report and inventory, when submitted to the appropriate Lead Agency, would signify completion of the program to mitigate impacts on paleontological resources.[UV/OP SP EIR MM 5.7-2]
15. Mitigation Measure. As part of normal field procedures, if suspected human remains are encountered during the field survey, all work in the area shall cease and the San Bernardino County Coroner's Office will be contacted immediately. The Coroner's Office needs to be notified of the presence of human remains at archaeological sites in order to determine the age of the remains and whether it is prehistoric or modern in origin. If the remains are considered Native American, then the Native American Heritage Commission in Sacramento will be contacted. The Commission

determines which Indian tribe would serve as the “most likely descendant” and will notify the group so that the remains are properly treated. [UV/OP SP EIR MM 5.7-3]

16. Mitigation Measure. All miscellaneous vehicles, maintenance equipment and materials (i.e., fertilizer, lubricants, grease, waste-oil, gasoline), construction/irrigation materials, miscellaneous stockpiled debris, storage tanks, smudge pots, and 5-gallon buckets, shall be removed off-site and properly disposed of at an approved landfill facility. Once removed, a visual inspection of the areas beneath the removed materials shall be performed. Any stained soils observed underneath the removed materials should be sampled. Result of the sampling (if necessary) shall indicate the level of remediation efforts that may be required. [UV/OP SP EIR MM 5.10-1a]
17. Mitigation Measure. The storage and debris piles identified on-site shall be removed from the property and properly disposed. Once removed, a visual inspection of the areas beneath the removed materials shall be performed. Any stained soils observed underneath the removed materials shall be sampled. Results of the sampling (if necessary) shall indicate the level of remediation efforts that may be required. [UV/OP SP EIR MM 5.10-1b]
18. Mitigation Measure. The interior of individual on-site structures and storage trailers within the Project Area shall be visually inspected prior to demolition or renovation activities, with particular attention to all garage/farm equipment maintenance uses. Should hazardous materials be encountered with any on-site structure, the materials shall be tested and properly disposed of in accordance with State and Federal regulatory requirements. Any stained soils or surfaces underneath the removed materials shall be sampled. Results of the sampling would indicate the appropriate level of remediation efforts that may be required. [UV/OP SP EIR MM 5.10-1c]
19. Mitigation Measure. Soil sampling shall occur throughout the Project Area, including any known pesticide mixing areas. The sampling will determine if pesticide concentrations exceed established regulatory requirements and will identify proper handling procedures that may be required. [UV/OP SP EIR MM 5.10-1d]
20. Mitigation Measure. Should construction require dewatering activities, or groundwater is expected to be encountered, a qualified hazardous materials consultant with Phase II and Phase III experience shall review groundwater documents regarding regional groundwater quality with respect to DBCP. [UV/OP SP EIR MM 5.10-1e]
21. Mitigation Measure. Building Division Records shall be reviewed to indicate any documented septic tanks. If present, the septic tanks shall be removed and properly disposed of at an approved landfill facility. Once the tanks are removed (if any), a visual inspection of the areas beneath and around the removed tank(s) shall be performed. Any stained soils observed underneath the septic tank(s) shall be

sampled. Results of the sampling, if necessary, shall indicate the level of remediation efforts required. [UV/OP SP EIR MM 5.10-1g]

22. Mitigation Measure. Water wells located within the Project Area shall be property removed and abandoned pursuant to the latest procedures required by the local agency with closure responsibilities for the wells. Any associated equipment (i.e., diesel fuel tank, concrete, piping, and associated materials) shall be removed off-site and properly disposed of at a permitted landfill. A visual inspection of the areas beneath the removed materials (if any) shall be performed. [UV/OP SP EIR MM 5.10-1h]
23. Mitigation Measure. Any transformers to be removed/relocated during site construction/demolition shall be conducted under the purview of the local utility purveyor to identify proper handling procedures regarding potential polychlorinated biphenyls (PCBs). [UV/OP SP EIR MM 5.10-1i]
24. Mitigation Measure. If unknown wastes or suspect materials are discovered during construction by the contractor, which he/she believes may involve hazardous waste/materials, the contractor shall:
  - Immediately stop work in the vicinity of the suspected contaminant, removing workers and the public from the area;
  - Notify the Project Engineer of the implementing Agency;
  - Secure the areas directed by the Project Engineer; and
  - Notify the implementing agency's Hazardous Waste/Materials Coordinator.[UV/OP SP EIR MM 5.10-1j]
25. Mitigation Measure. Prior to issuance of any grading or building permits, the applicant shall prepare a Storm Water Pollution Prevention Plan [SWPPP], which demonstrates compliance under California's General Permit for Stormwater Discharges Associated with Construction Activity by providing a copy of the Notice of Intent (NOI) submitted to the State Water Resources Control Board and a copy of the subsequent notification of the issuance of a Waste Discharge Identification (WDID) Number or other proof of filing in a manner meeting the satisfaction of the City Engineer. A copy of the SWPPP shall be kept at the Project Area and be available for City review on request. [UV/OP SP EIR MM 5.9-1]
26. 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.
27. The operator shall comply with all existing and future CARB and SCAQMD regulations related to diesel-fueled trucks, which may include among others: (1) meeting more stringent emission standards; (2) retrofitting existing engines with particulate traps; (3) use of low sulfur fuel; and (4) use of alternative fuels or equipment.

28. 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.
29. The applicant to pay all required development impact fees to cover 100 percent of the pro rata share of the estimated cost of public infrastructure, facilities, and services.
30. The project shall comply with all non-exempt provisions of Measure V and shall pay the full amount or any recalculated development impact fees, including traffic impact fees, prior to occupancy.

### **Landscaping**

31. 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.
32. Final landscape and irrigation plans shall be in substantial conformance with the approved conceptual landscape plan and these conditions of approval. Any and all fencing shall be illustrated on the final landscape plan.
33. 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.
34. 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**

35. All construction shall meet the requirements of the editions of the 2010 California Building Code (CBC) and the 2010 California Fire Code (CFC)/International Fire Code (IFC) as adopted and amended by the City of Loma Linda and legally in effect at the time of issuance of building permit.
36. The applicant shall meet the Fire Departments requirements regarding emergency access to the site. The site circulation shall meet the performance requirements of all emergency vehicles.

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

### **PUBLIC WORKS DEPARTMENT**

38. The applicant/developer shall record TPM No. 19018 with the San Bernardino County Recorder pursuant to the provisions of the State Subdivision Map Act prior to issuance of any permits.
39. The developer shall submit an engineered grading plan for proposed project. The precise grading plan for the project shall be approved by the City of Loma Linda prior to issuance of any building permits.
40. All public improvement plans shall be submitted to the Public Works Department for review and approval.
41. The project proponent shall comply with City adopted policies and ordinances regarding construction and demolition (C&D) materials.
42. The applicant/developer shall submit grading plans, preliminary soils report SWPPP, WQMP and hydrology/hydraulic study to the Public Works Department for review and approval.
43. The applicant/developer shall comply with the requirements of the National Pollution Discharge Elimination System (NPDES) permit program.
44. All utilities shall be underground. The City of Loma Linda shall be the sewer purveyor.
45. The applicant/developer shall install or bond for all off-site improvements prior to recording the final map.
46. Any damage to existing improvements or streets as a result of this project shall be repaired by the applicant to the satisfaction of the City Engineer.
47. An approved parcel map is required for the consolidation of the associated parcels. This process shall be completed prior to the issuance of the construction/building permit.
48. The applicant shall dedicate the ultimate right-of-way street width to the City.
49. 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.

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

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Applicant signature

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Date

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Owner signature

End of Conditions

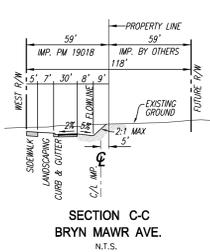
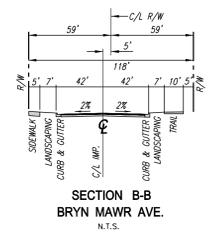
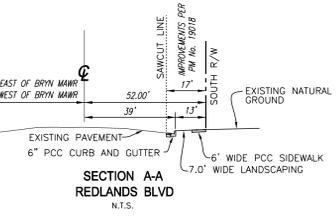
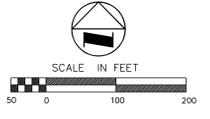
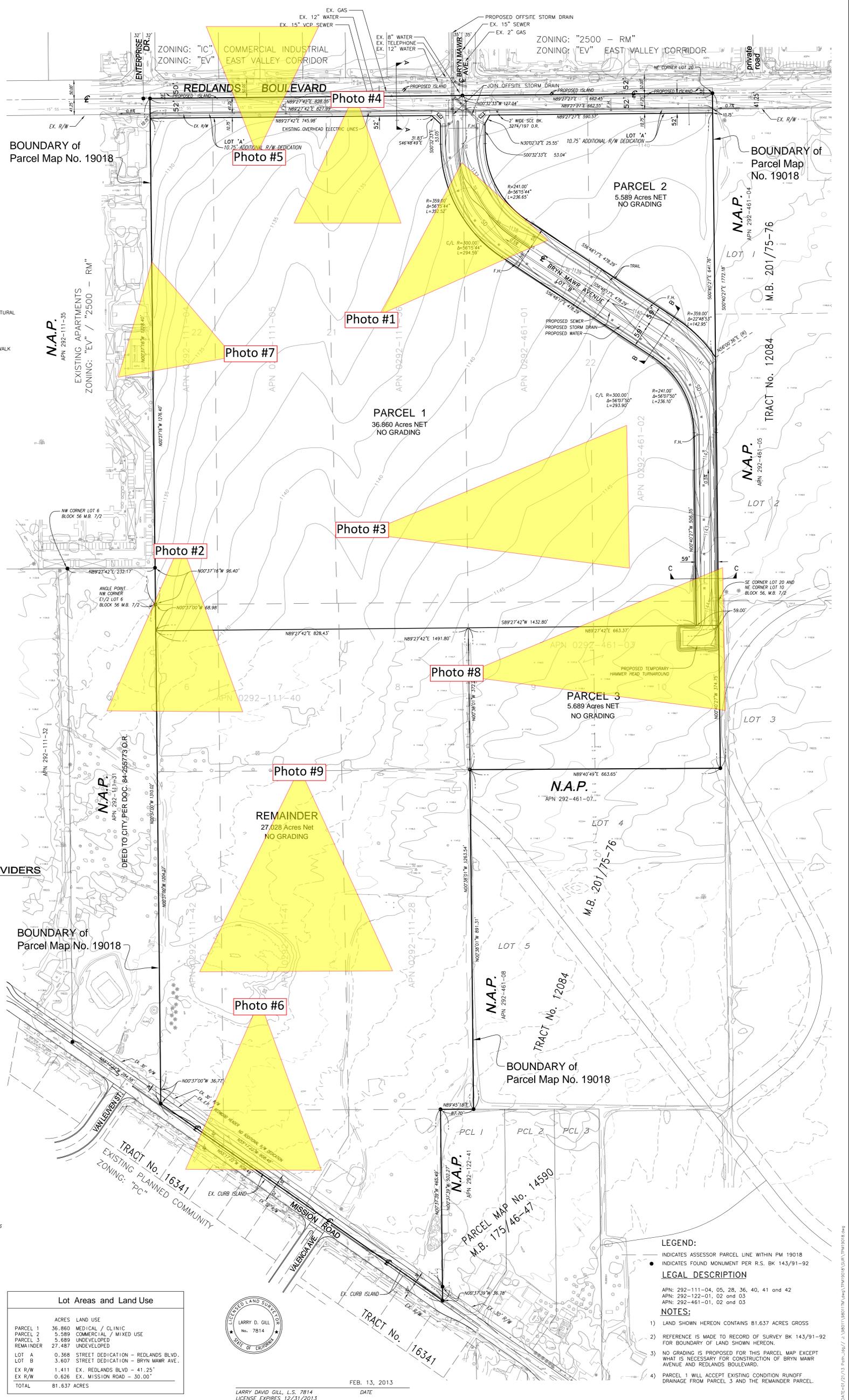
# Attachment H

## Photos of Project Area

General Plan Amendment No. 12-107  
Specific Plan Amendment No. 13-035  
Zone Map Change No. 13-036  
Tentative Parcel Map No. 13-036 (TMP 19018)  
Precise Plan of Design No. 13-034

May 15, 2013

# Plan View - Site Description Photos



### GEOTECHNICAL INVESTIGATION

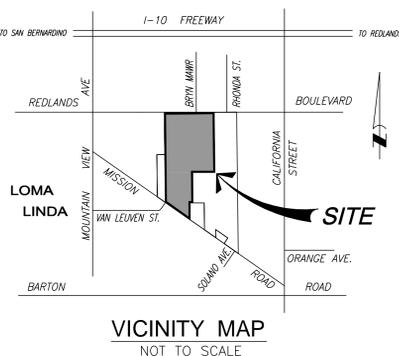
RMA GROUP  
10851 EDISON CT  
RANCHO CUCAMONGA, CA 91730  
PH: (909) 989-1751

### RECORD PROPERTY OWNERS & SUBDIVIDERS

LEWIS INVESTMENT COMPANY, LLC  
1156 N. MOUNTAIN AVE.  
P.O. BOX 670  
UPLAND, CA 91785  
PH: (909) 946-7515

### UTILITY COMPANIES

- WATER:**  
CITY OF LOMA LINDA  
25541 BARTON ROAD  
LOMA LINDA, CA 92354  
PH: (909) 799-4400
- SEWER:**  
CITY OF SAN BERNARDINO  
399 CHANDLER PLACE  
SAN BERNARDINO, CA 92408  
PH: (909) 384-5108
- GAS:**  
SOUTHERN CALIFORNIA GAS CO.  
1981 W. LUCONIA AVE.  
REDLANDS, CA 92374  
PH: (800) 427-2000  
(800) 427-2200
- ELECTRIC:**  
SOUTHERN CALIFORNIA EDISON CO.  
287 TENNESSEE STREET  
REDLANDS, CA 92373  
PH: (800) 655-4555
- TELEPHONE:**  
VERIZON  
1980 ORANGE TREE LANE, SUITE 100  
REDLANDS, CA 92374  
PH: (800) 483-5000
- CABLE TV:**  
TIME-WARNER (ADELPHI)  
430 N. VINEYARD AVE., SUITE 150  
ONTARIO, CA 91764  
PH: (888) 892-2253
- FIBER OPTICS NETWORK:**  
LOMA LINDA CONNECTED COMMUNITY NETWORK PROGRAM  
CITY OF LOMA LINDA  
25541 BARTON RD.  
LOMA LINDA, CA 92354  
PH: (909) 799-4400



Lot	Acres	Land Use
PARCEL 1	36.860	MEDICAL / CLINIC
PARCEL 2	5.589	COMMERCIAL / MIXED USE
PARCEL 3	5.689	UNDEVELOPED
REMAINDER	27.487	UNDEVELOPED
LOT A	0.368	STREET DEDICATION - REDLANDS BLVD.
LOT B	3.607	STREET DEDICATION - BRYN MAWR AVE.
EX R/W	1.411	EX. REDLANDS BLVD - 41.25'
EX R/W	0.626	EX. MISSION ROAD - 30.00'
<b>TOTAL</b>	<b>81.637</b>	<b>ACRES</b>



LARRY DAVID GILL, L.S. 7814  
LICENSE EXPIRES 12/31/2013

FEB. 13, 2013  
DATE

- LEGEND:**
- INDICATES ASSESSOR PARCEL LINE WITHIN PM 19018
  - INDICATES FOUND MONUMENT PER R.S. BK 143/91-92
- LEGAL DESCRIPTION**
- APN: 292-111-04, 05, 28, 36, 40, 41 and 42  
APN: 292-122-01, 02, 03 and 03  
APN: 292-461-01, 02 and 03
- NOTES:**
- LAND SHOWN HEREON CONTAINS 81.637 ACRES GROSS
  - REFERENCE IS MADE TO RECORD OF SURVEY BK 143/91-92 FOR BOUNDARY OF LAND SHOWN HEREON.
  - NO GRADING IS PROPOSED FOR THIS PARCEL MAP EXCEPT WHAT IS NECESSARY FOR CONSTRUCTION OF BRYN MAWR AVENUE AND REDLANDS BOULEVARD.
  - PARCEL 1 WILL ACCEPT EXISTING CONDITION RUNOFF DRAINAGE FROM PARCEL 3 AND THE REMAINDER PARCEL.



**TENTATIVE**  
Parcel Map No. 19018

DESIGNED BY: RC  
DRAWN BY: LG  
CHECKED BY: LG  
SHEET:  
**1**  
OF 1 SHEET

## ATTACHMENT H – Photos of the Project Area

The site is located south of Redlands Boulevard, north of Mission Road and between the southerly extension of Enterprise Drive and Bryn Mawr Avenue. The project area is vacant land consisting of 13 individual parcels totaling 81.64 acres. There are no structures onsite and vegetation is sparse. North of the property (west of Bryn Mawr Ave) is a vacant lot surrounded by a business park. To the south there is vacant land bounded by Mission Road, which fronts a large residential development. West of the property there is an apartment complex on the northern half. East of the site is vacant land and additional orange groves:

PHOTO 1.



PHOTO 2.



PHOTO 3.



PHOTO 4.



PHOTO 5.



PHOTO 6.



PHOTO 7.



PHOTO 8.



PHOTO 9.

