

Agenda

City of Loma Linda

From the Department of Community Development

PLANNING COMMISSION

REGULAR MEETING OF

August 7, 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 – CONTINUED ITEM

- PRECISE PLAN OF DESIGN (PPD) NO. 13-07, TENTATIVE PARCEL MAP 13-32 (NO. 19452), VARIANCE NO. 13-067 – A REQUEST TO DEVELOP AN 87-UNIT APARTMENT PROJECT FOR PROPERTY AT 25259-25303 VAN LEUVAN STREET, LOCATED IN THE R-3 HIGH DENSITY ZONE. THE PROJECT INCLUDES A REQUEST FOR A VARIANCE TO REDUCE TO THE REAR YARD SETBACK REQUIREMENT AND ALLOW A WALL THAT EXCEED 6-FEET IN HEIGHT ALONG THE REAR PROPERTY LINE AND A REQUEST TO CONSOLIDATE SEVEN PARCELS INTO ONE PARCEL. THE PROPERTY HAS A GENERAL PLAN LAND USE DESIGNATION OF VERY HIGH DENSITY RESIDENTIAL (0-20 DU/AC) AND IS LOCATED IN THE R-3 HIGH DENSITY ZONE. (PUBLIC HEARING. – LIMITED TO 30 MINUTES)**

Staff Recommendation: Recommend Approval to City Council

PUBLIC HEARING – NEW ITEM

- DEVELOPMENT CODE AMENDMENT (DCA) NO. 13-080 – A CITY INITIATED REQUEST TO ADD TO THE LOMA LINDA MUNICIPAL CODE (LLMC), CHAPTER 17.105 – FORMULA-BASED FAST FOOD RESTAURANT AND SECTION 17.105.010 TO TITLE 17 (ZONING), AND SECTION 17.02.205 – FORMULA-BASED FAST FOOD RESTAURANTS TO CHAPTER 17.02 (INTRODUCTION AND DEFINITIONS), TO DEFINE AND ADD SPECIFIC PROVISIONS AND REGULATIONS RELATING TO FORMULA BASED FAST FOOD RESTAURANTS IN THE CITY OF LOMA LINDA.**

Staff Recommendation: Recommend Approval to City Council

3. APPROVAL OF MINUTES – (LIMITED TO 5 MINUTES)

1. July 17, 2013

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.

Staff Report

City of Loma Linda

From the Community Development Department

PLANNING COMMISSION MEETING OF AUGUST 7, 2013

TO: PLANNING COMMISSION

FROM: KONRAD BOLOWICH, ASSISTANT CITY MANAGER

SUBJECT: PRECISE PLAN OF DESIGN (PPD) NO. 13-07, TENTATIVE PARCEL MAP 13-32 (NO. 19452), VARIANCE NO. 13-067 - A REQUEST TO DEVELOP AN 87-UNIT APARTMENT PROJECT FOR PROPERTY AT 25259-25303 VAN LEUVAN STREET, LOCATED IN THE R-3 HIGH DENSITY ZONE. THE PROJECT INCLUDES A REQUEST FOR A VARIANCE TO REDUCE TO THE REAR YARD SETBACK REQUIREMENT AND ALLOW A WALL THAT EXCEED 6-FEET IN HEIGHT ALONG THE REAR PROPERTY LINE.

SUMMARY

Golden Eagle Multi-Family Properties (the Applicant), is requesting approval to construct 87 apartment units, of which one would be designated "low income", plus one leasing office in five, three-story buildings on 4.37 acres located on the south side of Van Leuven Street (Exhibit A). The project plans are available in Exhibit B. The project includes a request for a variance for the reduction in the rear yard setback and the construction of a 10-foot high rear property line block wall, as well as a Tentative Parcel Map to consolidate seven parcels into one parcel.

RECOMMENDATION

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

1. Adoption of the Mitigated Negative Declaration
 - a. Approval of Precise Plan of Design No. 13-78, Tentative Parcel Map No. 13-32, and Variance No. 13-67, based on the Findings, and subject to the Conditions of Approval (Exhibit C).

PERTINENT DATA

Owner/Applicant: Golden Eagle Multi Residential Properties, LLC

General Plan/Zoning: High Density Residential (0-20 du/acre)/
Multiple Residence (R-3)

Site/Special Features: 4.37-acre site/7 lots/6 existing residential structures
with accessory structures

Topography: Relatively flat

Vegetation: Sparse trees and grasses

BACKGROUND AND EXISTING SETTING

Background

The applicant submitted the PPD application (PPD No. 13-07), Tentative Parcel Map No. 19452, on January 13, 2013. The applications were reviewed by the Administrative Review Committee on February 21, 2013 and provided the applicant with necessary revisions and determined that a variance was required of the development for a reduction in the rear yard setback. A variance application was submitted in April, 2013, for the reduction in the rear setback. The Noise Study prepared for this project also recommends that a 10-foot high block wall along the rear property line is necessary to reduce the noise level resulting from passing trains on the Southern Pacific Railroad to an acceptable level.

Existing Setting

The 4.37-acre project site is comprised of 7 residential lots of varying sizes and shapes and contains 6 residential multi-family structures and accessory structures. All existing structures on the lot will be demolished as a result of the development. Existing vegetation on the site includes trees, shrubs, palm trees and some native grasses and weeds. As indicated the site is relatively flat.

To the north of the site are older, existing single-residential developments. To the east and west are newer single-residential and multi-family residential developments. To the south is the Southern Pacific rail road.

The project site is located in an area of Loma Linda that is commonly referred to as the North Central Neighborhood (NCN), roughly located south of Redlands Boulevard, north of the San Timoteo Creek, east of Anderson Street, and west of Mountain View Avenue. The North Central Neighborhood contains a mix of single-family and multi-family residential developments and neighborhoods that to a large extent predate the City's incorporation in the early 1970s.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) STATUS

On June 28, 2013, a Notice of Intent (NOI) to adopt a Mitigated Negative Declaration and Initial Study were prepared and released for public review. The California Environmental Quality Act (CEQA) mandatory 20-day public review began on June 28, 2013 and ended on July 17, 2013. The Environmental Initial Study (Exhibit D) prepared by MIG-Hogle Ireland, evaluates the potential impacts of the project and identifies appropriate mitigation measures. All of the potential impacts that were identified in the Initial Study can be mitigated to below a level of significance. The mitigation measures are included as project Conditions of Approval, and are listed below:

- C-1 If potential archaeological materials are uncovered during grading or other earth moving activities, the contractor shall be required to halt work in the immediate area of the find and to retain a professional archaeologist to examine the materials to determine whether it is a *unique archaeological resource* as defined in Section 21083.2(g) of the State CEQA Statutes. If this determination is positive, the resource shall be left in place, if determined feasible by the project archaeologist. Otherwise, the

scientifically consequential information shall be fully recovered by the archaeologist. Work may continue outside of the area of the find; however, no further work shall occur in the immediate location of the find until all information recovery has been completed and a report concerning the resource(s) is filed with the Community Development Department.

- N-1 The project applicant shall require construction contractors to adhere to the following noise attenuation requirements:
- Construction activities shall be limited to between the hours of 6:00 A.M. and 6:00 P.M. Monday through Friday. No work on holidays.
 - All construction equipment shall use noise-reduction features (e.g., mufflers and engine shrouds) that are no less effective than those originally installed by the manufacturer.
 - Construction staging and heavy equipment maintenance activities shall be performed a minimum distance of 300 feet from any offsite residence, unless safety or technical factors/feasibility take precedence.
- N-2 A 10-foot high wall is required along the project site's property line. Noise barrier must present a solid face from top to bottom and be placed on top of grade or pad (whichever is higher).
- N-3 For Building 4, all windows and sliding glass doors for floors 1 through 2 facing the Union Pacific Rail Line will require a minimum STC rating of 30 or higher.

Therefore, the project can be approved with a Mitigated Negative Declaration in accordance with the requirements of CEQA.

PUBLIC COMMENTS

Staff received the following request from the County of San Bernardino Department of Public Works, and has been made a condition of approval:

- The project proponent shall adhere to and comply with the document found in the San Bernardino County Flood Control District (District) offices entitled **"Comprehensive Storm Drain Plan #4, dated February 2013"**. This document shall provide information on local drainage patterns and flows, in consultation with the District.

ANALYSIS

Project Description

The proposed project is located on approximately 4.37 acres and includes the construction of a multi-family apartment complex. The project consists of a total of 87 rental units and one leasing office in an early California mission style architecture. There will be five buildings, each three stories in height (approximately 42 feet and two inches). Along with the apartment units, there are four six-unit detached garages and one four-unit detached garage. These are located around the perimeter of the project site along with the required open parking spaces for residents and guests. The project features a large central common area which will feature a pool and spa, a clubhouse

with exercise gym, a tot lot, and an open covered wood trellis and BBQ structure. Landscaping features include meandering walkways, verdant green areas, trees, and shrubs. Proposed recreational areas include a half basketball court and a volleyball court. The project is proposed with a gated and secured main entrance and a secondary exit. The exteriors will feature stucco mixed with wood accents, shutters, stucco window and door trims, wood posts, recessed decks and patios, wrought iron and stucco deck and patio guardrails, and varied elevations through the use of entrance courts and building offsets.

Surroundings

The subject site, as stated above, is located on the south side of Van Leuven Street between Poplar Avenue and Mountain View Avenue. The property is located in the R-3 Zone with a General Plan land use designation of Medium Density (0-9 du/ac). The surrounding uses, General Plan Land Use designation, and zones are as follows:

Direction	General Plan Designation	Zoning District	Existing Land Use
Project Site	Very High Density Residential	Multi-Family Residence (R-3)	Single-Family Residential
North	Very High Density Residential	Multi-Family Residence (R-3)	Single-Family Residential
South	None (immediately adjacent) Institutional and High Density Residential (across tracks)	None (immediately adjacent) Institutional (I) Multi Family Residence (R-3) (across tracks)	Rail Road Tracks Parking lot, Residential
East	Very High Density Residential	Multi-Family Residence (R-3)	Single-Family Residential
West	Very High Density Residential	Multi-Family Residence (R-3)	Multi-Family Residential

The area in and around the subject site is in transition. The area includes a mixture of new and older stock single family residences and multi-family housing

Site Analysis

Development Standards – R-3	Minimum Required	Proposed	Complies
Front Setback	20'	20'	Yes
Side yard			
- Interior	5'	20'	Yes
- Exterior	10% width of lot (not less than 10', or more than 20')	Approximately 85'	Yes
- Rear			
- Main Building	15'	Approximately 49'	Yes
- Carport	0'	0'	Yes
- Open Parking spaces	15'	4.34'	No*
Distance between main buildings	10'	Varies, no less than 33' at nearest point	Yes
Minimum Lot Width	70'	Approximately 503'	Yes
Maximum Building Height	35'	27'3"*** To highest point on	Yes

		buildings 42'2"	
Minimum Lot Area	7,200 sq. ft.	190,357 sq. ft. (4.37 acres)	
Open Space	60,900 square feet	73,620 sq.ft.	Yes
- Balcony (max)	No minimum, but balcony area may not exceed 50% to total required.	10,356 sq. ft.	
- Open Space with no Amenities		8,342 sq.ft.	
- Open Space with Amenities (counted at 1:2 ratio to comply with required open space requirement)		27,461 x 2 = 54,922 sq.ft.	
Parking	218 Garage: 87	219 Garage: 91	

*Applicant is applying for a variance to allow the open parking spaces within the rear yard setback.

**Building height is defined as the vertical distance measured from the average level of the foundation of the building to the ceiling of the uppermost story.

Vehicular access will be provided from Van Leuven Street via a 46-foot wide driveway with landscaped median at the center of the project site, with a secondary driveway approach, which accommodates both residential traffic and emergency vehicular traffic.

The site plan for the proposed development indicates that the five, detached, three story apartment buildings centrally located on the property, plus a recreational building with gym facilities. The development includes two main apartment buildings fronting Van Leuven Street, giving the project street presence along Van Leuven Street. Previous project drafts included carports fronting Van Leuven Street and lacked a walkability component, however, during the preliminary review stages and based on staff's concerns, the applicant revised the site plan to its current form. Two buildings are now oriented towards the street, and the project now includes a series of walkways throughout the development. The remaining three apartment buildings are centrally located on the property, with a driveway separating the garages, the open parking spaces, as well as the recreational amenities. The development also includes a half basketball court along the east property line, and a fully volleyball court along the east property line.

Traffic

The project is expected to generate an average of 579 vehicle trips per day (cars and delivery vehicles), with 44 trips occurring during the morning peak hours, 54 trips occurring in the afternoon peak period, and 54 occurring in the evening peak period., based on the Traffic Impact Analysis prepared by Transtech Engineers (May 30, 2013). The existing/prior uses to be removed from the site (5 multi-family residential units) were not subtracted from these counts, resulting in a worst-case scenario.

All new development project 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 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.

Presently, all of the nearby intersections are operating at a Level of Service (LOS) C or better, as shown in the table below:

Intersection	Peak Hour	Existing Conditions	
		LOS	Avg Delay (sec/veh)
1. Poplar St at Van Leuven St	AM	A	9.9
	AFT	A	7.9
	PM	A	9.1
2. Mtn View Ave at Van Leuven St	AM	B	18.8
	AFT	B	16.2
	PM	B	16.8
3. Poplar St at Redlands Blvd	AM	B	13.0
	AFT	A	8.3
	PM	B	10.2
4. Anderson St at Orange Grove/ Academy	AM	C	24.9
	AFT	B	17.8
	PM	B	17.4

Source: Traffic Impact Analysis, Transtech Engineers, May 30, 2013

The project as stated previously, will generate an average of 579 vehicle trips per day, and those trips are broken down as follows:

Intersection	Peak Hour	Existing Conditions		Existing Conditions With Project	
		LOS	Avg Delay (sec/veh)	LOS	Avg Delay (sec/veh)
1. Poplar St at Van Leuven St	AM	A	9.9	A	10.0
	AFT	A	7.9	A	7.9
	PM	A	9.1	A	9.3
2. Mtn View Ave at Van Leuven St	AM	B	18.8	B	19.5
	AFT	B	16.2	B	16.6
	PM	B	16.8	B	17.3
3. Poplar St at Redlands Blvd	AM	B	13.0	B	13.6
	AFT	A	8.3	A	8.6
	PM	B	10.2	B	10.4
4. Anderson St at Orange Grove/ Academy	AM	C	24.9	C	24.9
	AFT	B	17.8	B	17.8
	PM	B	17.4	B	17.5

Source: Traffic Impact Analysis, Transtech Engineers, May 30, 2013

As shown in the table above, the nearby intersections will continue to operate at a LOS C or better. The Traffic Impact Analysis also provided Year 2035 projections for the study intersections using an ambient growth rate of 2% per year for the 22 year period between 2013 and 2035 conditions. The table below indicates that in Year 2035, the study intersections will continue to operate at a LOS C or better:

TABLE 9
Future 2035 Conditions With and Without Project Level of Service Analysis

Intersection	Peak Hour	2035 Cumulative Conditions Without Project		2035 Cumulative Conditions With Project	
		LOS	Avg Delay (sec/veh)	LOS	Avg Delay (sec/veh)
1. Poplar St at Van Leuven St	AM	B	13.0	B	13.2
	AFT	A	8.4	A	8.5
	PM	B	11.1	B	11.3
2. Mtn View Ave at Van Leuven St	AM	C	27.9	C	30.8
	AFT	B	18.3	B	18.8
	PM	C	23.9	C	24.8
3. Poplar St at Redlands Blvd	AM	B	15.2	B	15.7
	AFT	A	9.4	A	9.7
	PM	B	12.7	B	12.9
4. Anderson St at Orange Grove/ Academy	AM	C	34.4	C	34.4
	AFT	B	19.3	B	19.3
	PM	B	19.1	B	19.2

Source: Traffic Impact Analysis, Transtech Engineers, May 30, 2013

The increase in delay with the addition of project traffic and with project traffic and cumulative traffic does not exceed thresholds for “significant impacts”.

All of the studied intersections were evaluated based upon thresholds as defined by the City of Loma Linda’s, Level of Service Standards. As shown in the traffic impact analysis, all of the studied intersections are operating and are projected to operate at acceptable LOS A, B or C with the increase in project traffic to the existing traffic stream significant thresholds are not exceeded so no off-site mitigation measures are necessary for the development of the project

On-Site Parking

The project includes 219 total parking spaces, of which 91 are covered, and 128 are open and uncovered parking spaces. Of the total parking spaces, 14 spaces are handicapped accessible, with 10 of those being covered. The LLMC requires 1.5 parking spaces per one-bedroom unit plus 0.5 parking spaces per each additional bedroom, and 0.25 parking spaces per bedroom for guest parking for a total of 219 parking spaces. The parking breakdown is as follows:

Parking Requirements	# Units	1 Bedroom 1.5	Each Additional Bedroom .5	Guest Parking .25 per bedroom	Required	Proposed	Complies
1 Bedroom	18	27	0	4.5	31.5		
2 Bedroom	51	76.5	25.5	25.5	127.5		
3 Bedroom	18	27	18	13.5	58.5		
Total	87	130.5	43.5	43.5	218 (87 Covered)	219 (91 Covered)	Yes

Both covered, open and handicapped parking spaces are distributed throughout the property, with a majority of the open parking spaces located along the rear portion of the development. As proposed, the project complies with the parking requirements of the LLMC.

Architecture Analysis

The architectural style of the surrounding neighborhood is a mix of traditional residential architecture for both older and newer developments in the area. The project proposes 87 units divided into five, three-story modern, neo-Mediterranean style buildings.

The buildings will include “S” tile roofing throughout the project. The buildings will include a two-tone dark tan and brown accents. The window trim, garage doors, and corbels include a dark brown finish. The soffits, pool enclosure, gates, deck guardrails, stairway, wood pots and stucco foam trims will be painted a dark brown. The main entry doors and shutters will be painted blue-gray.

The buildings include multiple wall planes to reduce the massing that may be associated with three-story structures. The apartment buildings include wall pop-outs, multiple gables and roof lines, wood accents (wood beams, corbels), and arches over the proposed balconies. The primary hipped roof on the buildings also helps reduce the massing along the sides of the buildings.

The project will result in an improvement to the visual character of the project site as it will remove older structures to be replaced with an architecturally contemporary development. Furthermore, the three-story development will be more consistent with the scale of the multiple-family developments to the north and west of the project site.

The following is a breakdown of the project units:

	No. of Units	Minimum Unit Size	Proposed	Minimum Balcony Size	Proposed Balcony
1 Bedroom	18	675 sq. ft.	812 sq. ft.	70 sq. ft.	106 sq. ft.
2 Bedroom	51	850 sq. ft.	1,083 sq. ft.	70 sq. ft.	123 sq. ft.
3 Bedroom	18	1,025 sq.ft.	1,243 sq. ft.	70 sq. ft.	114 sq. ft.

The units and accessory balcony comply with the minimum development standards of the R-3 Multi-Family Residence.

Open Space

As stated in the site analysis table above, the project requires 60,900 square feet of open landscape area. The front yard and side yard landscape setbacks are not counted toward fulfilling this requirement. As proposed the project complies with the open space requirement. The project includes open space areas with no amenities and amenities. The central open area includes a number of amenities, including:

- Pool and spa
- Gym

- Club house
- BBQ area
- Trellis
- Tot Lot
- Meandering walkway

Additionally, the project includes a half court (basketball) and a full volleyball court. When open space areas are improved with amenities, such as the ones listed above, the open space requirement is fulfilled at a 1:2 ratio, meaning that for every square foot of open space with amenities provided, two square feet of required open space is fulfilled. The 27,461 square feet of open space with amenities the applicant is providing count as 54,922 square feet of open space.

While not counted towards fulfilling the open space requirement, the front setback includes a meandering sidewalk through a landscaped area that includes trees, shrubs, and ground cover.

As proposed, the project complies with the open space requirement of the LLMC.

Landscape Plan

The proposed landscape plan includes a variety of trees, shrubs and groundcover. The front yard setback is improved with a combination of trees, shrubs, groundcover and a meandering sidewalk to promote walkability on the site. Section 17.74.120 of the Loma Linda Municipal Code establishes landscape criteria for new development. A minimum of two 24-inch box trees shall be provided with the construction of a new building. In addition, one 36-inch box tree shall be planted for each ten 24-inch box trees required if the proposed lot has a greater than 65 lineal feet frontage. Per section 17.02.215 of the Municipal Code, landscaping contains a combination of planted trees, shrubs, vines, ground cover, flower or lawns. The combination or design shall not contain more than fifty percent hardscape. The proposed project will include 55, 24-inch evergreen perimeter trees, 31 24-inch deciduous canopy trees, 29 24-inch flowering accent trees, nine 36-inch large evergreen canopy trees, 33 24-inch small evergreen canopy trees, 12 24-inch street trees along Van Leuven Street, and four 36-inch project theme trees. In addition, the project will include 10,724 square feet of shrubs and groundcovers, 6,144 square feet of drought tolerant turf, and 2,350 square feet of landscaping for the bio-retention basin.

Loma Linda Connected Communities Program (LLCCP)

A Condition of Approval includes the requirement that the proposed project be pre-wired for coaxial, cable, and fiber optic installation per the LLCCP policy. The LLCCP ensures that all new development projects are equipped with links to meet the latest communications/technological advances.

Variance Request and Findings

As stated in the table above, the applicant is requesting a variance from two sections of the municipal code, Rear Yard Setbacks and Fence Height.

Rear Yard

The Applicant requests relief from Section 17.38.090, which prohibits open parking spaces and structures within the rear yard setback, with the exception of enclosed storage and carport structures. The property measures 4.37 acres in size, which exceeds the minimum lot size in the R-3 zone, however the property is required to include a storm drain easement that somewhat limits the ability to locate buildings on the site, while at the same time addressing the negative impacts associated with the southern property is also negatively affected by the adjacent southern property.

As stated above, the project includes a storm drain easement below the easternmost driveway. Buildings cannot be located above the easement, so the easement limits the ability to situate a building along the east portion of the site while at the same time complying with the setback requirements. Furthermore, the Southern Pacific Railroad abuts the property to the south, and in order to reduce the noise and vibration impacts to an acceptable level, the apartment buildings must be located as far away from the rear property line as possible, again further limiting the siting ability of the residential structures. Therefore, the applicant is requesting a variance from Section 17.38.090 to allow the open space parking spaces, trash enclosures and garages within the rear yard setback and allow this area to serve as a buffer between the Southern Pacific Railroad property and the apartment buildings.

Due to the fact that the property to the south is not residentially developed, the impacts that could potentially impact a residentially developed property, both visual and auditory resulting from the proximity of the open space parking, the trash enclosures and the garages, are not anticipated to negatively impact the southern property.

Rear Property Wall Height

The project site's southern property line is located approximately 45 feet from the centerline of the Southern Pacific (SP) tracks. The estimated exterior noise levels from the SP rail line is anticipated to be approximately 67.2 dBA Community Noise Equivalent Level (CNEL) at the façade of Building 4 (nearest building to tracks). The estimated noise level is above the City's 65 dBA CNEL, as shown in the table below:

Rail Line	Operations per Day ²		CNEL at Observer Location (dBA) ³	Noise Level at Specified Distance (dBA CNEL) ⁴			
	Freight	AMTRAK		100 ft	200 ft	400 ft	800 ft
Southern Pacific	40	4	67.2	67.2	63.7	59.6	55.1

Source: First Carbon Solutions | Michael Brandman Associates. *Noise Impact Analysis 87-Unit Apartment Project, Loma Linda, San Bernardino County, California.* May 2013.

Notes:

- 1 Unmitigated scenario assumes no wall to shield residential units from rail line.
- 2 Per FRA data and growth rate of 2.71% as outlined by Colton Crossing Report
- 3 Noise levels calculated at 5 feet above ground level.
- 4 Noise level is projected to façade of nearest residential building (approximately 100 feet from centerline of tracks).

In order to meet the City's 65 dBA CNEL threshold, the noise consultant has recommended that a 10-foot high wall be located along the rear property line in order to reduce the noise level of rail road traffic to an acceptable level.

While the maximum height of a wall along the rear property line in a residential zone is 6-feet, it appears that any two-story development on properties located alongside the he rail road tracks will require construction of a 10-foot high masonry block wall in order to comply with the City's 65 dBA level. Therefore, allowing the applicant to construct a 10-foot high wall along the rear property line will allow the applicant to develop the property in compliance with the General Plan.

In conjunction with the construction of the 10-foot high wall, the applicant is also required to provide the following mitigation measure:

- For Building 4, all windows and sliding glass doors for floors 1 through 2 facing the Union Pacific Rail Line will require a minimum STC rating of 30 or higher.

Both the construction of the 10-foot high rear wall and the minimum STC rating of 30 or higher requirements should reduce the impact associated with Southern Pacific Railroad traffic on Building 4 to an acceptable level.

Findings for Reduction in Rear Yard Setback and Increase in Fence Height

1. *That there are exceptional and extraordinary circumstances of conditions applicable to the property involved.*

In order to reduce the impacts associated with the Southern Pacific (SP) Railroad tracks located adjacent to the subject site, the residential structures must be located as far away from the south property line as possible. The reduction in the rear yard setback will allow the applicant to centrally locate the apartment buildings on the site and limit the impacts associated with the SP line. The noise study prepared by FCS-MBA states that if not properly mitigated, the noise and vibration impacts associated with SP line traffic will exceed the allowable levels stated in the Noise Ordinance of the Loma Linda General Plan. The proposed location of the residential structures requires the applicant situate the proposed driveway, garages, and open parking spaces as close to the rear property line as possible, serving as a noise buffer between the two properties.

Furthermore, a required storm drain easement along the east portion of the lot limits the ability to construct any structures over the easement, further restricting the ability to locate the residential structures on the subject site. The proposed location of the residential structures, plus the proposed 10-foot high block wall will reduce the impacts associated with SP traffic to a noise level that is compliant with the General Plan Implementing Noise Policies for Land Use and New Development.

As stated previously, the projects southern property line is located approximately 45-feet from the centerline of the Southern Pacific tracks. Building 4 is located approximately 54 feet from the southern property line. The estimated noise levels from the Southern Pacific line are anticipated to be approximately 67.2 dBA CNEL at the façade of Building 4 (nearest building to the tracks). In order to reduce the noise level to the City's 65 dBA CNEL maximum, a 10-foot high, masonry block wall is required of the project. Relative to the width (521 feet) of the subject site and the fact that the property is located adjacent to the SP line, the visual impact associated with a 10-foot high wall will not negatively affect the adjacent neighbors.

2. *That such variance is necessary for the preservation and enjoyment of the substantial property right possessed by other property in the same vicinity and zone and denied to the property in question.*

The subject site is located in the Very High Density Residential (0-20 du/ac) land use designation. The applicant is proposing 87 units at a density of 19.91 dwelling units per acre. The 15-foot rear yard setback would negatively impact the ability to fully develop the site to the maximum 20 du/ac allowed under the General Plan.

3. *That the granting of such a variance will not be materially detrimental to the public welfare or injurious to the property or improvements in such vicinity and zone in which the property is located.*

The proposed relief from Section 17.38.90 of the LLMC will not be detrimental to the public welfare or injurious to property and improvements in that the majority of the property will not be altered in any way. The property is located adjacent to the Southern Pacific Railroad property, which spans the length of the subject site, and will not be negatively affected by the proposed open parking spaces, garages, or the construction of the trash enclosures. Construction will be subject to the necessary building code requirements to ensure compatibility and safety.

In addition, the proposed relief from Section 17.38.080 (Maximum Height – Rear Yards) of the LLMC will not be detrimental to the public welfare in that the proposed 10-foot high block wall will allow the development to comply with Implementing Policy 7.8.1.1 – Implementing Policies for Land use and New Development of the General Plan. Furthermore, the proposed 10-foot high wall will be located along the SP Line and will not be visually detrimental to the SP property.

4. *The granting of such variances will be consistent with the General Plan for the City.*

The proposed variance for a reduction in the rear yard setback is consistent with the objectives of the General Plan in that the variance would allow for development which complies with the density requirements allowed under the Very High Density Residential (0-20 du/ac) land use designation, and further allowing the development to comply with the following Guiding Policies for Residential Land Uses:

Policy a – Encourage a mixture of dwelling sizes, layouts, and ownership types (consistent with the corresponding land use designation, density range, and applicable General Plan requirements), especially within large-scale residential development projects, in order to provide housing opportunities for a range of incomes and households

Policy e - Provide the citizens of Loma Linda with a choice of areas of varying densities and housing with a range of costs.

The proposed variance for a 10-foot high block wall is consistent with the objectives of the General Plan in that the 10-foot high block wall will reduce the noise level associated with traffic along the Southern Pacific Property to an acceptable level and comply with Implementing Policy Section 7.8.1.1 Implementing Noise Policies for

Land Use and New Development, Multifamily: 65 dBA with private yard or enclosed balcony spaces.

5. *That a public hearing was held wherein the applicant is heard and in which he substantiates all of the conditions cited in this subsection.*

The variance requests are scheduled for review on the August 7, 2013 Planning Commission Meeting. The conditions to the project are included as Exhibit C to this report.

Tentative Parcel Map and Findings

The applicant proposes to consolidate seven lots into one 4.37 acre lot. As stated in the Site Analysis, the lot area and width of the proposed lot complies with R-3 (Multiple Residence) development standards.

1. *That the proposed map is consistent with the applicable general plan and zoning designations.*

The proposed consolidation of seven parcels into one 4.37 acre parcel is consistent with the General Plan land use designation Very High Density Residential (0-20 du/ac) and the R-3 Multi Family Residence zoning designation. The minimum lot size in the R-3 Zone is 7,200 square feet, with a minimum lot width of 70 feet. The subject site measures over 500 feet in width and measures 4.37 acres in area, thus complying with the development standards for lots in the R-3 zone.

2. *The design or improvement of the proposed subdivision is consistent with the applicable general plan and zoning designations.*

The proposed subdivision complies with the existing General Plan land use designation in that the General Plan allows up to 20 dwelling units per acre. The project as proposed is developed at 19.90 dwelling units per acre, within the allowable density of the Very High Density Residential land use designation of the General Plan. The lot size also complies with the minimum 7,200 square foot lot size requirement for properties located within the R-3 residential zone.

3. *The site is physically suitable for the type of development proposed.*

The proposed parcels are physically suitable for the proposed lot consolidation, demolition of existing multifamily structures, and the construction of the 87-unit apartment unit project.

4. *The site is physically suitable for the proposed density of development.*

The proposed consolidation of seven parcels into one, 4.37 acre parcel is consistent with the General Plan, Very High Density Residential (0-20 du/ac) and the R-3 Multi Family Residence zoning designation, in that development will include 87 dwelling units at a density of 19.90 dwelling units per acre.

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

The site has been graded and is presently developed with multifamily dwelling units. There is no natural vegetation or wildlife present or undisturbed area remaining on the subject site. Therefore, the design of the proposed subdivision would not cause any substantial environmental damage or substantially and unavoidably injure fish and wildlife or their habitat.

6. *The design of the subdivision is not likely to cause serious public health problems.*

The design of the subdivision would not cause any serious public health problems. The consolidation of seven parcels into one parcel will create a parcel that conforms to the minimum lot width, lot area requirements of properties located in the Multi Family Residence (R-3) zone. While the project includes a variance request for a reduced rear yard and 10-foot high block wall along the rear property line, the Southern Pacific Railroad is located to the south of the subject site and will therefore not negatively impact adjacent residential properties.

7. *The design of the subdivision will not conflict with easements, acquired by the public at large, for access through or use of property within the proposed subdivision.*

The site includes a storm drain easement that will be located beneath the proposed driveway entrance and driveway itself, as it runs the entire length (north-south) along the east portion of the lot. However, as designed, the consolidation of lots will not conflict with the proposed/required storm drain easement.

Precise Plan of Design Findings

According to LLMC Section 17.30.290, Precise Plan of Design (PPD), Application Procedure, PPD applications shall be processed using the procedure for a variance (as outlined in LLMC Section 17.30.030 through 17.30.060) but excluding the grounds (or findings). As such, no specific findings are required. However, LLMC Section 17.30.280, states the following:

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

In an effort to ensure that the foregoing project is consistent with the General Plan, compliant with the zoning and other City requirements, compatible with the surrounding area, and appropriate for the site, staff and the City Attorney have opted to apply the Conditional Use Permit Findings in LLMC §17.30.210 to this project, as follows:”

1. *That the use applied for at the location set forth in the application is properly one for which a precise plan of design is authorized by this title.*

The proposed use is a permitted use within the Multi-Family Residence (R-3) zone and in fact, the R-3 zone is intended for multi-family residential development. A

number of multi-family developments have been approved, constructed, or are under construction on Poplar Avenue, just north of the subject site. There are single and multi-family residential structures developed adjacent and around the project site. The proposed use also meets Goal No. 2 in the General Plan Housing Element to provide housing that is affordable to all economic segments of the community. Therefore, the proposed use is a proper one for the area.

2. *That the said use is necessary or desirable for the development of the community, is in harmony with the various elements and objectives of the general plan, and is not detrimental to existing uses specifically permitted in the zone in which the proposed use is to be located.*

The project meets General Plan Goal 1 (to provide a diversity of housing opportunities to enhance the City's living environment and to satisfy the housing and shelter needs of Loma Linda residents). The proposed project is designed as a market rate development intended to provide different housing opportunities and to improve the blighted and vacant areas with housing opportunities to enhance the City's living environment. Additionally, the surrounding area is a mixture of single and multi-family residential developments, none of which would appear to conflict with the proposed use.

3. *That the site for the intended use is adequate in size and shape to accommodate said use and all of the yards, setbacks, walls, or fences, landscaping and other features required in order to adjust said use to those existing or permitted future uses on land in the neighborhood.*

The project site is adequate in size and shape to accommodate the proposed use. However, due to the proximity of the adjacent Southern Pacific Railroad, the project requires variances to locate the buildings as far away from the rear property line as possible, thereby moving the required parking spaces, garages, and trash enclosures to the rear portion of the lot, within the required rear yard setback. Furthermore, siting the building as far away as possible from the rail road property is not enough to reduce the impact associated with SP traffic; the project therefore includes 10-foot high rear property line walls to reduce the noise and vibration associated with train traffic along the tracks. Because the subject site abuts the Southern Pacific Railroad, the variance requests will not negatively impact the adjacent property. The apartment buildings comply with the minimum setbacks required of the R-3 zone. The project site will accommodate the proposed use and be compatible with the existing land uses on Van Leuven Street and in the surrounding area.

4. *That the site or the proposed use related to streets and highways is properly designed and improved to carry the type and quantity of traffic generated or that will be generated by the proposed use.*

The project site has access from Van Leuven Street, which can accommodate the type and quantity of traffic generated by the use. Currently the roadway can accommodate the existing volume of traffic and the future traffic from the proposed apartment development.

Off-site improvements in the vicinity of the project site will include roadway widening, installation of sidewalk, curb, and gutter, and two driveway approaches. A total of 219 parking spaces are provided to accommodate the parking requirements of the 87-unit apartment project. Additionally, the perimeter drive aisle provides emergency vehicle access all around the development. The proposed project and related on- and off-site improvements will not conflict with other uses immediately adjacent to the project site.

5. *That the conditions set forth in the permit and shown on the approved site plan are deemed necessary to protect the public health, safety and general welfare.*

The public health, safety and general welfare will be protected through the implementation of the Conditions of Approval for PPD No. 13-07 to insure compatibility with the neighborhood. As outlined in §19.16.020 *Substantive General Plan Amendment*, Section I (A)(3), the project includes a condition that requires 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.

CONCLUSION

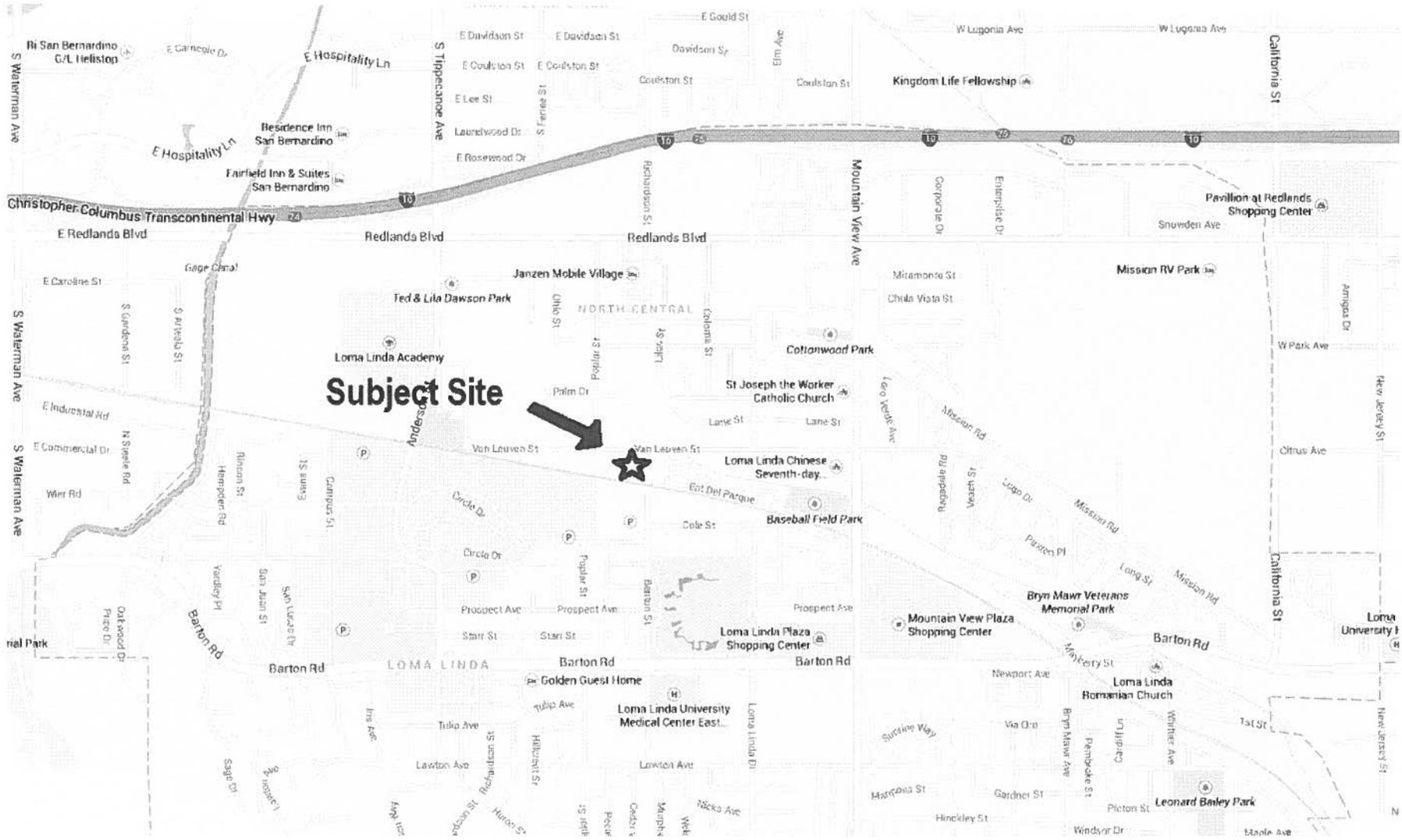
All elements of the project are consistent with the General Plan (May 26, 2009). The project is also in compliance with the LLMC Chapter 19.16, Title 17 Zoning Code. The project includes a variance request for a reduction in the rear yard setback, as well as a variance to allow a 10-foot high wall along the rear property line, both necessary to protect the future tenants of the southern-most apartment building from noise and vibration created by the adjacent Southern Pacific Railroad property. The required Findings have been made to support staff's recommendation for approval. The applicant has worked closely with staff and has made every effort possible to provide the most appropriate layout, design, and architecture for this project. The apartment development is compatible with the existing and future uses in the surrounding area and provides housing opportunities that are much needed by Loma Linda's population.

The project is in compliance with CEQA and the Mitigation Measures listed in the Initial Study will reduce any potential environmental impacts to below a level of significance. The Mitigation Measures have been made part of the Conditions of Approval (Exhibit C).

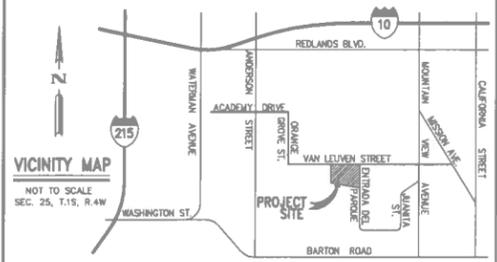
EXHIBITS

- A. Site Location Map
- B. Project Plans
- C. Conditions of Approval
- D. Mitigated Negative Declaration/Environmental Initial Study
- E. Landscape Photos (Trees)

LOCATION MAP



CONCEPTUAL SITE PLAN PPD 13-007



DEVELOPER/APPLICANT
 GOLDEN EAGLE MULTI-FAMILY PROPERTIES, LLC
 6201 OAK CANYON, SUITE 200
 IRVINE, CA. 92618

CONTACT : JM KIECKHAFFER
 EMAIL : jkicckhafer@sandco.com
 TELEPHONE : (949) 270-7800

ENGINEER:
 PACIFIC COAST LAND CONSULTANTS, INC.
 25096 JEFFERSON AVENUE, SUITE "D"
 MURRIETA, CA. 92562
 TELEPHONE NO.: (951) 698-1350
 FAX NO.: (951) 698-8657
 CONTACT: JEI KIM

ASSESSOR PARCEL NUMBER:

0283-142-05	0283-142-11	0283-201-43
0283-142-06	0283-142-12	0283-201-44
0283-142-07		

SOILS ENGINEER:
 CW SOILS, INC.
 23251 KENT COURT
 MURRIETA, CA. 92562
 TELEPHONE NO.: (951) 304-3935
 CONTACT: CHAD WELKE

ARCHITECT:
 ADKVAS GROUP
 647 CAMINO DE LOS MARES, SUITE 206
 SAN CLEMENTE, CA. 92673
 TELEPHONE NO.: (949) 240-6591
 FAX NO.: (949) 240-6592

PROJECT INFORMATION:

OCCUPANCY: R-2 (DWELLINGS)
 U (GARAGES)

TYPE OF CONSTRUCTION: VA
 TOTAL INDIVIDUAL UNITS: 87

18 ONE BEDROOM / 1 BATH
 51 TWO BEDROOM / 2 BATH
 18 THREE BEDROOM / 2 BATH

BUILDING						
BUILDING TYPE I 4 (BLDG)			BUILDING TYPE II 1 (BLDG)			TOTAL (S.F.)
LEVEL	UNITS	AREA (S.F.)	LEVEL	UNITS	AREA (S.F.)	
1	4	7,936	1	1	3,932	
2	8	8,442	2	4	4,221	
3	8	8,442	3	2	2,055	
SUBTOTAL	20	24,820		7	10,208	
TOTAL x 4		99,280	TOTAL x 1		10,208	109,488

GARAGES		CLUBHOUSE		TOTAL (S.F.)	
DETACHED UNITS	AREA (S.F.)	LEVEL	AREA (S.F.)		
6-CAR	4	5,236	1	1,659	
4-CAR	1	1,309			
SUBTOTAL		6,545		1,659	8,204
TOTAL					117,692

AREA DENSITY CALCULATIONS

BUILDING FOOTPRINT LEVEL 1	AREA (S.F.)	%
COMMON AREA	42,571 SF	22.4%
STREET/SIDEWALKS/PARKING	101,966 SF	53.6%
LANDSCAPING/OPEN SPACE	45,820 SF	24.0%
TOTAL AREA	190,357 SF	100.0%

SITE TOTAL = 87 UNITS/4.37AC = 19.90 DU/AC

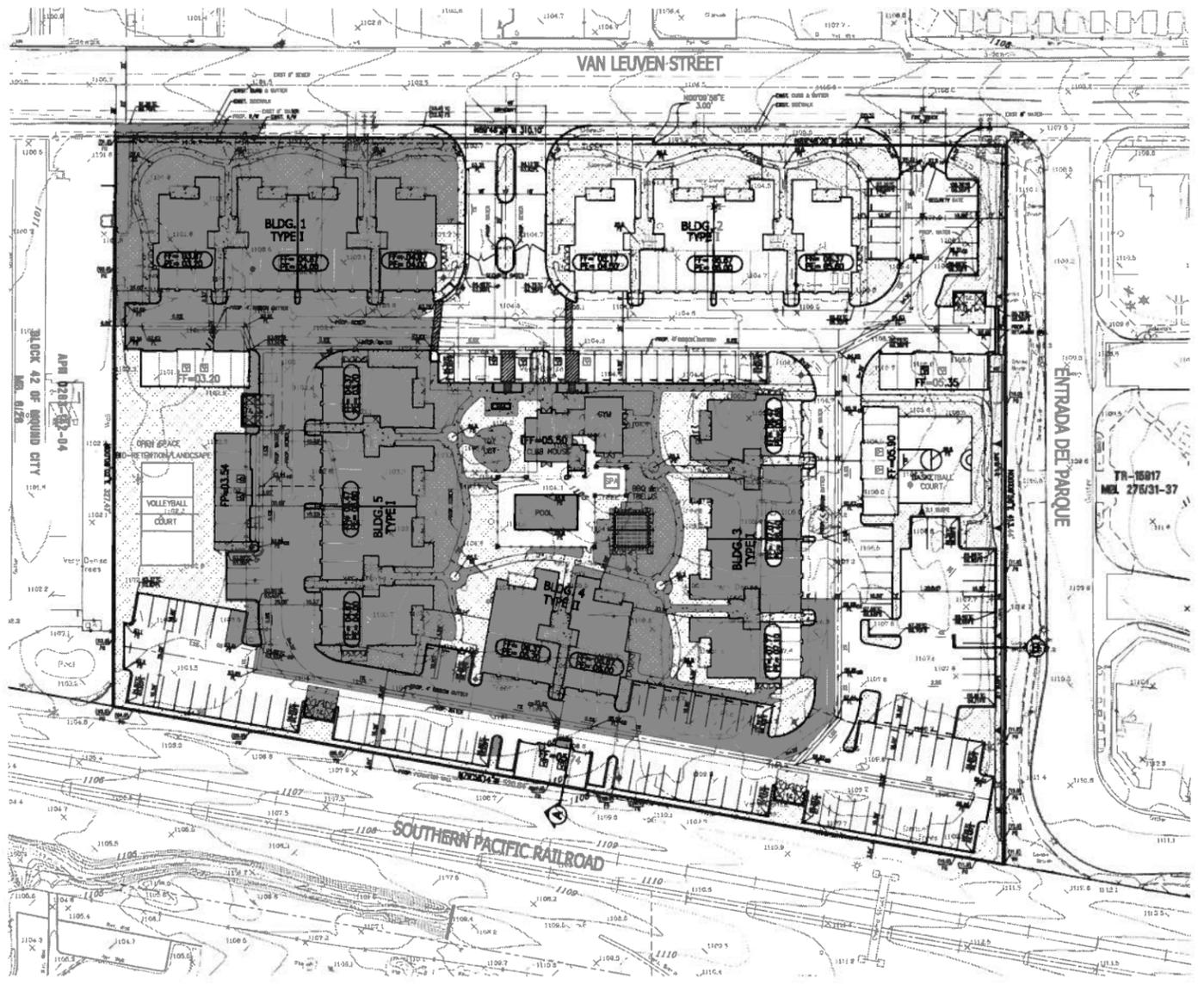
PARKING

REQUIRED	QTY.	GARAGES	OPEN PARKING
1 BR 1.75 x 18	31.5		
2 BR 2.5 x 51	127.5		
3 BR 3.25 x 18	58.5		
ROUNDED UP TO	218		
PROVIDED	219	91	128

BENCH MARK
 BRASS CAP IN WEST FOOTING OF RAILROAD SIGNAL SUPPORT, SOUTH SIDE OF RAILROAD TRACKS, 120' EAST OF CL. AT DEAD END OF BENTON STREET.

DATE: 1-01-1981

NGS S-1327
 ELEVATION: 1113.245



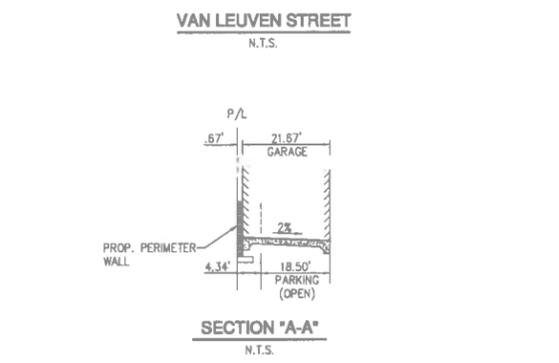
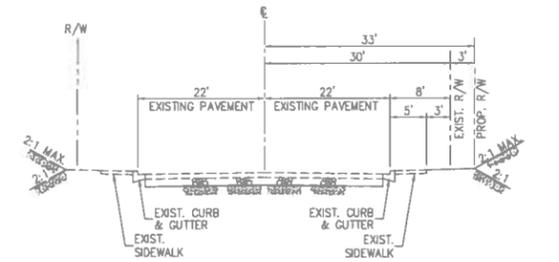
GENERAL NOTES:

- DATE PREPARED: JANUARY 04, 2013
- EXISTING ZONING: MULTI FAMILY RESIDENCE (R3)
- PROPOSED ZONING: MULTI FAMILY RESIDENCE (R3)
- EXISTING LAND USE: VERY HIGH DENSITY RESIDENTIAL
- PROPOSED LAND USE: VERY HIGH DENSITY RESIDENTIAL
- PROJECT ACREAGE: 4.37 AC GROSS
- BUILDING OCCUPANCY CODE: R-2
- CONSTRUCTION TYPE: VA

LEGAL DESCRIPTION:
 A PORTION OF BLOCK 41, MOUND CITY, IN THE CITY OF LOMA LINDA, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER PLAT RECORDED IN BOOK 6 OF MAPS, PAGE 28 AND PARCELS 1 AND 2 OF PARCEL MAP NO. 1774, AS PER PLAT RECORDED IN BOOK 178 OF PARCEL MAPS PAGE 49, RECORDS OF SAID COUNTY.

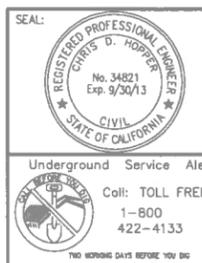
SOURCE OF TOPO:
 PACIFIC LAND CONSULTANTS, INC.
 P.O. BOX 3762
 PALOS VERDES, CA. 90274

DATED: JULY 26, 2012
 TELEPHONE NO.: (310) 544-8689
 FAX NO.: (310) 544-5039



LEGEND:

	PROJECT BOUNDARY
	EXISTING RIGHT OF WAY
	EXISTING/PROPOSED CENTERLINE
	EXISTING WATER LINE
	EXISTING SEWER LINE
	EXISTING CONTOUR
	LANDSCAPE AREA
	PROPOSED GRADES
	EXISTING GRADES
	PAD ELEVATION
	FINISHED FLOOR
	TOP OF CURB
	FINISHED SURFACE
	FLOW LINE
	NATURAL GROUND
	RETAINING WALL
	CATCH BASIN
	TRASH ENCLOSURE
	FIRE HYDRANT
	EXISTING STORM DRAIN MANHOLE
	EXISTING POWER POLE REMOVE AND RELOCATE



PACIFIC COAST LAND CONSULTANTS, Inc.
 CIVIL ENGINEERING • LAND PLANNING • LAND SURVEYING
 25096 JEFFERSON AVENUE SUITE "D"
 MURRIETA, CALIFORNIA 92562
 TEL. (951) 698-1350

Underground Service Alert
 Call: TOLL FREE 1-800-422-4133

SCALE: HORIZONTAL SEE ABOVE VERTICAL N.A.

UNDER THE SUPERVISION OF:
 CHRIS D. HOPPER
 RCE NO. 34821 EXP. 09/30/2013

DATE	INITIAL	REVISION DESCRIPTION

SHEETS 1 CITY OF LOMA LINDA ENGINEERING DEPARTMENT SHEETS 1

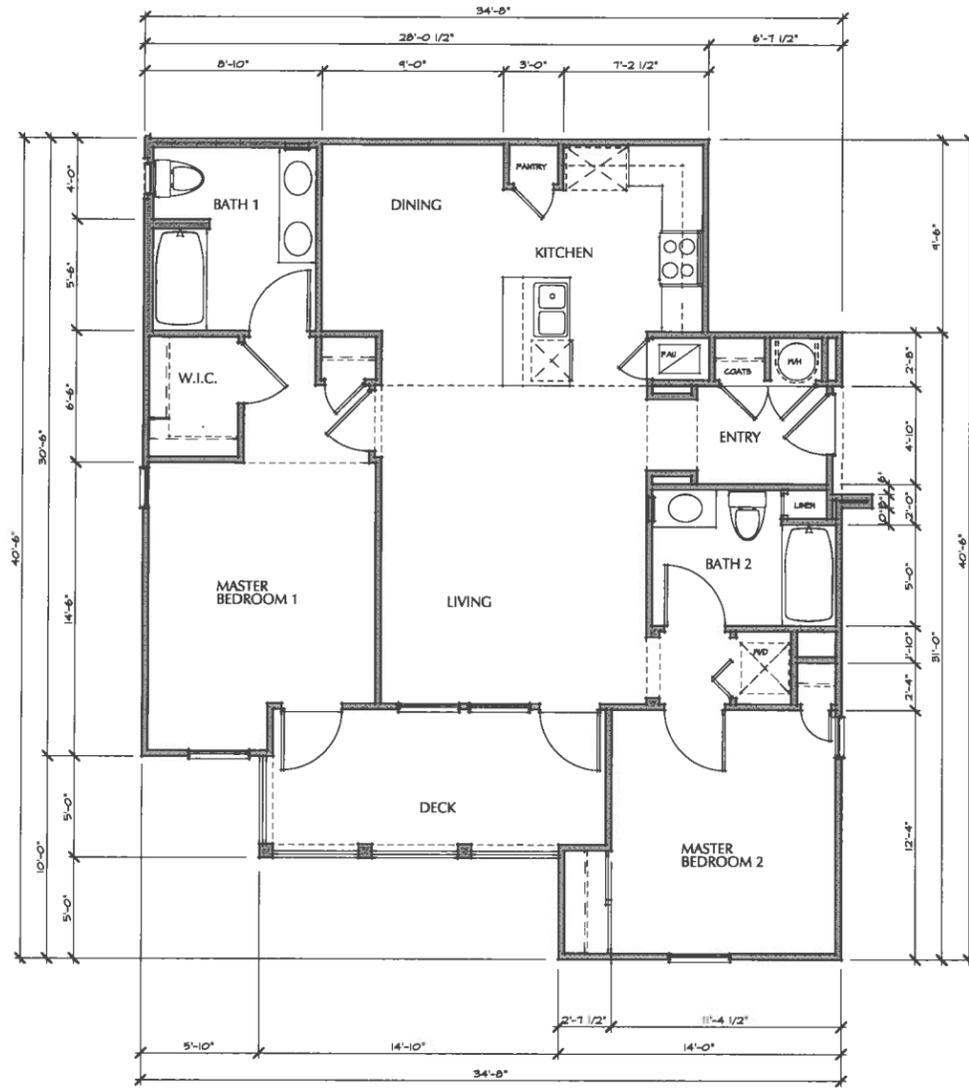
CONCEPTUAL SITE PLAN/GRADING PLAN
 PPD 13-007
 GOLDEN EAGLE LOMA LINDA APARTMENT

APPROVED: _____ DATE: _____
 DIR. OF PUBLIC WORKS/CITY ENGINEER
 CITY OF LOMA LINDA

DATE: _____ INITIAL: _____
 ENGINEER OF WORK

DATE: _____ INITIAL: _____
 CITY APPROVAL

DWN. BY: _____ PROJECT NO. 12- _____ DRAWING NO. _____
 CHKD. BY: _____
 FIELD BK: _____

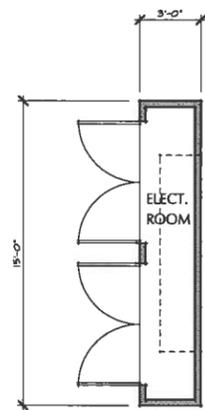


PLAN "B/BR" FLOOR PLAN SCALE: 1/4" = 1'-0"

FLOOR : 1,083 SQ. FT.
DECK : 123 SQ. FT.

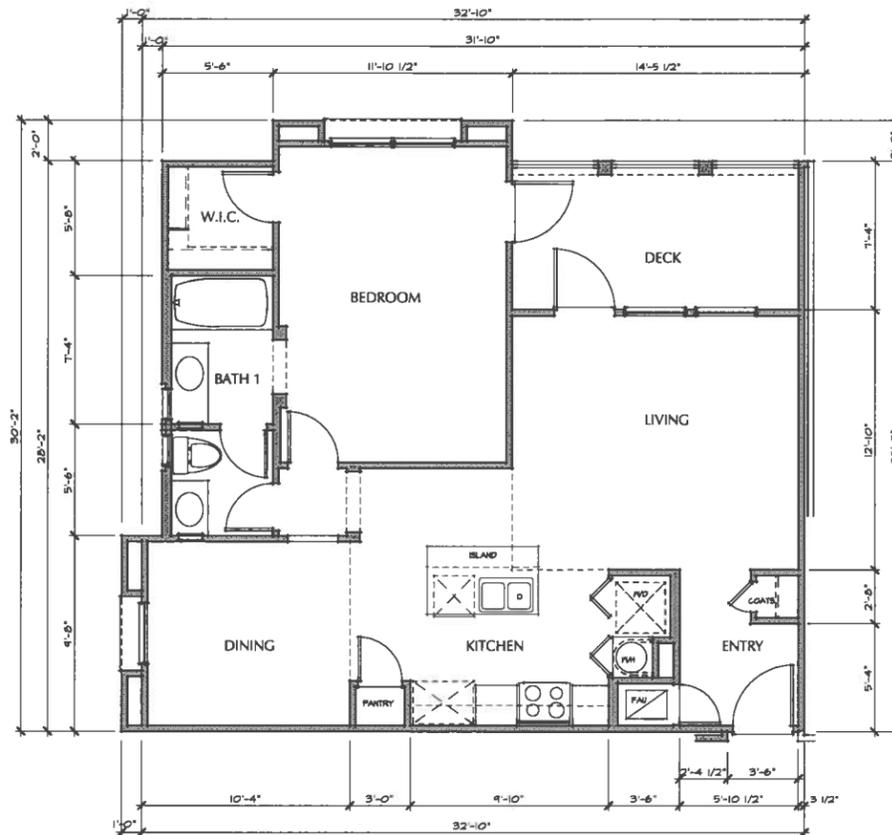
SQUARE FOOTAGE

TYP. UNIT	MINIMUM UNIT FLOOR SPACE		PROVIDED AREA	
	FLOOR SPACE	FLOOR SPACE	FLOOR SPACE	DECK/PATIO
BACHOR & ONE BEDROOM	675 SQ. FT.	812 SQ. FT.	812 SQ. FT.	106 SQ. FT.
TWO BEDROOM	850 SQ. FT.	1083 SQ. FT.	1083 SQ. FT.	123 SQ. FT.
THREE BEDROOM	1025 SQ. FT.	1243 SQ. FT.	1243 SQ. FT.	114 SQ. FT.
PER EACH ADDITIONAL BEDROOM	175 SQ. FT.	- SQ. FT.	- SQ. FT.	- SQ. FT.



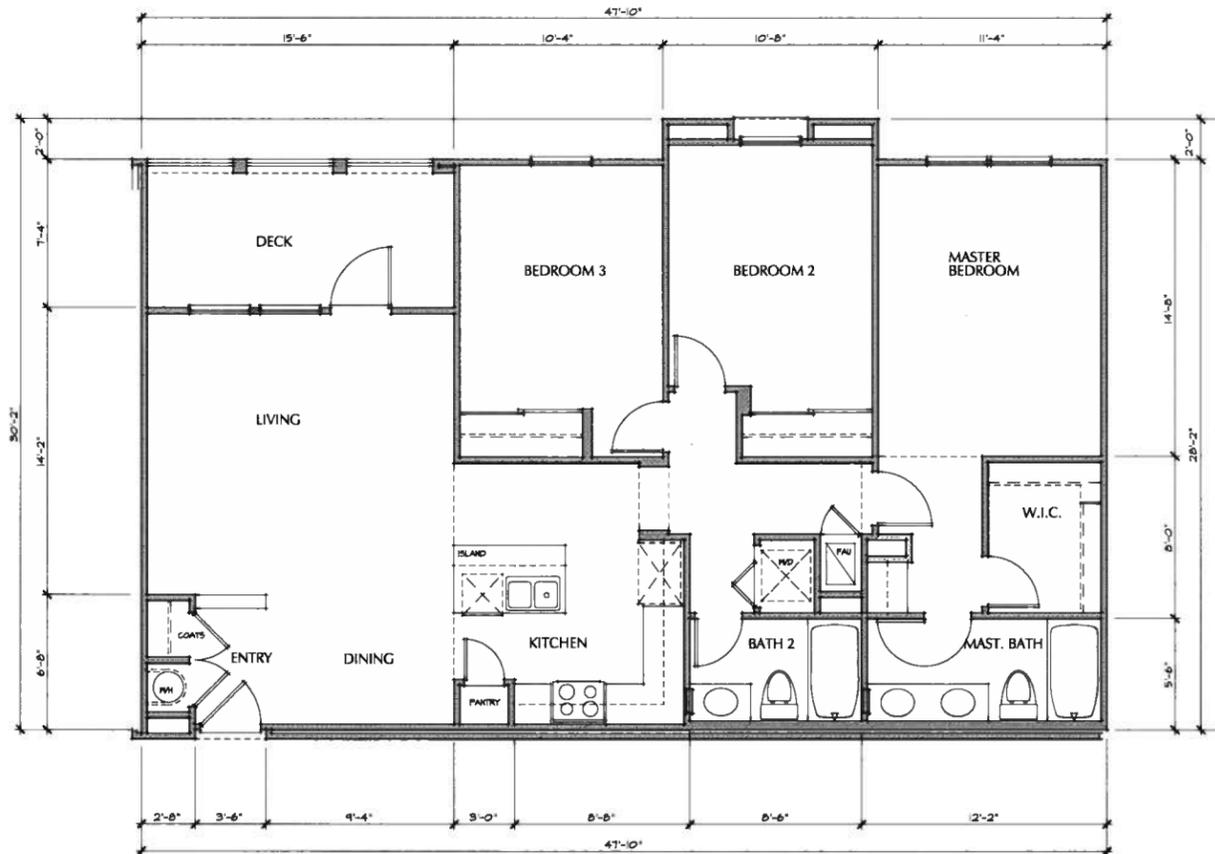
ELECT. ROOM SCALE: 1/4" = 1'-0"

AREA 45 SQ. FT.



PLAN "A/AR" FLOOR PLAN SCALE: 1/4" = 1'-0"

FLOOR : 812 SQ. FT.
DECK : 106 SQ. FT.



PLAN "C/CR" FLOOR PLAN SCALE: 1/4" = 1'-0"

FLOOR : 1,243 SQ. FT.
DECK : 114 SQ. FT.

PROJECT DESCRIPTION

THIS PROJECT CONSISTS OF A TOTAL OF 87 UNITS IN AN EARLY CALIFORNIA MISSION STYLE ARCHITECTURE. THERE ARE 2 BUILDING TYPES.

TYPE-I HAS 4 BUILDINGS, EACH THREE FULL STORIES IN HEIGHT. THE BUILDINGS FEATURE 12 STACKED 2 BEDROOM, 2 BATH UNITS ALONG WITH 4 STACKED 1 BEDROOM, 1 BATH AND 4 STACKED 3 BEDROOM 2 BATH CARRIAGE UNITS OVER 14 ENCLOSED GARAGES FOR THE RESIDENTS, ON THE FIRST FLOOR.

THE 5TH BUILDING IS BLDG. TYPE-II, A 7 UNIT THREE STORY STRUCTURE WITH 3 STACKED 2 BEDROOM, 2 BATH UNITS, 2 STACKED 1 BEDROOM, 1 BATH CARRIAGE UNITS, AND 2 STACKED 3 BEDROOM, 2 BATH CARRIAGE UNITS OVER 7 RESIDENT GARAGE SPACES ON THE FIRST FLOOR.

ALONG WITH THE APARTMENT UNITS, THERE ARE 4 SIX UNIT DETACHED GARAGES AND 1 FOUR UNIT DETACHED GARAGE BUILDINGS TO ACHIEVE THE TOTAL OF ONE ENCLOSED GARAGE PER UNIT. THESE ARE LOCATED AROUND THE PERIMETER OF THE SITE, ALONG WITH THE REQUIRED OPEN PARKING SPACES FOR RESIDENTS AND GUESTS. THE PROJECT FEATURES A LARGE CENTRAL COMMON AREA WHICH WILL FEATURE A POOL AND SPA, A CLUBHOUSE WITH EXERCISE GYM, A TOT-LOT AND AN OPEN COVERED WOOD TRELLIS AND BARBECUE STRUCTURE. THE LANDSCAPING WILL FEATURE MEANDERING WALKS, VIBRANT GREEN AREAS, & TREES AND SHRUBS CONSISTENT WITH THE CLIMATE ZONE OF LOMA LINDA. ADDITIONAL RECREATIONAL AREAS INCLUDE A PROPOSED 1/2 BASKETBALL COURT AND A VOLLEYBALL COURT FOR RESIDENTS AND GUESTS.

THE PROJECT IS BEING PROPOSED WITH A GATED AND SECURED MAIN ENTRANCE AND A SECONDARY EXIT FOR THE PROJECT. ALL ROADWAYS MEET THE FIRE DEPARTMENT AND REFUSE COLLECTION CO. ROAD MINIMUMS.

THE SITE LAYOUT WAS SPECIFICALLY DESIGNED TO HAVE AS FEW UNITS FACE THE EXISTING RAILROAD TRACKS THAT RUN PARALLEL TO THE REAR PROPERTY LINE, HENCE WE HAVE ONLY 4 UNITS THAT LOOK IN THAT DIRECTION. PER THE SUGGESTION OF CITY STAFF, WE HAVE ORIENTED TWO FRONT BUILDINGS FACING VAN LEUVEN WITH THE FRONT ELEVATIONS OF THE BUILDINGS, WITH THE GARAGES IN THE REAR, SO THE STREET VIEW IS NOT OF GARAGE DOORS, OR OPEN PARKING AREAS, BUT RATHER AN EXPANSE OF BEAUTIFUL MISSION STYLE ARCHITECTURE. LONG A STAPLE OF SOUTHERN CALIFORNIA DESIGN, THE EXTERIORS WILL FEATURE STUCCO MIXED WITH WOOD ACCENTS, SHUTTERS, STUCCOED WINDOW AND DOOR TRIMS, WOOD POSTS, DEEPLY RECESSED DECKS AND PATIOS, WROUGHT IRON AND STUCCOED DECK AND PATIO GUARDRAILS AND VARIED YET CONSISTENT ELEVATIONS THROUGH THE USE OF ENTRANCE COURTS AND BUILDING OFFSETS. THE UNITS BREAKDOWNS ARE (18) 1 BEDROOM, (51) 2 BEDROOM, 2 BATH UNITS AND (18) 3 BEDROOM, 2 BATH UNITS FOR A TOTAL OF 87 UNITS.

THERE IS ONE LEASING OFFICE. DRAINAGE OF THE SITE WILL BE ACHIEVED BY THE USE OF BIO-SWALES AND ON-SITE UNDERGROUND STORAGE TANK AREAS AS APPLICABLE, WHICH CAN BE REVIEWED ON THE CIVIL DRAWINGS.

ADKVA
CG
DESIGNERS & PLANNERS # 641 CANON DE LOS NAJES SUITE 208 SAN CLEMENTE CALIFORNIA (949) 740 6561

WE WARRANT AND REPRESENT THAT THE INFORMATION CONTAINED HEREIN IS TRUE AND CORRECT TO THE BEST OF OUR KNOWLEDGE AND BELIEF. THE INFORMATION CONTAINED HEREIN IS FOR YOUR INFORMATION ONLY AND IS NOT TO BE USED FOR ANY OTHER PURPOSE. THE INFORMATION CONTAINED HEREIN IS NOT TO BE USED FOR ANY OTHER PURPOSE. THE INFORMATION CONTAINED HEREIN IS NOT TO BE USED FOR ANY OTHER PURPOSE.

87 UNIT APARTMENT PROJECT
VAN LEUVEN STREET, LOMA LINDA, CALIFORNIA
DEVELOPED BY:
EAGLE MULTIFAMILY PROPERTIES, LLC
6201 OAK CANYON SUITE 250 IRVINE, CA 92618
TEL: (949) 270-7781

JOB NUMBER
2013 LL

DATE
6/20/2013

SHEET TITLE
TYP. UNIT FLOOR PLANS

REVISIONS

SHEET NO
A.1

DATE
6/20/2013

JOB NUMBER
2013 LL

DATE
6/20/2013

SHEET TITLE
TYP. UNIT FLOOR PLANS

REVISIONS

SHEET NO
A.1

DATE
6/20/2013

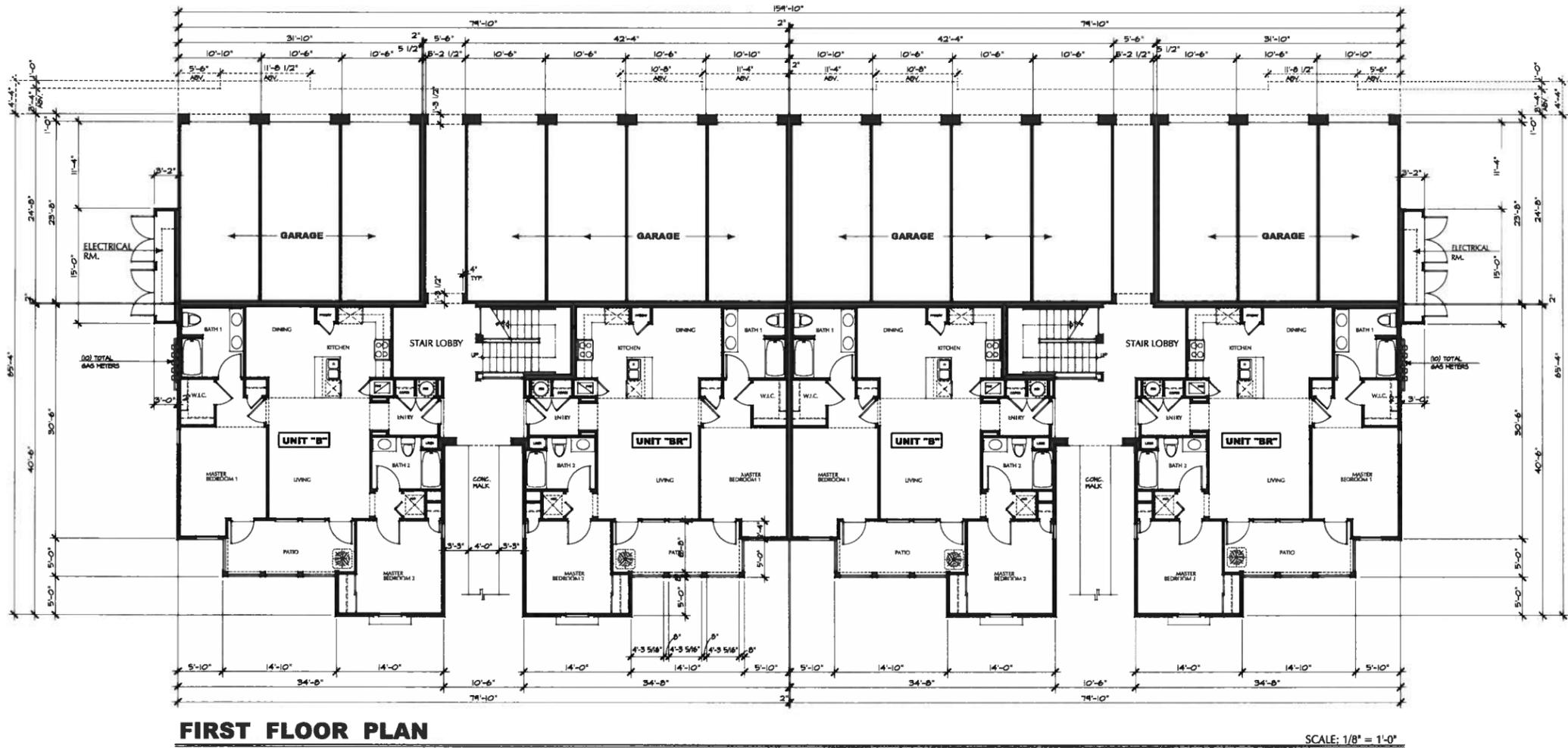
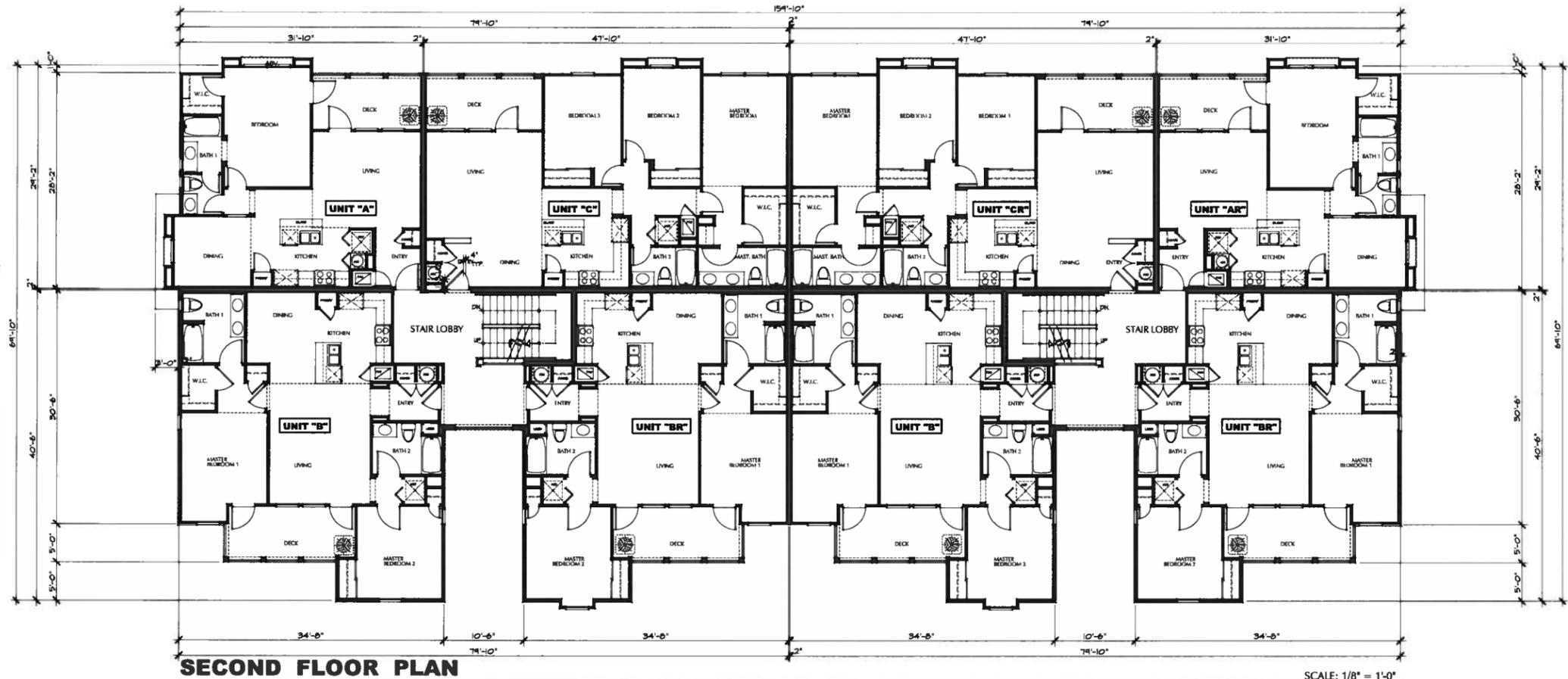
BUILDING TYPE I FLOOR PLANS

OCCUPANCY GROUP / BLD'G CLASSIFICATION
 OCCUPANCY GROUP: R-2 DWELLINGS
 U DETACHED GARAGES

CONSTRUCTION TYPE: VA

FIRE DEPARTMENT NOTES:

1. ALL STRUCTURES TO BE EQUIPPED WITH AN "NFPA 13" FIRE SPRINKLER SYSTEM INCLUDING ENCLOSED GARAGES.
2. ALL STRUCTURES TO BE EQUIPPED WITH AN "NFPA 72" FIRE ALARM SYSTEM.
3. ALL CONSTRUCTION SHALL MEET THE REQUIREMENTS OF THE EDITIONS OF THE CALIFORNIA BUILDING CODE (CBC) AND THE CALIFORNIA FIRE CODE (CFC) / INTERNATIONAL FIRE CODE (IFC) AS ADOPTED AND AMENDED BY THE CITY OF LOMA LINDAS AND LEGALLY IN EFFECT AT THE TIME OF ISSUANCE OF BUILDING PERMITS.
4. PURSUANT OF CFC SECTION 903, AS AMENDED IN LOMA LINDA MUNICIPAL CODE (LLMC) SECTIONS 15.28.230-450, BUILDINGS SHALL BE EQUIPPED WITH AUTOMATIC FIRE SPRINKLER SYSTEM(S). PURSUANT TO CFC SECTION 901.2, PLANS AND SPECIFICATIONS FOR THE FIRE SPRINKLER SYSTEM(S) SHALL BE SUBMITTED TO FIRE PREVENTION FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION. FIRE FLOW TEST DATA FOR FIRE SPRINKLER CALCULATIONS MUST BE CURRENT WITHIN THE LAST 6 MONTHS. REQUEST FLOW TEST DATA FROM LOMA LINDA FIRE PREVENTION AT (909) 799.2858.
5. PURSUANT OF CFC 907.2, FIRE ALARM SYSTEM TO BE INSTALLED IN NEW BUILDING. PLANS AND SPECIFICATIONS TO SUBMITTED TO THE FIRE PROTECTION BUREAU FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION.
6. MULTI FAMILY BUILDINGS ON THE SITE SHALL BE ACCESSIBLE / ADAPTABLE PER CBC, CHAPTER 11A & 11B.
7. SITE FACILITIES SUCH AS PARKING (OPEN AND COVERED), RECREATION FACILITIES, AND TRASH DUMPSTER, SHALL BE ACCESSIBLE PER CBC 11A, 11B & 31B.



ADKVAS
 ARCHITECTS & PLANNERS
 200 S. 5th STREET, SUITE 200 • LOMA LINDA, CALIFORNIA 91763 • (949) 740-6691

THE ARCHITECTS AND PLANNERS HAVE PREPARED THESE PLANS TO THE BEST OF THEIR KNOWLEDGE AND BELIEVE THAT THEY COMPLY WITH ALL CITY, COUNTY AND STATE REQUIREMENTS. HOWEVER, THE USER OF THESE PLANS SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND FOR VERIFYING THE ACCURACY OF ALL INFORMATION AND CONDITIONS. THE ARCHITECTS AND PLANNERS SHALL NOT BE RESPONSIBLE FOR ANY ERRORS OR OMISSIONS IN THESE PLANS.

87 UNIT APARTMENT PROJECT
 VAN LEUVEN STREET, LOMA LINDA, CALIFORNIA
 DEVELOPED BY:
 GOLDEN EAGLE MULTI-FAMILY PROPERTIES, LLC
 8201 OAK CANYON SUITE 250 IRVINE, CA 92618
 TEL.: (949) 270-7781

JOB NUMBER
 2013 LL

DATE
 7/25/2013

SHEET TITLE
BLDG. TYPE - I
 1ST. FLOOR PLAN
 2ND. FLOOR PLAN

REVISIONS

NO.	DESCRIPTION

SHEET NO
A.2

BUILDING TYPE I ELEVATIONS

OCCUPANCY GROUP / BLD'G CLASSIFICATION

OCCUPANCY GROUP : R-2 DWELLINGS
U DETACHED GARAGES

CONSTRUCTION TYPE : VA

FIRE DEPARTMENT NOTES :

1. ALL STRUCTURES TO BE EQUIPPED WITH AN "NFPA 13" FIRE SPRINKLER SYSTEM INCLUDING ENCLOSED GARAGES.
2. ALL STRUCTURES TO BE EQUIPPED WITH AN "NFPA 72" FIRE ALARM SYSTEM.
3. ALL CONSTRUCTION SHALL MEET THE REQUIREMENTS OF THE EDITIONS OF THE CALIFORNIA BUILDING CODE [CBC] AND THE CALIFORNIA FIRE CODE [CFC] / INTERNATIONAL FIRE CODE [IFC] AS ADOPTED AND AMENDED BY THE CITY OF LOMA LINDAS AND LEGALLY IN EFFECT AT THE TIME OF ISSUANCE OF BUILDING PERMITS.
4. PURSUANT OF CFC SECTION 903, AS AMENDED IN LOMA LINDA MUNICIPAL CODE [LMC] SECTIONS 15.28.230-450, BUILDINGS SHALL BE EQUIPPED WITH AUTOMATIC FIRE SPRINKLER SYSTEM(S) PURSUANT TO CFC SECTION 901.2, PLANS AND SPECIFICATIONS FOR THE FIRE SPRINKLER SYSTEM(S) SHALL BE SUBMITTED TO FIRE PREVENTION FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION. FIRE FLOW TEST DATA FOR FIRE SPRINKLER CALCULATIONS MUST BE CURRENT WITHIN THE LAST 6 MONTHS. REQUEST FLOW TEST DATA FROM LOMA LINDA FIRE PREVENTION AT (909) 799.2858.
5. PURSUANT OF CFC 907.2, FIRE ALARM SYSTEM TO BE INSTALLED IN NEW BUILDING. PLANS AND SPECIFICATIONS TO SUBMITTED TO THE FIRE PROTECTION BUREAU FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION.
6. MULTI FAMILY BUILDINGS ON THE SITE SHALL BE ACCESSIBLE / ADAPTABLE PER CBC, CHAPTER 11A & 11B.
7. SITE FACILITIES SUCH AS PARKING (OPEN AND COVERED), RECREATION FACILITIES, AND TRASH DUMPSTER, SHALL BE ACCESSIBLE PER CBC 11A, 11B & 31B.



FRONT ELEVATION

SCALE: 1/8" = 1'-0"



REAR ELEVATION

SCALE: 1/8" = 1'-0"



**RIGHT SIDE ELEVATION
LEFT SIDE [REV.]**

SCALE: 1/8" = 1'-0"

BUILDING COLORS & FINISHES

ROOFING : EAGLE CO. "S" MISSION STYLE "EL MORADO BLEND"
SHC 8709 CONCRETE TILE ROOFING.

APARTMENT BUILDING :

- EXTERIOR FINISH : MERLEX CO. SAND FINISH.
- STUCCO COLORS : MAIN BODY COLOR : MERLEX CO. P-225 INDIAN CLAY.
ACCENT STUCCO : MERLEX CO. P-155 MESA BROWN.
- PAINTED FINISHES : SOFFIT BEAMS, IRON POOL ENCLOSURE, SECURITY GATE, BBQ & REFUSE TRELLIS BEAMS, REFUSE & GARAGE DOORS, DECK GUARDRAILS, STAIRWAY STRINGERS, WOOD POSTS & STUCCO OVER FOAM TRIMS.
PAINT WITH PITTSBURGH PAINT OBELISK 415-7 LRV 11.
- ENTRY DOORS : PITTSBURGH PAINT AMERICAN ANTHEM 451-4 LRV 29.
- REFUSE ENCLOSURES & GARAGE BUILDINGS : MERLEX CO. P-255 INDIAN CLAY.
- WINDOWS & SLIDING DOORS : MILGUARD DUAL GLAZED WHITE VINYL UNITS.
- STAIR TREADS : PRECAST NATURAL CONCRETE COLOR (GRAY).

ADKVAS
GROUP
DESIGNERS & PLANNERS • 87 CANYON DE LOS MARÉS • SUITE 208 • SAN CLEMENTE, CA 92673 • (949) 240-6991

THE CITY OF LOMA LINDA HAS REVIEWED AND APPROVED THESE PLANS FOR CONFORMANCE WITH THE LOMA LINDA MUNICIPAL CODE (LMC) AND THE CALIFORNIA BUILDING CODE (CBC) AND THE CALIFORNIA FIRE CODE (CFC) / INTERNATIONAL FIRE CODE (IFC) AS ADOPTED AND AMENDED BY THE CITY OF LOMA LINDAS AND LEGALLY IN EFFECT AT THE TIME OF ISSUANCE OF BUILDING PERMITS. THIS APPROVAL IS LIMITED TO THE PROJECT AND SITE SHOWN ON THESE PLANS AND IS NOT A GUARANTEE OF THE ACCURACY OR COMPLETENESS OF THE INFORMATION PROVIDED HEREON. THE CITY OF LOMA LINDA DOES NOT ASSUME ANY LIABILITY FOR ANY DAMAGE OR INJURY TO PERSONS OR PROPERTY ARISING FROM THE USE OF THESE PLANS.

87 UNIT APARTMENT PROJECT
VAN LEUVEN STREET, LOMA LINDA, CALIFORNIA
DEVELOPER: J.C. GOLDEN EAGLE MULTI-FAMILY PROPERTIES, LLC
6201 OAK CANYON SUITE 250 IRVINE, CA 92618
TEL : (949) 270-7781

JOB NUMBER
2013 LL

DATE
7/25/2013

SHEET TITLE

**BLDG. TYPE - I
EXTERIOR ELEVATIONS**

REVISIONS

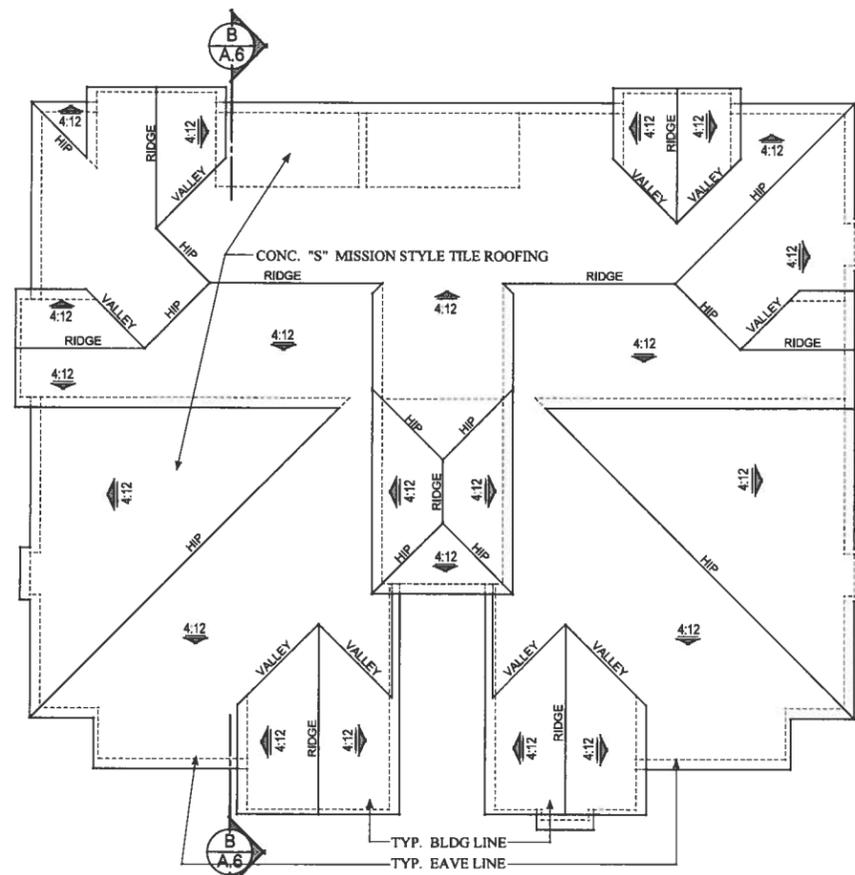
SHEET NO
A.4

DATE: 7/25/2013

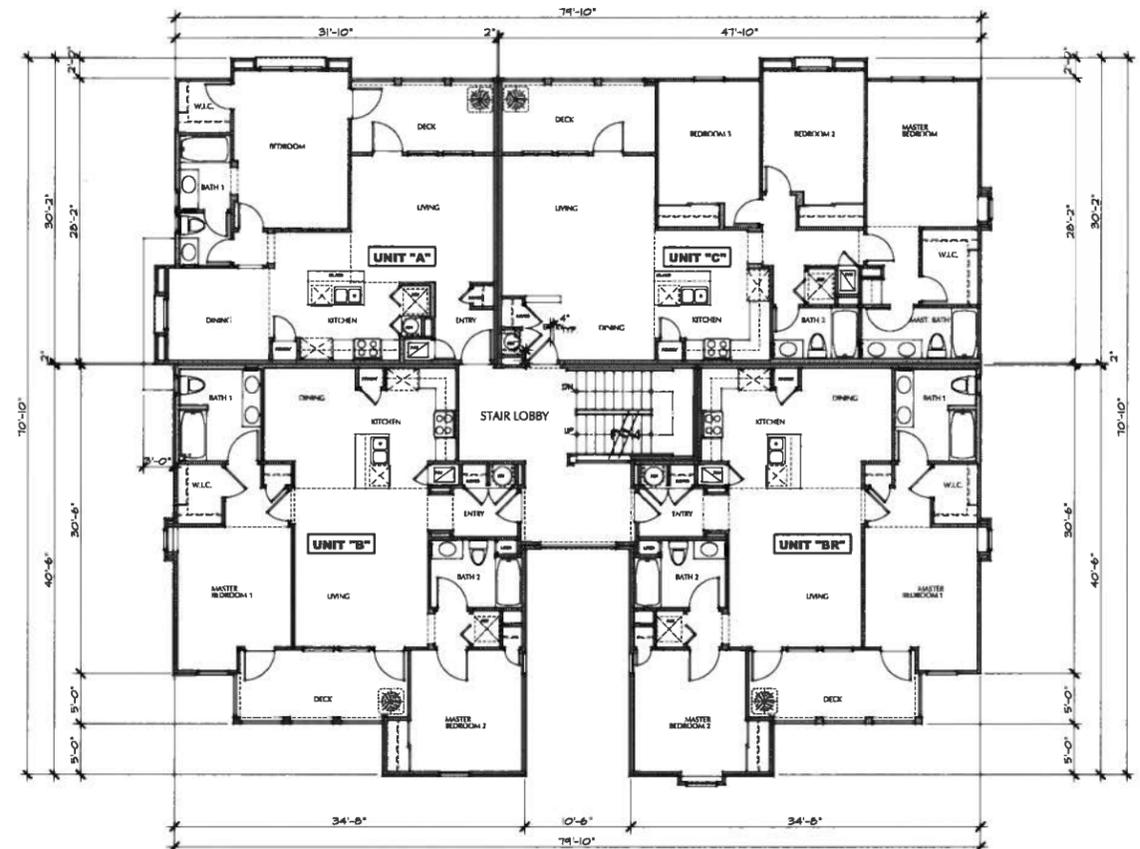
BUILDING TYPE II FLOOR PLANS

OCCUPANCY GROUP / BLD'G CLASSIFICATION
 OCCUPANCY GROUP : R-2 DWELLINGS
 U DETACHED GARAGES
 CONSTRUCTION TYPE : VA

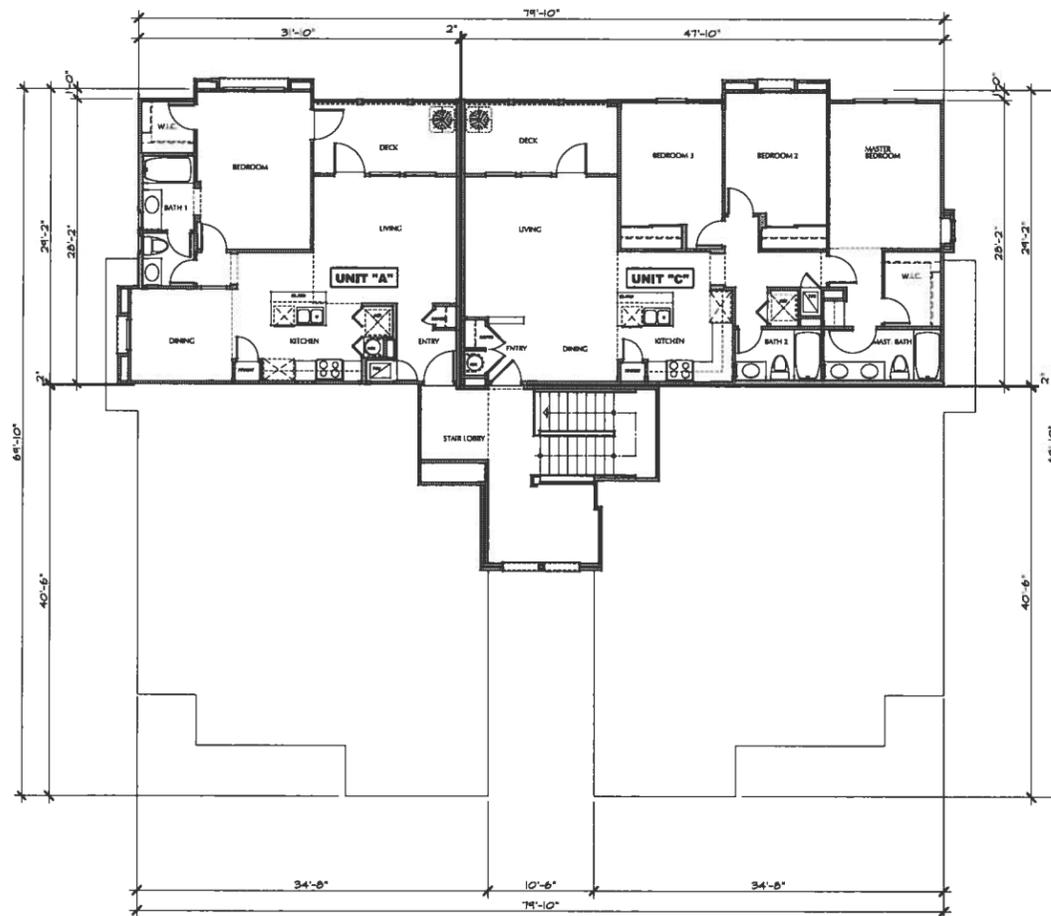
- FIRE DEPARTMENT NOTES :**
1. ALL STRUCTURES TO BE EQUIPPED WITH AN "NFPA 13" FIRE SPRINKLER SYSTEM INCLUDING ENCLOSED GARAGES.
 2. ALL STRUCTURES TO BE EQUIPPED WITH AN "NFPA 72" FIRE ALARM SYSTEM.
 3. ALL CONSTRUCTION SHALL MEET THE REQUIREMENTS OF THE EDITIONS OF THE CALIFORNIA BUILDING CODE (CBC) AND THE CALIFORNIA FIRE CODE (CFC) / INTERNATIONAL FIRE CODE (IFC) AS ADOPTED AND AMENDED BY THE CITY OF LOMA LINDAS AND LEGALLY IN EFFECT AT THE TIME OF ISSUANCE OF BUILDING PERMITS.
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 5. PURSUANT OF CFC 907.2, FIRE ALARM SYSTEM TO BE INSTALLED IN NEW BUILDING. PLANS AND SPECIFICATIONS TO SUBMITTED TO THE FIRE PROTECTION BUREAU FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION.
 6. MULTI FAMILY BUILDINGS ON THE SITE SHALL BE ACCESSIBLE / ADAPTABLE PER CBC, CHAPTER 11A & 11B.
 7. SITE FACILITIES SUCH AS PARKING (OPEN AND COVERED), RECREATION FACILITIES, AND TRASH DUMPSTER, SHALL BE ACCESSIBLE PER CBC 11A, 11B & 31B.



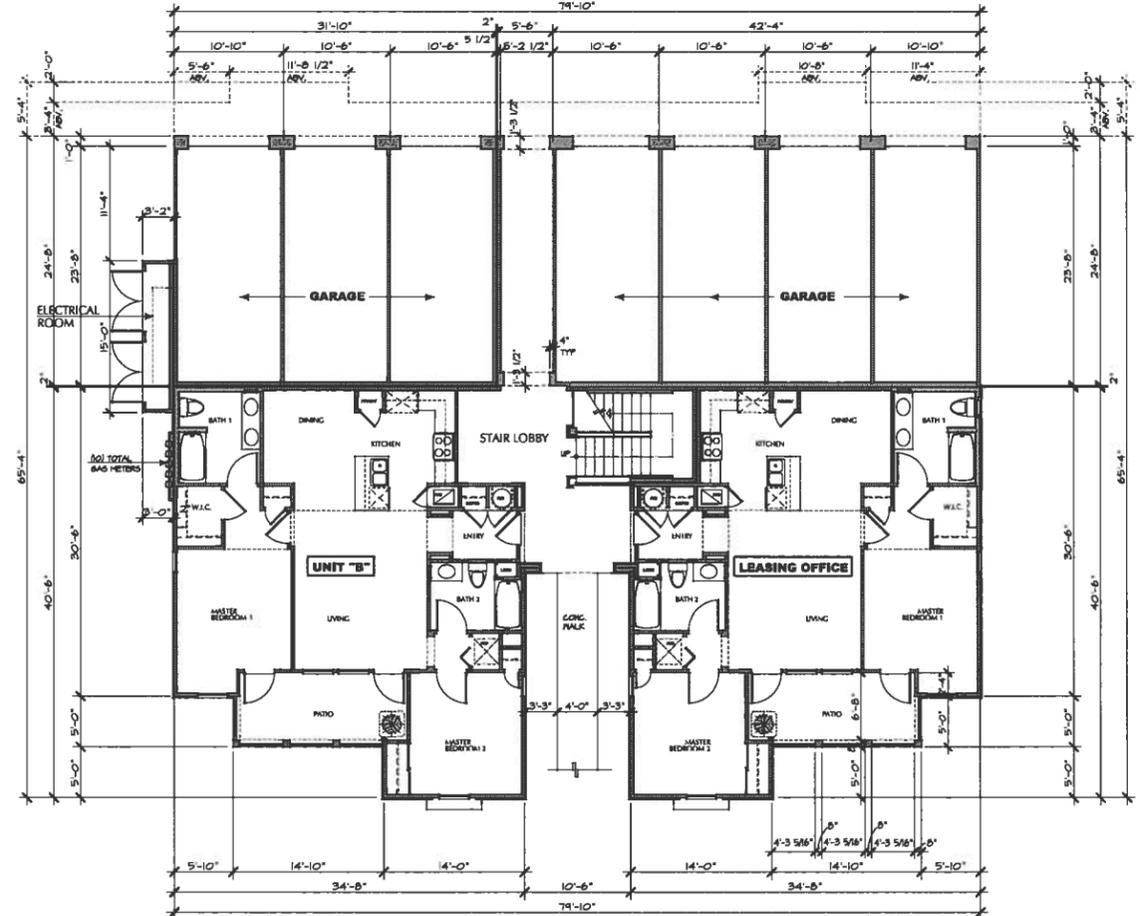
ROOF PLAN SCALE: 1/8" = 1'-0"



SECOND FLOOR PLAN SCALE: 1/8" = 1'-0"



THIRD FLOOR PLAN SCALE: 1/8" = 1'-0"



FIRST FLOOR PLAN SCALE: 1/8" = 1'-0"

ADKOVAS
 ARCHITECTS & PLANNERS
 6417 CAMINO DE LOS MARQUES SUITE 206 SAN Geronimo, CALIFORNIA 94603 • (949) 240 6931

BE ADVISED THAT THE INFORMATION ON THESE PLANS IS THE PROPERTY OF ADKOVAS ARCHITECTS & PLANNERS. IT IS TO BE USED ONLY FOR THE PROJECT AND SITE SPECIFICALLY IDENTIFIED HEREON. ANY REUSE OR MODIFICATION OF THESE PLANS WITHOUT THE WRITTEN CONSENT OF ADKOVAS ARCHITECTS & PLANNERS IS STRICTLY PROHIBITED. THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.

87 UNIT APARTMENT PROJECT
 VAN LEUVEN STREET, LOMA LINDA, CALIFORNIA
 DEVELOPED BY:
 GOLDEN EAGLE MULTIFAMILY PROPERTIES, LLC
 6201 OAK CANYON SUITE 250 IRVINE, CA 92618
 TEL: (949) 270-7781

JOB NUMBER
 2013 LL

DATE
 6/20/2013

SHEET TITLE
BLDG. TYPE - II
 FLOOR PLANS
 & ROOF PLAN

REVISIONS

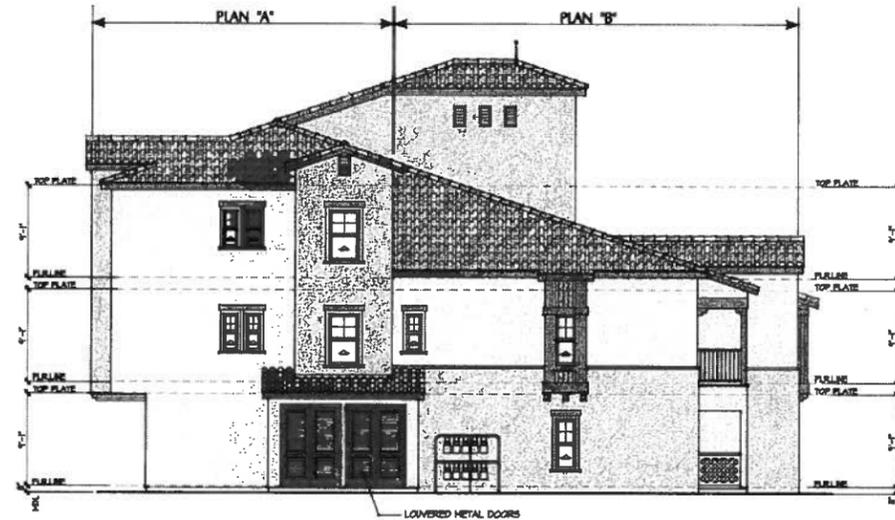
SHEET NO
A.5

BUILDING TYPE II ELEVATIONS BLDG. SECTION

OCCUPANCY GROUP / BLD'G CLASSIFICATION
 OCCUPANCY GROUP: R-2 DWELLINGS
 U DETACHED GARAGES
 CONSTRUCTION TYPE: VA

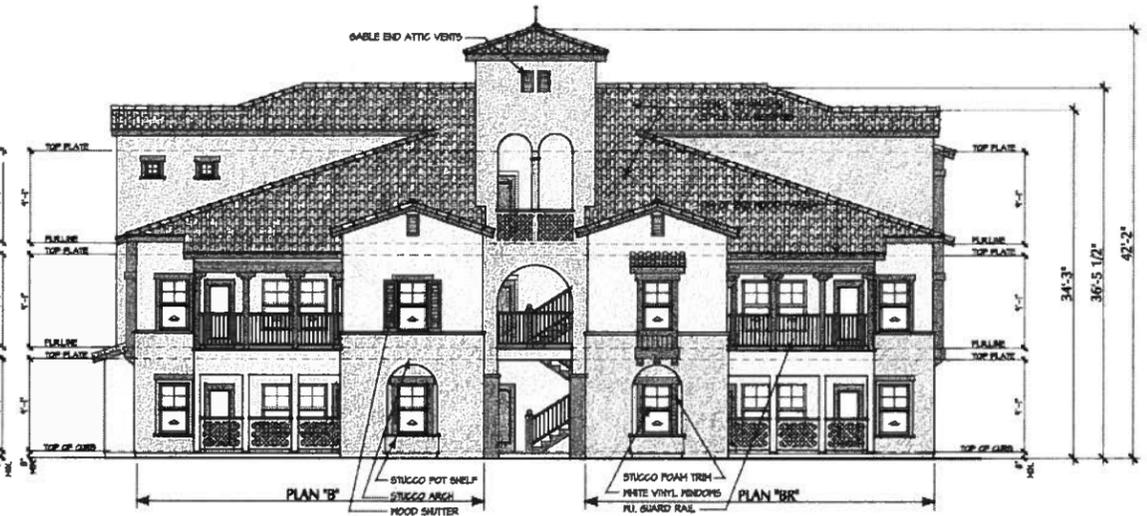
FIRE DEPARTMENT NOTES:

- ALL STRUCTURES TO BE EQUIPPED WITH AN "NFPA 13" FIRE SPRINKLER SYSTEM INCLUDING ENCLOSED GARAGES.
- ALL STRUCTURES TO BE EQUIPPED WITH AN "NFPA 72" FIRE ALARM SYSTEM.
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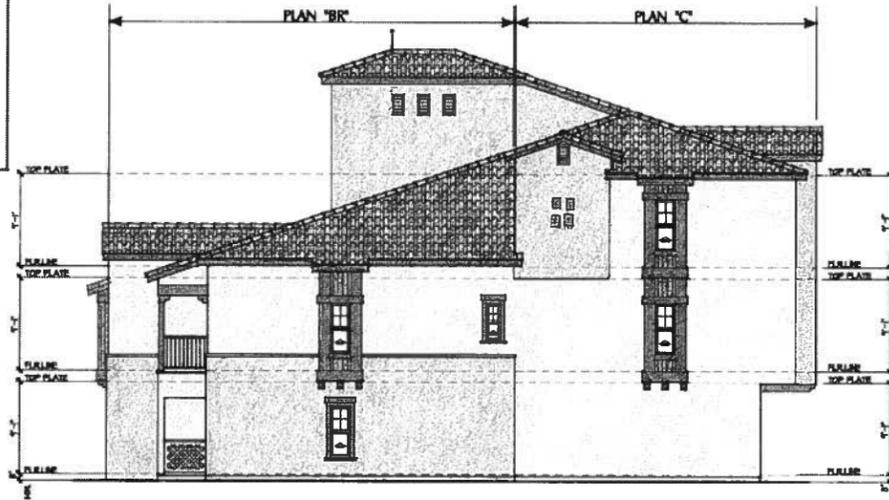
LEFT SIDE ELEVATION

SCALE: 1/8" = 1'-0"



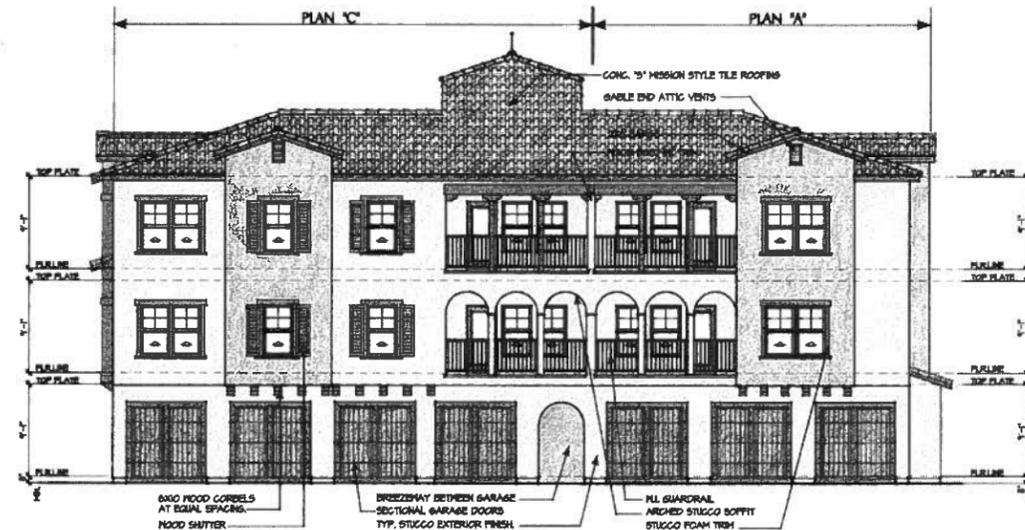
FRONT ELEVATION

SCALE: 1/8" = 1'-0"



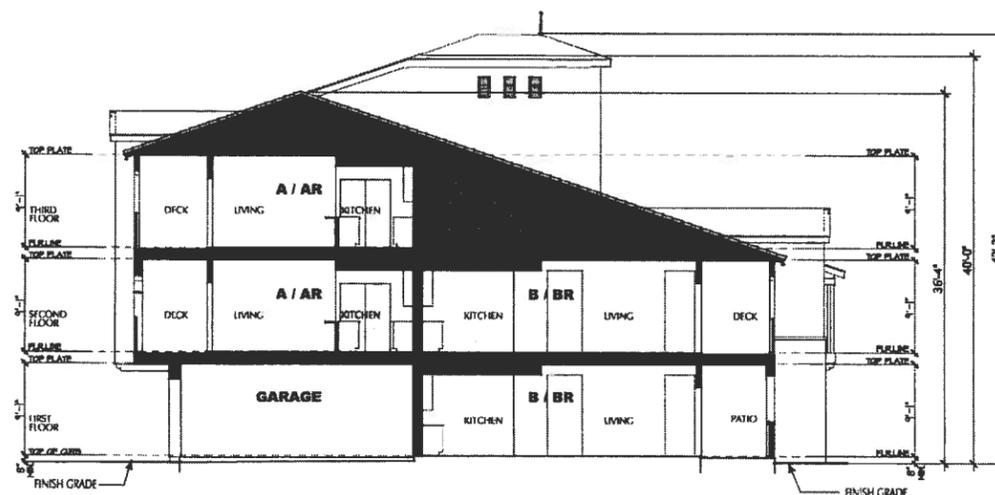
RIGHT SIDE ELEVATION

SCALE: 1/8" = 1'-0"



REAR ELEVATION

SCALE: 1/8" = 1'-0"

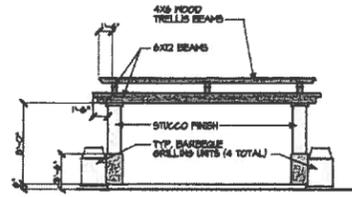


BUILDING SECTION

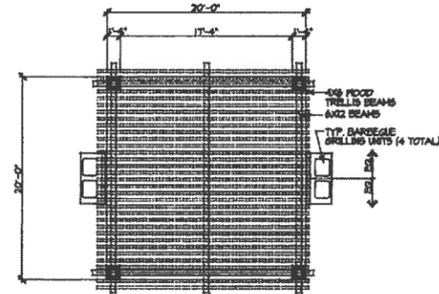
SCALE: 1/8" = 1'-0"

BUILDING COLORS & FINISHES

- ROOFING:** EAGLE CO. "S" MISSION STYLE "EL MORADO BLEND" SHC 8709 CONCRETE TILE ROOFING.
- APARTMENT BUILDING:**
- EXTERIOR FINISH:** MERLEX CO. SAND FINISH.
- STUCCO COLORS:** MAIN BODY COLOR: MERLEX CO. P-225 INDIAN CLAY. ACCENT STUCCO: MERLEX CO. P-155 MESA BROWN.
- PAINTED FINISHES:** SOFFIT BEAMS, IRON POOL ENCLOSURE, SECURITY GATE, BBQ & REFUSE TRELLIS BEAMS, REFUSE & GARAGE DOORS, DECK GUARDRAILS, STAIRWAY STRINGERS, WOOD POSTS & STUCCO OVER FOAM TRIMS. PAINT WITH PITTSBURGH PAINT OBELISK 415-7 LRV 11.
- ENTRY DOORS:** PITTSBURGH PAINT AMERICAN ANTHEM 451-4 LRV 29.
- REFUSE ENCLOSURES & GARAGE BUILDINGS:** MERLEX CO. P-255 INDIAN CLAY.
- WINDOWS & SLIDING DOORS:** MILGUARD DUAL GLAZED WHITE VINYL UNITS.
- STAIR TREADS:** PRECAST NATURAL CONCRETE COLOR (GRAY).



FRONT ELEVATION

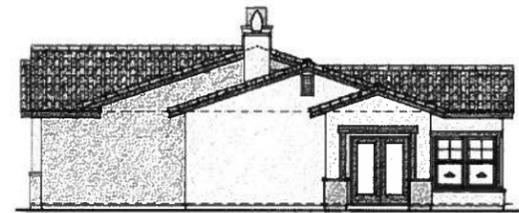


PLAN VIEW
SCALE: 1/8" = 1'-0"

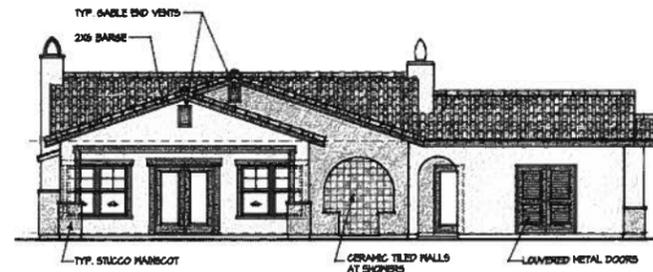
BBQ TRELLIS



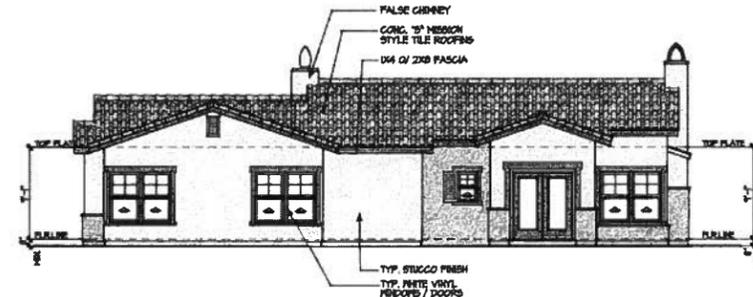
RIGHT ELEVATION SCALE: 1/8" = 1'-0"



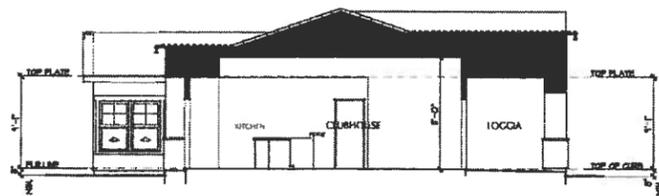
LEFT ELEVATION SCALE: 1/8" = 1'-0"



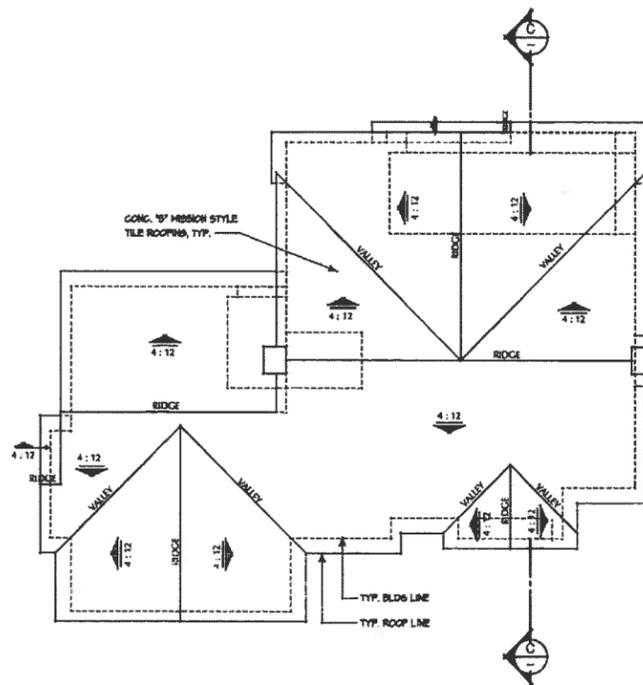
REAR ELEVATION SCALE: 1/8" = 1'-0"



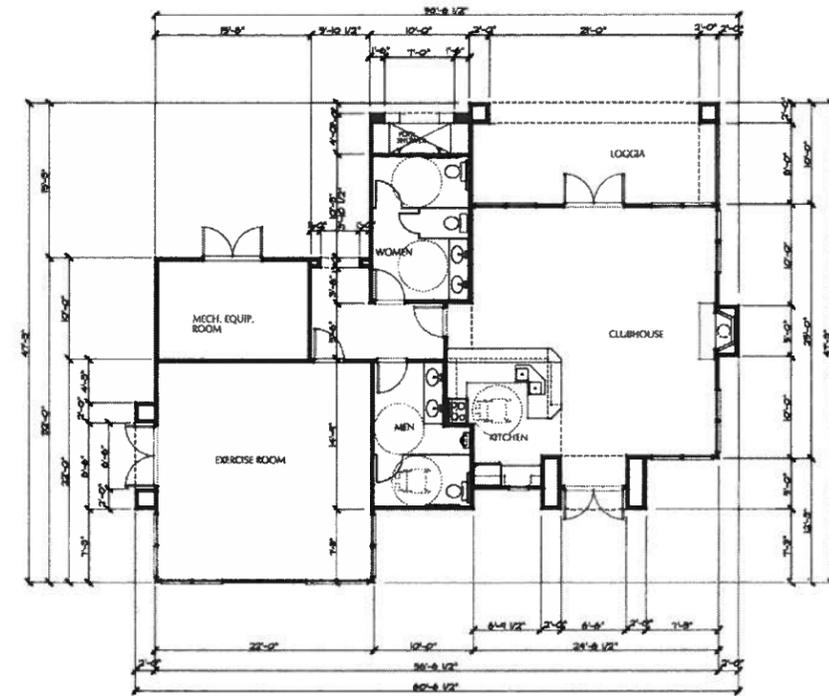
FRONT ELEVATION SCALE: 1/8" = 1'-0"



BUILDING SECTION "C - C" SCALE: 1/8" = 1'-0"



ROOF PLAN SCALE: 1/8" = 1'-0"



FLOOR PLAN SCALE: 1/8" = 1'-0"
CLUBHOUSE : 1,659 SQ. FT.
LOGGIA : 247 SQ. FT.

ADKOVAS
ARCHITECTS & PLANNERS
DESIGNERS & PLANNERS 847 CANAL DE LOS MARQUES SUITE 208 SAN CLEMENTE, CALIFORNIA 92673 TEL: (949) 240-6991

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87 UNIT APARTMENT PROJECT
VAN LEUVEN STREET, LOMA LINDA, CALIFORNIA
JOB NO. 13-001
8001 OAK CANYON SUITE 250 IRVINE, CA 92618
TEL: (949) 270-7781

JOB NUMBER
2013 LL

DATE
3/21/2013

SHEET TITLE
CLUBHOUSE
BBQ TRELLIS

REVISIONS

SHEET NO
A.7

GARAGE BLD'G & MAILBOX, REFUSE ENCLOSURES & ENTRY SECURITY GATE

OCCUPANCY GROUP / BLD'G CLASSIFICATION

OCCUPANCY GROUP : R-2 DWELLINGS
U DETACHED GARAGES
CONSTRUCTION TYPE : VA

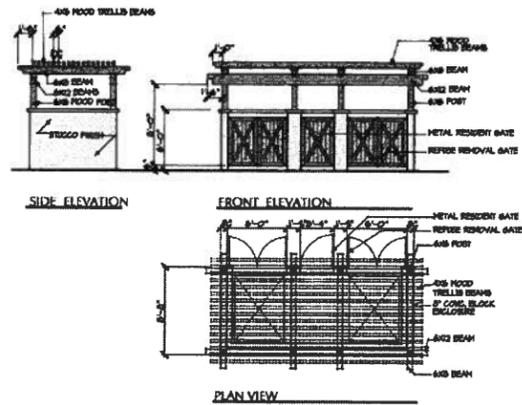
BUILDING COLORS & FINISHES

ROOFING : EAGLE CO. "S" MISSION STYLE "EL MORADO BLEND" SHC 8709 CONCRETE TILE ROOFING.

APARTMENT BUILDING :

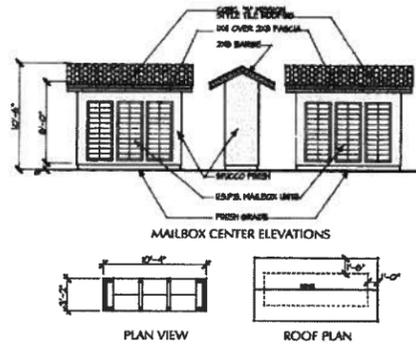
EXTERIOR FINISH : MERLEX CO. SAND FINISH.
STUCCO COLORS : MAIN BODY COLOR : MERLEX CO. P-225 INDIAN CLAY.
ACCENT STUCCO : MERLEX CO. P-155 MESA BROWN.
PAINTED FINISHES : SOFFIT BEAMS, IRON POOL ENCLOSURE, SECURITY GATE, BBQ & REFUSE TRELLIS BEAMS, REFUSE & GARAGE DOORS, DECK GUARDRAILS, STAIRWAY STRINGERS, WOOD POSTS & STUCCO OVER FOAM TRIMS.
PAINT WITH PITTSBURGH PAINT OBELJSK 415-7 LRV 11.

REFUSE ENCLOSURES & GARAGE BUILDINGS : MERLEX CO. P-255 INDIAN CLAY.



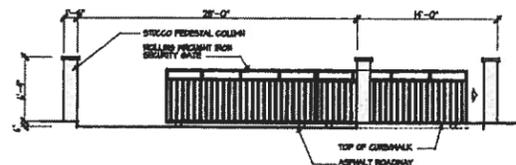
REFUSE ENCLOSURE

SCALE: 1/8" = 1'-0"



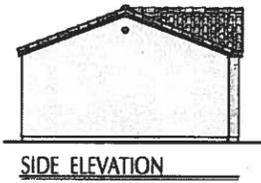
MAILBOX

SCALE: 1/8" = 1'-0"

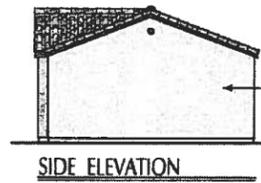


SECURITY GATE

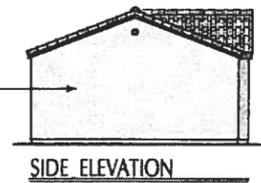
SCALE: 1/8" = 1'-0"



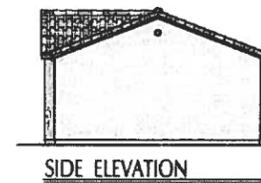
SIDE ELEVATION



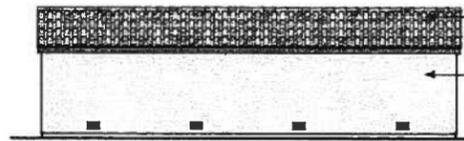
SIDE ELEVATION



SIDE ELEVATION

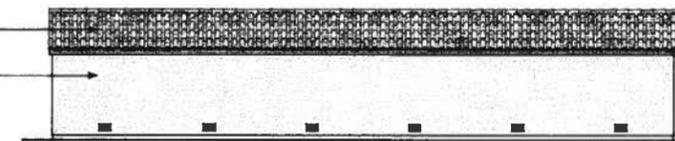


SIDE ELEVATION



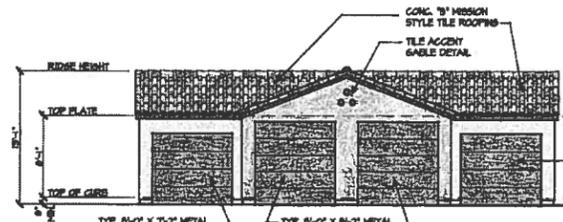
REAR ELEVATION

SCALE: 1/8" = 1'-0"



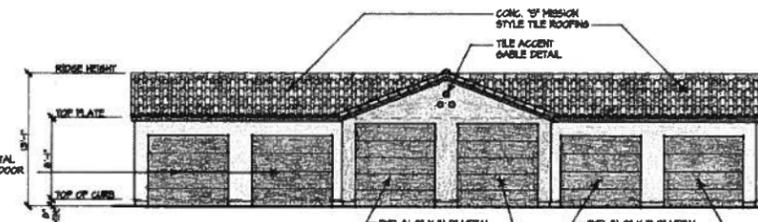
REAR ELEVATION

SCALE: 1/8" = 1'-0"



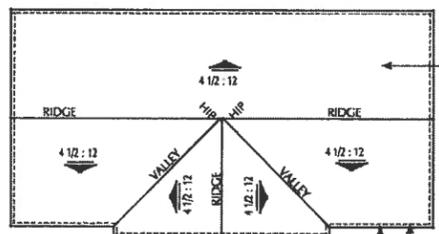
FRONT ELEVATION

SCALE: 1/8" = 1'-0"



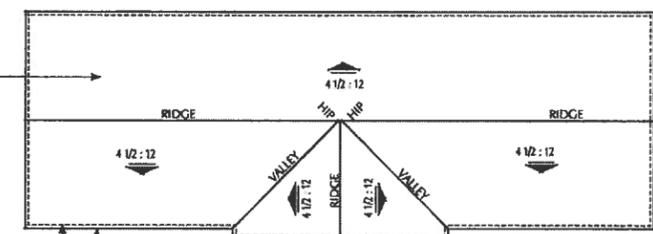
FRONT ELEVATION

SCALE: 1/8" = 1'-0"



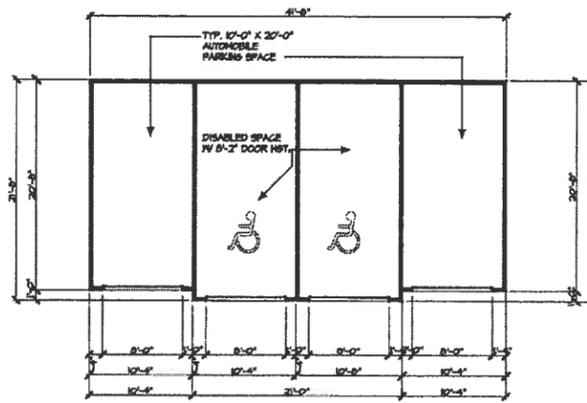
ROOF PLAN

SCALE: 1/8" = 1'-0"



ROOF PLAN

SCALE: 1/8" = 1'-0"

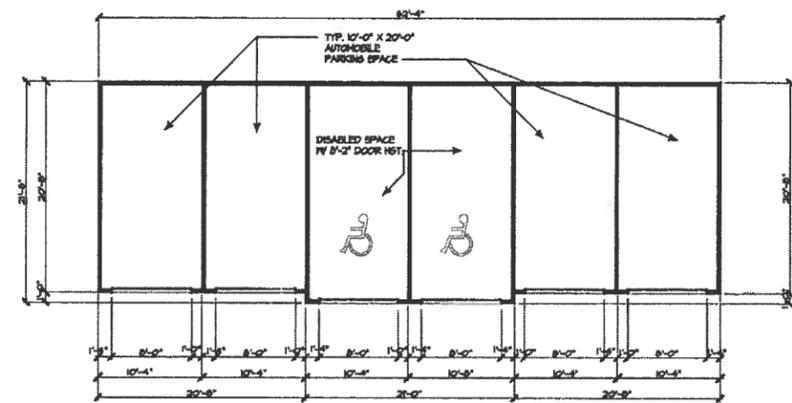


FLOOR PLAN

SCALE: 1/8" = 1'-0"

GARAGE: 882 SQ. FT.

4 SPACE GARAGE



FLOOR PLAN

SCALE: 1/8" = 1'-0"

GARAGE: 1,309 SQ. FT.

6 SPACE GARAGE

ADKVAS
ARCHITECTS & PLANNERS
87 CANYON DE LOS ANJES SUITE 200 SAN CEBARIE, CALIFORNIA 94073
TEL: (949) 240-8910

87 UNIT APARTMENT PROJECT
VAN LEUVEN STREET, LOMA LINDA, CALIFORNIA
OWNER: EAGLE HILL FAMILY PROPERTIES, LLC
6201 OAK CANYON SUITE 250 IRVINE, CA 92618
TEL: (949) 270-7781

JOB NUMBER:
2013 LL
DATE:
3/21/2013
SHEET TITLE:
GARAGE BLDG.
REFUSE ENCLOSURE
MAIL BOX
ENTRY SECURITY GATE

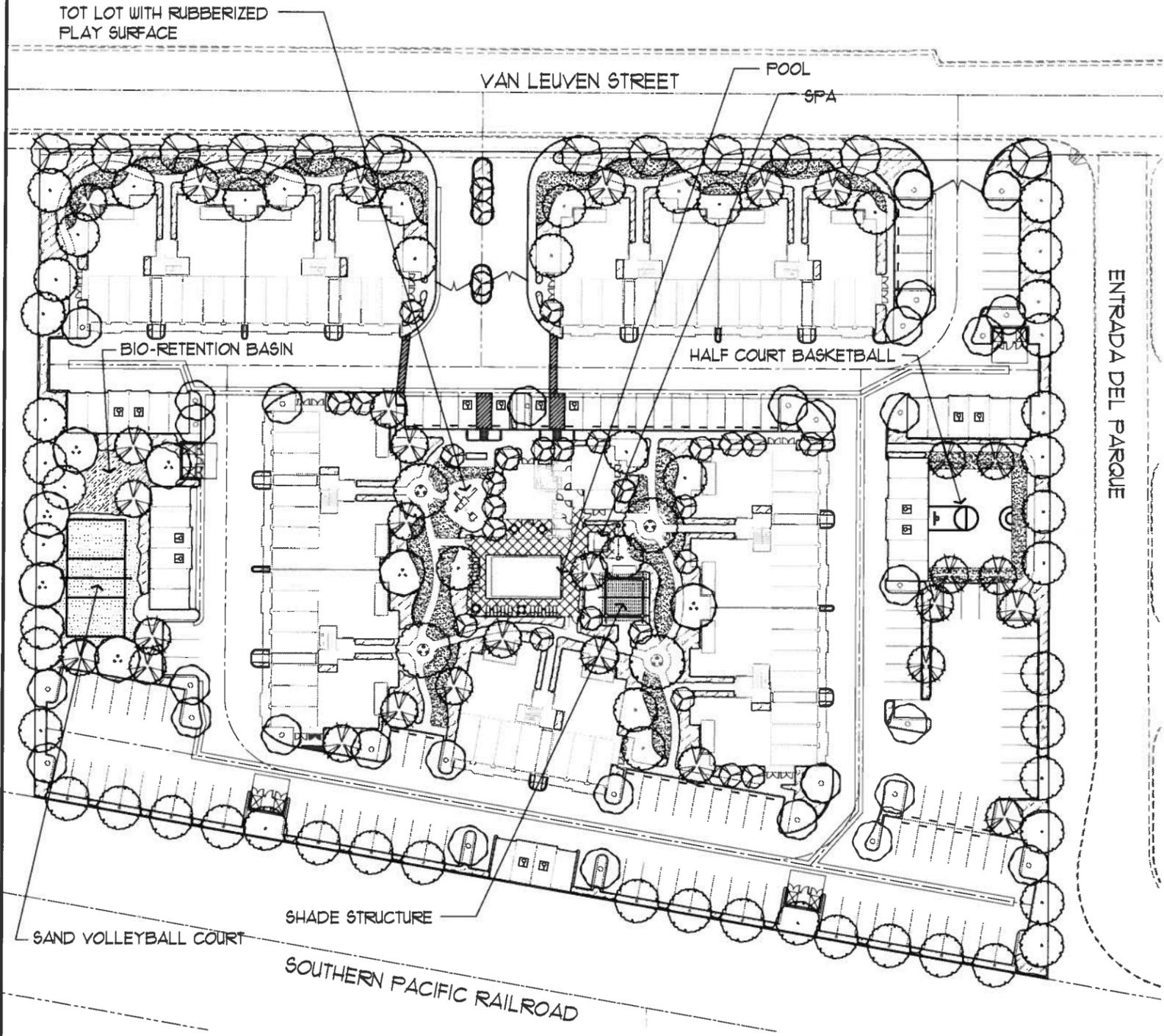
REVISIONS:

SHEET NO:
A,8



CONCEPT PLANT SCHEDULE

	EVERGREEN PERIMETER TREE - 24" BOX ACACIA STENOPHYLLA / SHOESTRING ACACIA PINUS ELДАРICA / AFGHAN FINE	57
	DECIDUOUS CANOPY TREE - 24" BOX PISTACIA X 'RED PUSH' / PISTACHE	29
	FLOWERING ACCENT TREE - 24" BOX CERCIS CANADENSIS 'FOREST PANSY' TM / FOREST PANSY REDBUD LAGERSTROEMIA X 'TUSCARORA' / GRAPE MYRTLE CORAL PINK X CHITALPA TASHKENTENSIS 'PINK DAWN' / PINK DAWN CHITALPA	29
	LARGE EVERGREEN CANOPY TREE - 36" BOX OLEA EUROPAEA 'SAN GABRIEL' / SAN GABRIEL FRUITLESS OLIVE QUERCUS ILEX / HOLLY OAK SCHINUS MOLLE / CALIFORNIA PEPPER TREE MULTI-TRUNK	7
	SMALL EVERGREEN CANOPY TREE - 24" BOX ACACIA PENDULA / WEEPING MYALL MAGNOLIA GRANDIFLORA 'LITTLE GEM' / DWARF SOUTHERN MAGNOLIA RHUS LANCEA / AFRICAN SUMAC	31
	STREET TREE VAN LEUVEN ST. - 24" BOX AT 35' O.C. LAGERSTROEMIA X 'MUSKOGEE' / GRAPE MYRTLE LIGHT LAVENDER	12
	PROJECT THEME TREE - 36" BOX SCHINUS MOLLE / CALIFORNIA PEPPER TREE MULTI-TRUNK	4
	SHRUBS & GROUNDCOVERS - ONE OR FIVE GALLON PER 25 S.F. ACACIA REDOLENS 'DESERT CARPET' TM / BANK CATCLAW ANIGOZANTHOS X 'BUSH GOLD' / KANGAROO PAW ANIGOZANTHOS X 'BUSH SUNSET' / RED KANGAROO PAW BERBERIS THUNBERGII 'ATROPURPUREA NANA' / DWARF REDLEAF JAPANESE BARBERRY CAESALPINIA GILLIESII / YELLOW BIRD OF PARADISE CALLISTEMON VIMINALIS 'LITTLE JOHN' / DWARF WEEPING BOTTLEBRUSH DIANELLA TASMANICA 'YELLOW STRIPE' / GOLDEN FLAX LILY FESTUCA GLAUCA 'ELIJAH BLUE' / BLUE FESCUE HESPERALOE PARVIFLORA / RED YUCCA HEUCHERA X 'SANTA ANA CARDINAL' / CORAL BELLS JUNIPERUS CHINENSIS 'SPARTAN' / SPARTAN JUNIPER LAVANDULA ANGUSTIFOLIA / ENGLISH LAVENDER LEPTOSPERMUM SCOPARIUM / NEW ZEALAND TEA TREE LIRIOPE MUSCARI 'VARIEGATA' / VARIEGATED LILY TURF LOROPETALUM CHINENSE 'SNOWMOUND' / SNOWMOUND LOROPETALUM MISCANTHUS SINENSIS 'VARIEGATUS' / VARIEGATED MAIDEN GRASS MUHLENBERGIA CAPILLARIS 'REGAL MIST' TM / MUHLY MUHLENBERGIA RIGENS / DEER GRASS MYOPORUM PARVIFOLIUM 'PINK' / TRAILING MYOPORUM ROSA X 'FLOWER CARPET PINK' / ROSE ROSA X 'FLOWER CARPET RED' / ROSE ROSA X 'FLOWER CARPET WHITE' / ROSE ROSMARINUS OFFICINALIS 'PROSTRATUS' / DWARF ROSEMARY SALVIA CHAMAEDRYOIDES / MEXICAN BLUE SAGE SALVIA GREGGII 'RED' / AUTUMN SAGE TEUCRIMUM CHAMAEDRY'S 'PROSTRATUM' / PROSTRATE GERMANDER TEUCRIMUM FRUTIGANS 'COMPACTA' / BUSH GERMANDER	12,587 SF
	DROUGHT TOLERANT TURF BUCHLOE DACTYLOIDES 'UC VERDE' / UC VERDE BUFFALO GRASS	6,144 SF
	BIO-RETENTION BASIN PLANTING - ONE GALLON PER 6.25 S.F. CAREX PANSA / SANDDUNE SEDGE JUNCUS PATENS / CALIFORNIA GRAY RUSH	697 SF



TOT LOT WITH RUBBERIZED PLAY SURFACE

VAN LEUVEN STREET

POOL
SPA

BIO-RETENTION BASIN

HALF COURT BASKETBALL

ENTRADA DEL PARQUE

SHADE STRUCTURE

SAND VOLLEYBALL COURT

SOUTHERN PACIFIC RAILROAD

NOTE: THIS LANDSCAPE PLAN WILL COMPLY WITH THE WATER EFFICIENT LANDSCAPE ORDINANCE and CITY STANDARDS

MAXIMUM APPLIED WATER ALLOWANCE

MAMA = (Eto) (.7) (LA) (.62)
55.6 X .7 X 48,235 X .62 = 1,163,929 GAL/YEAR

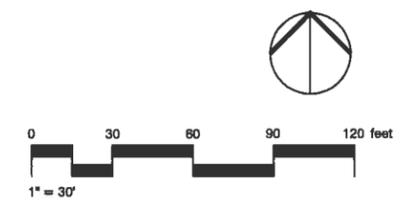
ESTIMATED TOTAL WATER USE

ETMU = (Eto) (.62) (PLANT FACTOR) (LA)
4

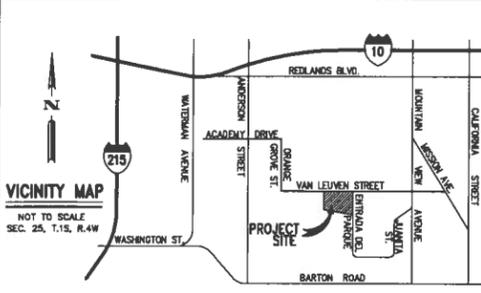
SHRUB/GC 55.6 X .62 X 5 X 42,106 = 806,376 GAL/YEAR

TURF 55.6 X .62 X 6 X 6,129 = 181,096 GAL/YEAR

NO EXISTING TREES ARE TO BE PRESERVED OR REMOVED FROM THE SITE.
ALL LANDSCAPE AREAS SHOWN SHALL BE PRIVATELY MAINTAINED.
ALL LANDSCAPE AREAS TO BE IRRIGATED WITH A LOW-FLOW DRIP SYSTEM.
ALL LANDSCAPE AREAS TO RECEIVE MIN. 3" LAYER OF SHREDDED BARK MULCH.
LANDSCAPE PLANS SHALL COMPLY WITH ALL APPLICABLE CODES OF THE LOMA LINDA MUNICIPAL CODE



TENTATIVE PARCEL MAP NO. 19452



DEVELOPER/APPLICANT
GOLDEN EAGLE MULTI-FAMILY PROPERTIES, LLC
6201 OAK CANYON, SUITE 200
IRVINE, CA. 92618

CONTACT : JIM KIECKHAFFER
EMAIL : jkicckhafer@sandco.com
TELEPHONE : (949) 270-7800

ENGINEER:
PACIFIC COAST LAND CONSULTANTS, INC.
25096 JEFFERSON AVENUE, SUITE "D"
MURRIETA, CA. 92562
TELEPHONE NO.: (951) 698-1350
FAX NO.: (951) 698-8657
CONTACT: JEI KIM

ASSESSOR PARCEL NUMBER:

0283-142-05	0283-142-11	0283-201-43
0283-142-06	0283-142-12	0283-201-44
0283-142-07		

SOILS ENGINEER:
CW SOILS, INC.
23251 KENT COURT
MURRIETA, CA. 92562
TELEPHONE NO.: (951) 304-3935
CONTACT: CHAD WELKE

- GENERAL NOTES:**
- DATE PREPARED MARCH 26, 2013
 - EXISTING ZONING MULTI FAMILY RESIDENCE (R3)
 - PROPOSED ZONING MULTI FAMILY RESIDENCE (R3)
 - EXISTING LAND USE VERY HIGH DENSITY RESIDENTIAL
 - PROPOSED LAND USE VERY HIGH DENSITY RESIDENTIAL
 - PROJECT ACREAGE 4.37 AC GROSS
 - PROJECT IS NOT SUBJECT TO OVERFLOW, INUNDATION OR FLOOD HAZARD

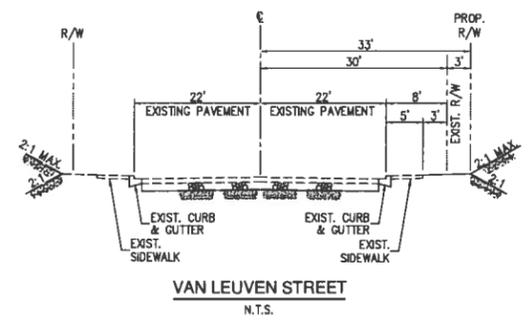
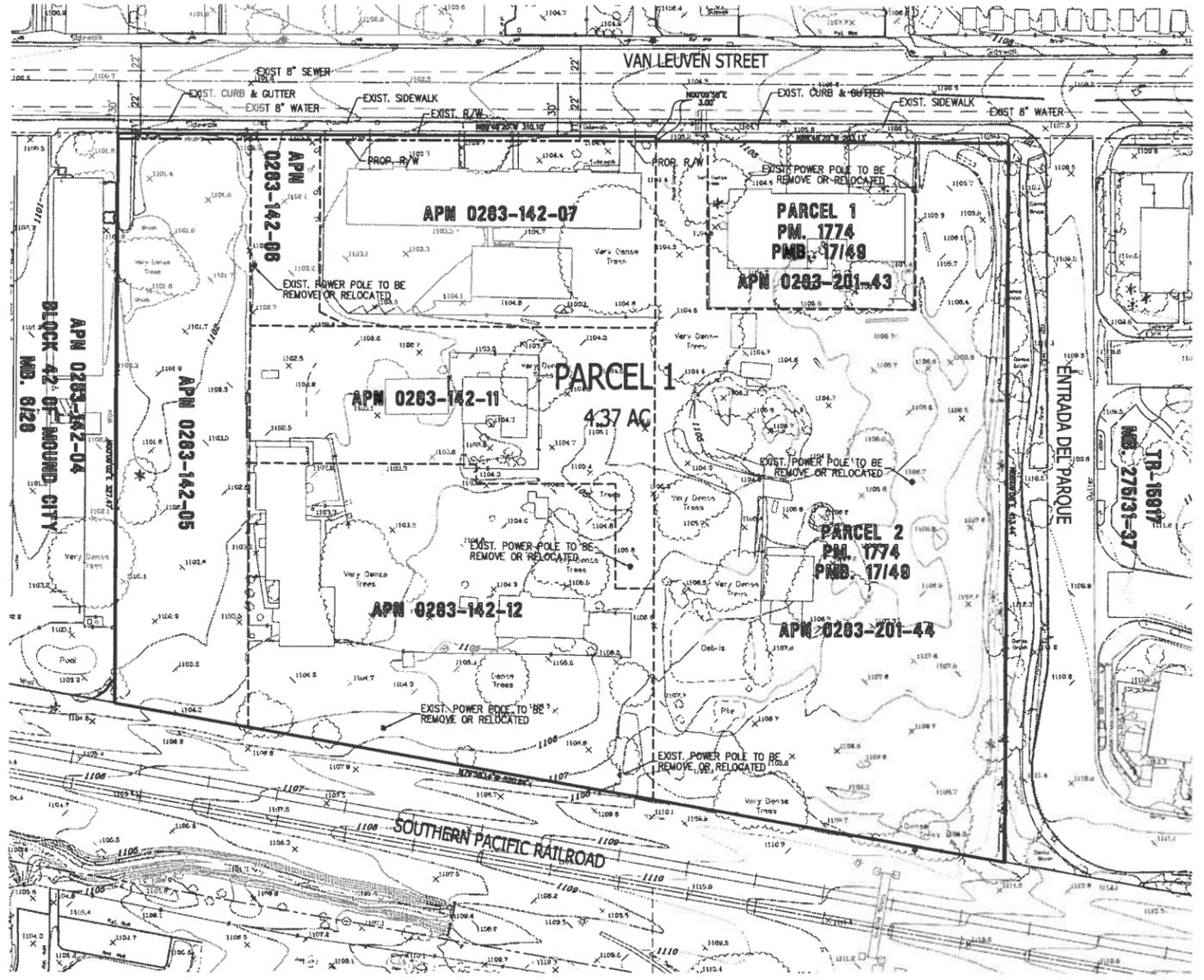
LEGAL DESCRIPTION:
A PORTION OF BLOCK 41, MOUND CITY, IN THE CITY OF LOMA LINDA, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER PLAT RECORDED IN BOOK 6 OF MAPS, PAGE 28 AND PARCELS 1 AND 2 OF PARCEL MAP NO. 1774, AS PER PLAT RECORDED IN BOOK 178 OF PARCEL MAPS PAGE 49, RECORDS OF SAID COUNTY.

SOURCE OF TOPO:
PACIFIC LAND CONSULTANTS, INC.
P.O. BOX 3762
PALOS VERDES, CA. 90274
DATED: JULY 26, 2012
TELEPHONE NO.: (310) 544-8689
FAX NO.: (310) 544-5039

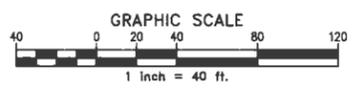
BENCH MARK
BRASS CAP IN WEST FOOTING OF RAILROAD SIGNAL SUPPORT, SOUTH SIDE OF RAILROAD TRACKS, 120' EAST OF CL. AT DEAD END OF BENTON STREET.
DATE: 1-01-1981
NGS S-1327
ELEVATION: 1113.245

UTILITY PURVEYORS:

SEWER	CITY OF LOMA LINDA	(909) 799-2845
WATER	CITY OF LOMA LINDA	(909) 799-2845
GAS	SOUTHERN CALIFORNIA GAS COMPANY	(877) 238-0092
ELECTRIC	SOUTHERN CALIFORNIA EDISON COMPANY	(900) 855-4555
CABLE TV	TIME WARNER/ VERIZON	(800) 892-2253 (888) 438-3467
TELEPHONE	TIME WARNER/ VERIZON	(800) 892-2253 (888) 438-3467



- LEGEND:**
- PROJECT BOUNDARY
 - EXISTING RIGHT OF WAY
 - EXISTING/PROPOSED CENTERLINE
 - EXISTING WATER LINE
 - EXISTING SEWER LINE
 - EXISTING CONTOUR
 - EXISTING STORM DRAIN MANHOLE
 - EXISTING POWER POLE



	PACIFIC COAST LAND CONSULTANTS, Inc. CIVIL ENGINEERING • LAND PLANNING • LAND SURVEYING 25096 JEFFERSON AVENUE SUITE "D" MURRIETA, CALIFORNIA 92562 TEL. (951) 698-1350	
	Undergroud Service Alert Call: TOLL FREE 1-800 422-4133 TWO WORKING DAYS BEFORE YOU DIG	SCALE HORIZONTAL SEE ABOVE VERTICAL N.A.

SHEETS 1	CITY OF LOMA LINDA ENGINEERING DEPARTMENT	SHEETS 1
TENTATIVE PARCEL MAP NO. 19452 GOLDEN EAGLE LOMA LINDA APARTMENT		
APPROVED _____ DATE _____ DIR. OF PUBLIC WORKS/CITY ENGINEER CITY OF LOMA LINDA RCE EXP. DATE ____/____/13		
DWG. BY: <u>JEI</u> CWD. BY: _____ FIELD BY: _____	PROJECT NO. 12-____	DRAWING NO.
DATE _____ INITIAL _____ ENGINEER OF WORK	DATE _____ INITIAL _____ CITY APPROVAL	REVISION DESCRIPTION SHEET NO. _____

**CONDITIONS OF APPROVAL
PRECISE PLAN OF DESIGN (PPD) NO. 13-07
TENTATIVE PARCEL MAP NO. 13-32
VARIANCE NO. 13-067
(Planning Commission – August 7, 2013)**

COMMUNITY DEVELOPMENT DEPARTMENT

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

PROJECT:

Precise Plan of Design No. 13-07

EXPIRATION DATE:

Pending City Council Approval

2. The Owner shall indemnify, protect, defend, and hold harmless the City, and any agency or instrumentality thereof, and officers, officials, employees, or agents thereof, from any and all claims, actions, suits, proceedings, or judgments against the City, or any agency or instrumentality thereof, and any officers, officials, employees, or agents thereof to attack, set aside, void, or annul, an approval of the City, or any agency or instrumentality thereof, advisory agency, appeal board, or legislative body, including actions approved by the voters of the City, concerning the project and the approvals granted herein. Furthermore, Owner shall indemnify, protect, defend, and hold harmless the City, or any agency or instrumentality thereof, against any and all claims, actions, suits, proceedings, or judgments against another governmental entity in which Owner's project is subject to that other governmental entity's approval and a condition of such approval is that the City indemnify and defend such governmental entity. City shall promptly notify the Owner of any claim, action, or proceeding. City shall further cooperate fully in the defense of the action. Should the City fail to either promptly notify or cooperate fully, the Owner shall not thereafter be responsible to indemnify, defend, protect, or hold harmless the City, any agency or instrumentality thereof, or any of its officers, officials, employees, or agents.
3. Construction shall be in substantial conformance with the plan(s) approved by the City Council. Minor modification to the plan(s) shall be subject to approval by the Director through a minor administrative variation process. Any modification that exceeds 10% of the following allowable measurable design/site considerations shall require the refilling of the original application and a subsequent hearing by the appropriate hearing review authority if applicable:
 - a. On-site circulation and parking, loading and landscaping;
 - b. Placement and/or height of walls, fence and structures;
 - c. Reconfiguration of architectural features, including colors, and/or modification of finished materials that do not alter or compromise the previously approved theme; and,
 - d. A reduction in density or intensity of a developmental project.
4. No vacant, relocated, altered, repaired or hereafter erected structure shall be occupied or no change of use of land or structure(s) shall be inaugurated, or no new business commenced as authorized by this permit until a Certificate of Occupancy has been

EXHIBIT C

issued by the Building Division. A Temporary Certificate of Occupancy may be issued by the Building Division subject to the conditions imposed on the use, provided that a deposit is filed with the Community Development Department prior to the issuance of the Certificate, if necessary. The deposit or security shall guarantee the faithful performance and completion of all terms, conditions, and performance standards imposed on the intended use by this permit.

5. The developer shall register with the Crime Free Multi-Housing Program which closely works with San Bernardino County Sheriff's Department personnel to address crime prevention.
6. The project and future development and/or improvements shall conform to the approved set of plans depicting site design, layout and aesthetics of the housing product.
7. Approval of PPD No. 13-07 is contingent upon the applicant and property owners signing and returning the Revised Conditions of Approval.
8. The applicant shall provide infrastructure for the Loma Linda Connected Community Program, which includes providing a technologically enabled development that includes coaxial, cable, and fiber optic lines to all outlets in each unit of the development (including custom single-family residences). Plans for the location of the infrastructure shall be provided with the precise grading plans and reviewed and approved by the City of Loma Linda prior to issuing grading permits. Please contact Information Systems Supervisor at (909) 799-2897 for further information.
9. 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 noise control; odor control; screening; signs, off-street parking and off-street 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.
10. The contractor shall utilize (as much as possible) pre-coated building materials and coating transfer or spray equipment with high transfer efficiency, such as high volume, low pressure (HVLP) spray method, or manual coating applications such as paint brush, hand roller, trowel, dauber, rag, or sponge.
11. 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.

12. To reduce emissions, all equipment used in grading and construction must be tuned and maintained to the manufacturer's specification to maximize efficient burning of vehicle fuel.
13. The project proponent shall ensure that existing power sources are utilized where feasible via temporary power poles to avoid on-site power generation during construction.
14. The project proponent shall ensure that construction personnel are informed of ride sharing and transit opportunities.
15. All buildings on the project site shall conform to energy use guidelines in Title 24 of the California Administrative Code.
16. The operator shall maintain and effectively utilize and schedule on-site equipment in order to minimize exhaust emissions from truck idling.
17. 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.
18. The applicant shall implement SCAQMD Rule 403 and standard construction practices during all operations capable of generating fugitive dust, which will include but not be limited to the use of best available control measures and reasonably available control measures such as:
 - a. Water active grading areas and staging areas at least twice daily as needed;
 - b. Ensure spray bars on all processing equipment are in good operating condition;
 - c. Apply water or soil stabilizers to form crust on inactive construction areas and unpaved work areas;
 - d. Suspend grading activities when wind gusts exceed 25 mph;
 - e. Sweep public paved roads if visible soil material is carried off-site;
 - f. Enforce on-site speed limits on unpaved surface to 15 mph; and,
 - g. Discontinue construction activities during Stage 1 smog episodes.
 - h. The contractor shall use lean – NOx catalyst for all on and off road diesel vehicles.
 - i. The contractor shall use coating and solvents with a volatile organic compound (VOC) content lower than required under Rule 1113.
 - j. The developer/contractor shall use building materials that do not require painting.
 - k. The developer/contractor shall use pre-painted construction materials where feasible.
19. All construction activities shall cease if historical and/or archaeological resources are discovered during grading and/or excavation and removal of the existing foundation materials until a qualified archaeologist is called to the site to complete an evaluation of site and said resources.
20. **Mitigation Monitoring Program C-1: If potential archaeological materials are uncovered during grading or other earth moving activities, the contractor shall be required to halt work in the immediate area of the find**

and to retain a professional archaeologist to examine the materials to determine whether it is a *unique archaeological resource* as defined in Section 21083.2(g) of the State CEQA Statutes. If this determination is positive, the resource shall be left in place, if determined feasible by the project archaeologist. Otherwise, the scientifically consequential information shall be fully recovered by the archaeologist. Work may continue outside of the area of the find; however, no further work shall occur in the immediate location of the find until all information recovery has been completed and a report concerning the resource(s) is filed with the Community Development Department.

21. In the event that human remains are encountered during grading, all provisions of state law requiring notification of the County Coroner, contacting the Native American Heritage Commission, and consultation with the most likely descendant, shall be followed.
22. The applicant/developer shall submit three sets of the final landscape plan prepared by a state licensed Landscape Architect, subject to approval by the Community Development Department, and by the Public Works Department for landscaping in the public right-of-way. Landscape plans for the Landscape Maintenance District shall be on separate plans.
23. Landscape plans shall depict the utility laterals, concrete improvements, and tree locations. Any modification to the placement of a street tree, as specified, in front of each house shall be reviewed and approved by the Community Development Department prior to issuance of permits.
24. Root guards shall be placed around the roots of all trees to be planted in the front, exterior side yards, and in the common areas.
25. **Mitigation Monitoring Program N-1: The project applicant shall require construction contractors to adhere to the following noise attenuation requirements:**
 - **Construction activities shall be limited to between the hours of 6:00 A.M. and 6:00 P.M. Monday through Friday. No work on holidays.**
 - **All construction equipment shall use noise-reduction features (e.g., mufflers and engine shrouds) that are no less effective than those originally installed by the manufacturer.**
 - **Construction staging and heavy equipment maintenance activities shall be performed a minimum distance of 300 feet from any offsite residence, unless safety or technical factors/feasibility take precedence.**
26. All windows shall be double paned.
27. **Mitigation Monitoring Program N-2: A 10-foot high wall is required along the project site's property line. Noise barrier must present a solid face from top to bottom and be placed on top of grade or pad (whichever is higher).**
28. **Mitigation Monitoring Program N-3: For Building 4, all windows and sliding glass doors for floors 1 through 2 facing the Union Pacific Rail Line will require a minimum STC rating of 30 or higher.**

FIRE DEPARTMENT

29. All construction shall meet the requirements of the editions of California Building Code (CBC) and 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.
30. Pursuant to CFC Section 903, as amended in Loma Linda Municipal Code (LLMC) Sections 15.28.230-450, the building(s) shall be equipped with automatic fire sprinkler system(s). Pursuant to CFC Section 901.2, plans and specifications for the fire sprinkler system(s) shall be submitted to Fire Prevention for review and approval prior to installation. Fire flow test data for fire sprinkler calculations must be current within the last 6 months. Request flow test data from Loma Linda Fire Prevention at (909) 799-2858.
31. Pursuant of CFC 907.2, a fire alarm system shall be installed in all new buildings. Plans and specifications to be submitted to the Fire Prevention Bureau for review and approval prior to installation. All structures shall be equipped with an NFPA 72 Fire Alarm system.
32. All structures shall be equipped with an NFPA 13 Fire Sprinkler System, including garages.
33. A 26-foot fire lane shall be provided within the subject site.
34. Access shall comply with all radius requirements for largest unit MT-251.
35. Two points of connection shall be required for fire underground loop.
36. Multiple on-site Private Fire Hydrants of the 4" x 2 ½ x 2 ½ x 6" type shall be required.
37. On-site civil engineering improvement plans shall be submitted to Fire Prevention for review and approval prior to construction. Plans shall show the proposed locations for water mains and fire hydrants; driveways, drive aisles and access roadways for fire apparatus.
38. The site address shall be as assigned by the Fire Marshal in a separate document, following approval of the project, and upon submittal of a working copy of the final approved site plan.
39. The project shall meet all fire flow requirements (currently under investigation).

PUBLIC WORKS

40. The applicant shall provide for recycling and trash removal as approved by the franchise hauler.
41. The project proponent shall comply with City adopted policies and ordinances regarding construction and demolition (C&D) materials.
42. A Final Parcel Map shall be required for parcel consolidation and recordation shall be accomplished prior to issuance of any building or construction permits.
43. All waste to be disposed of in accordance with local, state and federal regulations. The contractor to contract with a local waste hauler or ensure that waste containers are emptied weekly. Waste containers cannot be washed out on-site.

44. 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.
45. The applicant/developer shall comply with the requirements of the National Pollution Discharge Elimination System (NPDES) permit program.
46. Dust control shall be by watering or other mitigation as approved by city engineer.
47. The precise grading plan for the project shall be approved by the City of Loma Linda prior to issuance of any building permits.
48. The applicant/developer shall submit final grade certifications, by the grading engineer, to the Public Works Department prior to issuance of any Certificate of Occupancy.
49. Any streets damaged as a result of new services shall be repaired as required by the Public Works Department prior to occupancy.
50. The applicant/developer shall submit off-site improvement plans to the Public Works Department for approval. This includes water, sewer, storm drain, streets and street lights (LED 180' spacing), curb and gutter, sidewalk, driveway approach(s), landscape and irrigation and LMD plans, if any.
51. Dedicate by final map or separate document of the right of way on Van Leuven Street, 33-feet to central line.
52. The applicant shall install an on-site non-potable landscape water system.
53. Trash enclosures shall accommodate refuse and recycle bins.
54. All utilities shall be underground per LLMC.
55. Public utility easements shall be dedicated to cover all utilities either by map or separate document.
56. A 20-foot wide storm drain easement shall be required, preferably along the east property line.
57. City of Loma Linda shall be the water purveyor and sewer.
58. The developer/owner shall pay for the relocation of any power poles or other existing public utilities as necessary.
59. Water mains, fire hydrants, services and meters shall be sized and installed to City of Loma Linda standards and as shown on the approved utility plans for the development.
60. No commencement of public street work shall be permitted, except rough grading, until dedication for that street has been recorded. The applicant/developer shall obtain a permit prior to any construction within the City's right-of-way.
61. The applicant/developer shall comply with the prevailing City standards and requirements at the time of construction.
62. Within forty-eight (48) hours of approval of the subject project, the applicant shall deliver a payment to enable the City to file the appropriate environmental documentation for the project. If within such forty-eight (48) hour period that applicant has not delivered to the Community Development Department the above-noted check, the statute of limitations for any interested party to challenge the environmental determination under the provisions of the California Environmental Quality Act could be significantly lengthened.

63. The project proponent shall adhere to and comply with the document found in the San Bernardino County Flood Control District (District) offices entitled "**Comprehensive Storm Drain Plan #4, dated February 2013**". This document shall provide information on local drainage patterns and flows, in consultation with the District.
64. All Development Impact fees shall be paid to the City of Loma Linda prior to the issuance of building permits. Any increase in fees shall be paid prior to issuance of Certificate of Occupancy.

Applicant signature

Date

Owner signature

Date

End of Conditions

**Golden Eagle Loma Linda Apartments
Initial Study
Mitigated Negative Declaration**

Prepared for:

City of Loma Linda
25541 Barton Road
Loma Linda, California 92354



Prepared by:

MIG|Hogle-Ireland, Inc.
1500 Iowa Avenue, Suite 110
Riverside, California 92507



June 2013

EXHIBIT – D

- This document is designed for double-sided printing -

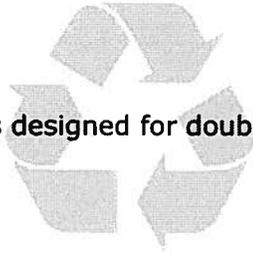


Table of Contents

1 Introduction	1
1.1 – Purpose of CEQA	1
1.2 – Public Comments	2
1.3 – Availability of Materials	3
2 Project Description	5
2.1 – Project Title.....	5
2.2 – Lead Agency Name and Address	5
2.3 – Contact Person and Phone Number.....	5
2.4 – Project Location	5
2.5 – Project Sponsor’s Name and Address.....	5
2.6 – General Plan Land Use Designation	5
2.7 – Zoning District.....	6
2.8 – Project Description	6
2.9 – Surrounding Land Uses.....	7
2.10 – Environmental Setting	7
2.11 – Required Approvals	7
2.12 – Other Public Agency Whose Approval is Required	7
3 Determination.....	37
3.1 – Environmental Factors Potentially Affected	37
3.2 – Determination	37
4 Evaluation of Environmental Impacts	39
4.1 – Aesthetics	39
4.2 – Agriculture and Forest Resources	43
4.3 – Air Quality.....	45
4.4 – Biological Resources	53
4.5 – Cultural Resources	56
4.6 – Geology and Soils	58
4.7 – Greenhouse Gas Emissions.....	62
4.8 – Hazards and Hazardous Materials.....	65
4.9 – Hydrology and Water Quality	70
4.10 – Land Use and Planning.....	74
4.11 – Mineral Resources	75
4.12 – Noise.....	76
4.13 – Population and Housing	88
4.14 – Public Services.....	90
4.15 – Recreation.....	94
4.16 – Transportation and Traffic	95
4.17 – Utilities and Service Systems	101
4.18 – Mandatory Findings of Significance.....	105
5 References.....	109
5.1 – List of Preparers.....	109
5.2 – Persons and Organizations Consulted	109
6 Summary of Mitigation Measures	111
Appendix Materials	113
Appendix A Air Quality and Global Climate Change Impact Analysis	
Appendix B Noise Impact Analysis	
Appendix C Traffic Impact Analysis	

Table of Contents

List of Tables

Table 1 Surrounding Land Uses	7
Table 2 South Coast Air Basin Attainment Status	46
Table 3 Unmitigated Maximum Daily Construction Emissions (lbs/day)	48
Table 4 Long-Term Daily Emissions (lbs/day)	48
Table 5 Local Air Quality Levels from the San Bernardino Air Monitoring Station	50
Table 6 SCAQMD Air Quality Significance Thresholds	51
Table 7 Greenhouse Gas Emissions Inventory.....	63
Table 8 Existing Traffic Noise Levels.....	78
Table 9 Future First Floor Exterior Noise Levels (dBA CNEL)	79
Table 10 Future Second Floor Exterior Noise Levels (dBA CNEL)	79
Table 11 Reference Vibration Source Amplitudes for Construction Equipment	80
Table 12 Projected Vibration for Freight and Amtrak Operations (dBA CNEL)	81
Table 13 Year 2015 Unmitigated Exterior Noise Levels Along Rail Line (dBA CNEL).....	85
Table 14 Year 2015 Mitigated Exterior Noise Levels Along Rail Line (dBA CNEL)	85
Table 15 Future First Floor Interior Noise Levels (dBA CNEL)	86
Table 16 Future Second Floor Interior Noise Levels (dBA CNEL)	86
Table 17 Current Enrollment and Capacity	91
Table 18 Student Generation.....	91
Table 19 Existing Conditions Level of Service	97
Table 20 Project Trip Generation Summary	98
Table 21 Future 2014 Conditions With and Without Project Level of Service Analysis.....	98
Table 22 San Bernardino County Landfill Capacity.....	104
Table 23 Planned/Pending Projects for Cumulative Impact Consideration	106

List of Figures

Figure 1 Typical Construction Equipment Noise Levels	83
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List of Exhibits

Exhibit 1 Regional Context-Vicinity.....	9
Exhibit 2 Site Plan.....	11
Exhibit 3 Elevations.....	13
Exhibit 4 Photographic Survey	17

1 Introduction

The City of Loma Linda (Lead Agency) received applications for a Precise Plan of Design (PPD 13-07), a Tentative Parcel Map 19452, and a Variance (13-067) prepared by Golden Eagle Multi-Family Properties, LLC (Project Proponent) for the development of an 87-unit apartment complex located at 25259-25303 Van Leuven Street in Loma Linda, California. The approval of the applications constitute a *project* that is subject to review under the California Environmental Quality Act (CEQA) of 1970 (Public Resources Code, Section 21000 et seq.), and the State CEQA Guidelines (California Code of Regulations, Section 15000 et seq.).

This Initial Study has been prepared to assess the short-term, long-term, and cumulative environmental impacts that could result from the proposed apartment complex.

This report has been prepared to comply with Section 15063 of the State CEQA Guidelines, which sets forth the required contents of an Initial Study. These include:

- A description of the project, including the location of the project (See Section 2);
- Identification of the environmental setting (See Section 2.11);
- Identification of environmental effects by use of a checklist, matrix, or other methods, provided that entries on the checklist or other form are briefly explained to indicate that there is some evidence to support the entries (See Section 4);
- Discussion of ways to mitigate significant effects identified, if any (See Section 4);
- Examination of whether the project is compatible with existing zoning, plans, and other applicable land use controls (See Section 4.10); and
- The name(s) of the person(s) who prepared or participated in the preparation of the Initial Study (See Section 5).

1.1 – Purpose of CEQA

The body of state law known as *CEQA* was originally enacted in 1970 and has been amended a number of times since then. The legislative intent of these regulations is established in Section 21000 of the California Public Resources Code, as follows:

The Legislature finds and declares as follows:

- a) The maintenance of a quality environment for the people of this state now and in the future is a matter of statewide concern.
- b) It is necessary to provide a high-quality environment that at all times is healthful and pleasing to the senses and intellect of man.
- c) There is a need to understand the relationship between the maintenance of high-quality ecological systems and the general welfare of the people of the state, including their enjoyment of the natural resources of the state.
- d) The capacity of the environment is limited, and it is the intent of the Legislature that the government of the state take immediate steps to identify any critical thresholds for the health and safety of the people of the state and take all coordinated actions necessary to prevent such thresholds being reached.
- e) Every citizen has a responsibility to contribute to the preservation and enhancement of the environment.
- f) The interrelationship of policies and practices in the management of natural resources and waste disposal requires systematic and concerted efforts by public and private interests to enhance environmental quality and to control environmental pollution.
- g) It is the intent of the Legislature that all agencies of the state government which regulate activities of private individuals, corporations, and public agencies which are found to affect the

Introduction

quality of the environment, shall regulate such activities so that major consideration is given to preventing environmental damage, while providing a decent home and satisfying living environment for every Californian.

The Legislature further finds and declares that it is the policy of the State to:

- h) Develop and maintain a high-quality environment now and in the future, and take all action necessary to protect, rehabilitate, and enhance the environmental quality of the state.
- i) Take all action necessary to provide the people of this state with clean air and water, enjoyment of aesthetic, natural, scenic, and historic environmental qualities, and freedom from excessive noise.
- j) Prevent the elimination of fish or wildlife species due to man's activities, insure that fish and wildlife populations do not drop below self-perpetuating levels, and preserve for future generations representations of all plant and animal communities and examples of the major periods of California history.
- k) Ensure that the long-term protection of the environment, consistent with the provision of a decent home and suitable living environment for every Californian, shall be the guiding criterion in public decisions.
- l) Create and maintain conditions under which man and nature can exist in productive harmony to fulfill the social and economic requirements of present and future generations.
- m) Require governmental agencies at all levels to develop standards and procedures necessary to protect environmental quality.
- n) Require governmental agencies at all levels to consider qualitative factors as well as economic and technical factors and long-term benefits and costs, in addition to short-term benefits and costs and to consider alternatives to proposed actions affecting the environment.

A concise statement of legislative policy, with respect to public agency consideration of projects for some form of approval, is found in Section 21002 of the Public Resources Code, quoted below:

The Legislature finds and declares that it is the policy of the state that public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects, and that the procedures required by this division are intended to assist public agencies in systematically identifying both the significant effects of proposed projects and the feasible alternatives or feasible mitigation measures which will avoid or substantially lessen such significant effects. The Legislature further finds and declares that in the event specific economic, social, or other conditions make infeasible such project alternatives or such mitigation measures, individual projects may be approved in spite of one or more significant effects thereof.

1.2 – Public Comments

Comments from all agencies and individuals are invited regarding the information contained in this Initial Study. Such comments should explain any perceived deficiencies in the assessment of impacts, identify the information that is purportedly lacking in the Initial Study or indicate where the information may be found. All comments on the Initial Study are to be submitted to:

Guillermo Arreola, Associate Planner
City of Loma Linda
Community Development Department
25541 Barton Road
Loma Linda, California 92354

Following a 20-day period of circulation and review of the Initial Study, all comments will be considered by the City of Loma Linda prior to adoption.

1.3 – Availability of Materials

All materials related to the preparation of this Initial Study are available for public review. To request an appointment to review these materials, please contact:

Guillermo Arreola, Associate Planner
City of Loma Linda
Community Development Department
25541 Barton Road
Loma Linda, California 92354
909-799-2830



2 Project Description

2.1 – Project Title

Golden Eagle Loma Linda Apartments

2.2 – Lead Agency Name and Address

City of Loma Linda
Community Development Department
25541 Barton Road
Loma Linda, California 92354

2.3 – Contact Person and Phone Number

Guillermo Arreola, Assistant Planner
909-799-2830

2.4 – Project Location

The project site is located within the boundaries of the City of Loma Linda, San Bernardino County, California (See Exhibit 1, Regional Context and Vicinity Map). The project site is bounded by Van Leuven Street to the north and the Union Pacific Railroad to the south.

Address

25259-25303 Van Leuven Street
Loma Linda, California 92354

Coordinates

Latitude 34° 3' 18.62" North, Longitude 117° 15' 8.92" West

Assessor Parcel Numbers

0283-142-05, -06, -07, -11, -12
0283-201-43, -44

2.5 – Project Sponsor's Name and Address

Golden Eagle Multi-Family Properties, LLC
6201 Oak Canyon, Suite 200
Irvine, California 92618

2.6 – General Plan Land Use Designation

The project site is designated Very High Density Residential as described in the City of Loma Linda General Plan Land Use Element. The Very High Density category is intended for multi-family uses consisting of low-rise (one to three stories) condominium and apartment style development.

Project Description

2.7 – Zoning District

The City of Loma Linda's Zoning Ordinance identifies the subject site in a Multi-Family Residential (R-3) zone. The Multi-Family Residential zone is intended to provide for all multiple family residential developments which are compatible and harmonious with the immediate neighborhood and which are in conformance with the comprehensive general plan.

2.8 – Project Description

The proposed project is located on approximately 4.37 acres and includes the construction of a multi-family apartment complex. The project consists of a total of 87 rental units and one leasing office in an early California mission style architecture. There will be five buildings, each three stories in height (approximately 42 feet and two inches). Along with the apartment units, there are four six-unit detached garages and one four-unit detached garage. These are located around the perimeter of the project site along with the required open parking spaces for residents and guests. The project features a large central common area which will feature a pool and spa, a clubhouse with exercise gym, a tot lot, and an open covered wood trellis and BBQ structure. Landscaping features include meandering walkways, verdant green areas, trees, and shrubs. Proposed recreational areas include a half basketball court and a volleyball court. The project is proposed with a gated and secured main entrance and a secondary exit. The exteriors will feature stucco mixed with wood accents, shutters, stucco window and door trims, wood posts, recessed decks and patios, wrought iron and stucco deck and patio guardrails, and varied elevations through the use of entrance courts and building offsets. The buildings will consist of a sanded stucco finish in various shades of brown (Merlex Stucco P-225 in Indian Clay for main building body and Merlex Stucco P-155 in Mesa Brown for stucco accents). Roofing will consist of a red-brown s-shaped concrete tile in El Morado Blend (Eagle Roofing SHC 8709).

Vehicular access will be provided from Van Leuven Street via a 46-foot wide driveway with landscaped median at the center of the northerly edge of the project site. There is also a 26-foot wide driveway off of Van Leuven Street meant for fire truck exit on the eastern side of the site.

Project Phasing and Construction Scheduling

Construction of the apartments will begin early 2014 and take approximately one year to complete. Construction will require demolition of five existing multi-family units, paving, and associated landscaping.

Grading and Drainage

No mass grading is required because the project site is currently developed and is relatively flat. Minor grading will be required in support of new structures such as fine grading for curb and gutter. On-site soils will balance and no import or export of soil will be required. Sheet flow will be directed to a landscaped bio-retention area on the western end of the project site via four-foot ribbon gutters. No off-site improvements are proposed.

Utilities

Water and sewer service is provided by the City of Loma Linda via existing water and sewer lines under Van Leuven Street. Electricity is provided by Southern California Edison (SCE) and natural gas is provided by Southern California Gas Company. Solid waste and recycling services are provided by Republic Services.

2.9 – Surrounding Land Uses

**Table 1
Surrounding Land Uses**

Direction	General Plan Designation	Zoning District	Existing Land Use
Project Site	Very High Density Residential	Multi-Family Residence (R-3)	Single-Family Residential
North	Very High Density Residential	Multi-Family Residence (R-3)	Single-Family Residential
South	Institutional	Institutional (I)	Vacant Single-Family Residential
East	Very High Density Residential	Multi-Family Residence (R-3)	Single-Family Residential
West	Very High Density Residential	Multi-Family Residence (R-3)	Multi-Family Residential

2.10 – Environmental Setting

The site is located on a developed site in incorporated Loma Linda. There are seven existing structures on the site. These buildings consist of five multi-family units and associated garages and storage sheds. The project site is surrounded by residential and institutional land uses and the area is completely suburbanized. Limited vegetation exists throughout the site. The site is bound to the north by Van Leuven Street and the south by the Union Pacific Railroad. Interstate 10 is located approximately 0.75 miles to the north. The project site sits at an elevation of approximately 1,100 feet above sea level and is relatively flat due to previous development.

2.11 – Required Approvals

The City of Loma Linda is the only land use authority for this project requiring the following approvals:

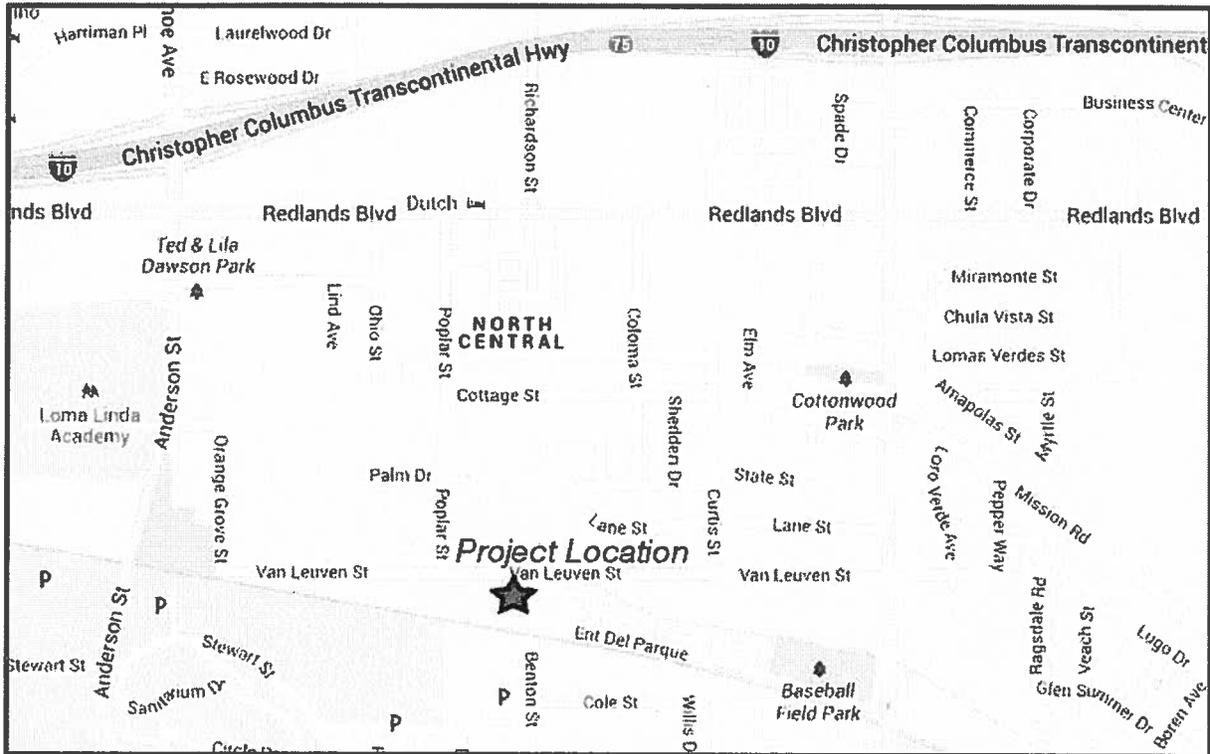
- Precise Plan of Development 13-07
- Tentative Parcel Map 19452
- Variance 13-067

2.12 – Other Public Agency Whose Approval is Required

None

Project Description





Regional



Vicinity

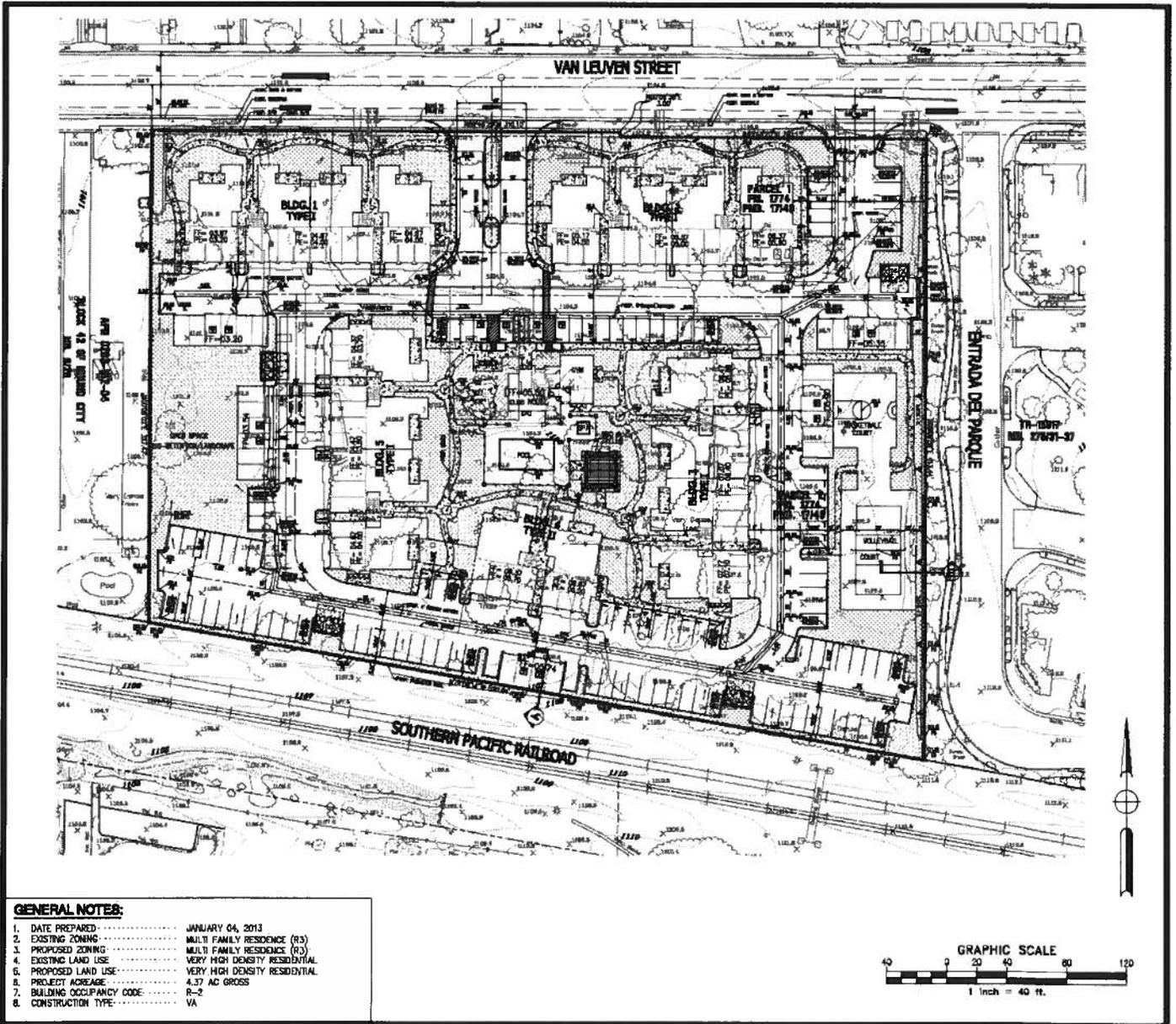
Exhibit 1 Regional and Vicinity Map

Golden Eagle Loma Linda Apartments
City of Loma Linda, California



Project Description





Source: Pacific Coast Land Consultants, Inc.

Exhibit 2 Site Plan

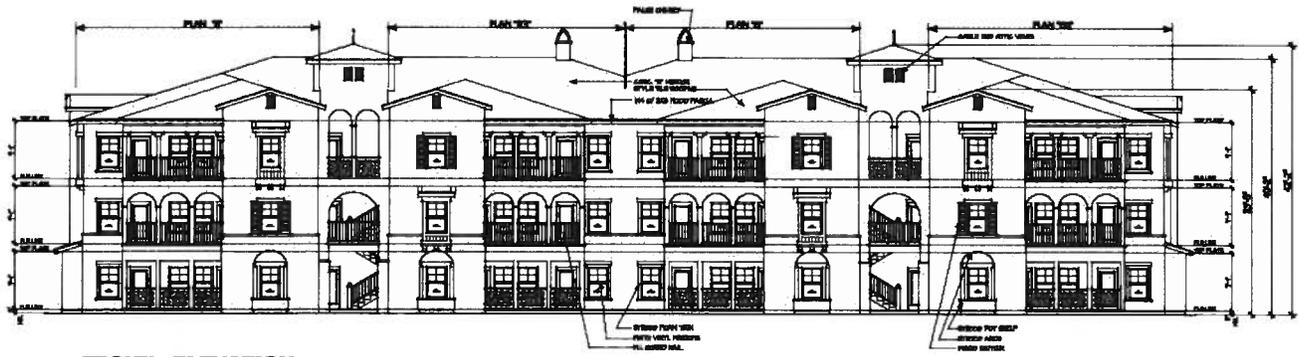
Golden Eagle Loma Linda Apartments
City of Loma Linda, California



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Project Description

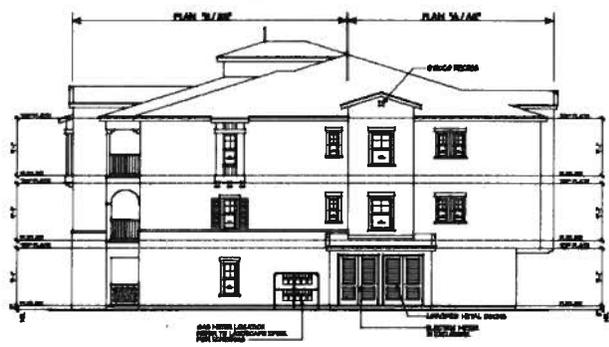




FRONT ELEVATION



REAR ELEVATION



**RIGHT SIDE ELEVATION
LEFT SIDE (REV.)**

BUILDING COLORS & FINISHES

- ROOFING: EAGLE CO. "W" MIMICK STYLE "EL MERADO BLEND" SEC 6769 CONCRETE TILES ROOFING
- APARTMENT BUILDING:
 - EXTERIOR FINISHES: MERLISE CO. SAND FOUNT
 - STUCCO COLORS: MARIAGEY COLOR: MERLISE CO. P-225 BIRCH CLAY. ACCENT STUCCO: MERLISE CO. P-155 MESA BROWN.
 - PAINTED FINISHES: BIRCH BEAMS, BUSH POOL ENCLOSURE, SECURITY GATE, SIGN & REPAIR TYPED BEAMS, DOOR & GARAGE DOORS, BENCH GUARDRAILS, STAIRWAY STRINGERS, WOOD POSTS & STUCCO OVER PLUMB TRIM. PAINT: WOOD PUTTY (REPAIR) ANY (MERLISE 415-9 LEV 11.
- ENTRY DOORS: EXTERIOR PAINT AMERICAN ANTIQUE 451-4 LEV 20.
- REAR ENTRY DOORS & GARAGE BUILDINGS: MERLISE CO. P-225 BIRCH CLAY.
- WINDOWS & SLIDING DOORS: MILDARD DIAL GLAZED WHITE VINYL UNIT.
- STAIR TREADS: BRICKSAY NATURAL CONCRETE COLOR (GRAY).

Source: Pacific Coast Land Consultants, Inc.

Exhibit 3a Elevations (Building Type I)

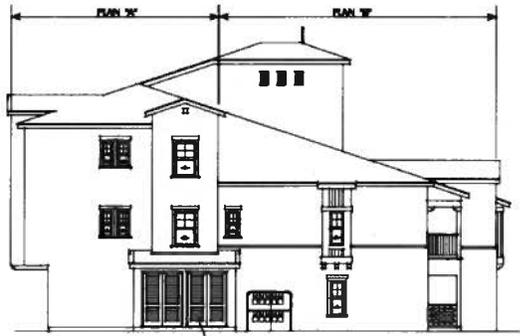


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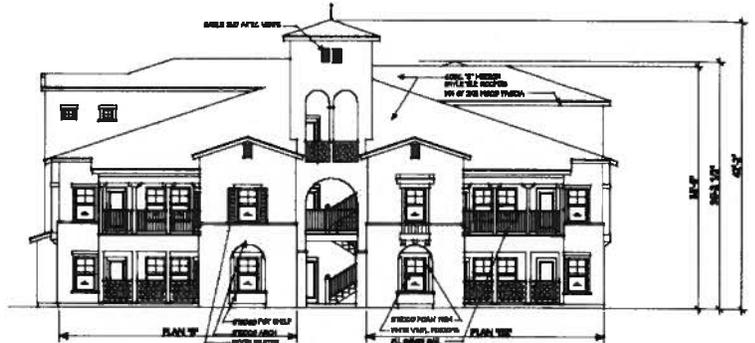
Golden Eagle Loma Linda Apartments
City of Loma Linda, California

Project Description

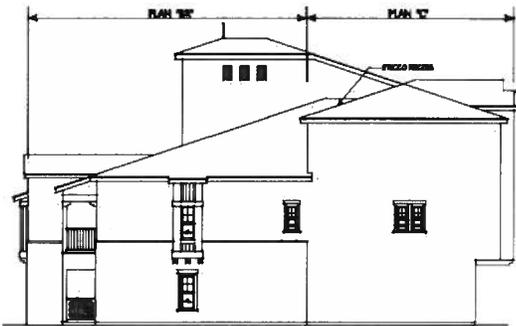




LEFT SIDE ELEVATION SCALE: 1/8" = 1'-0"



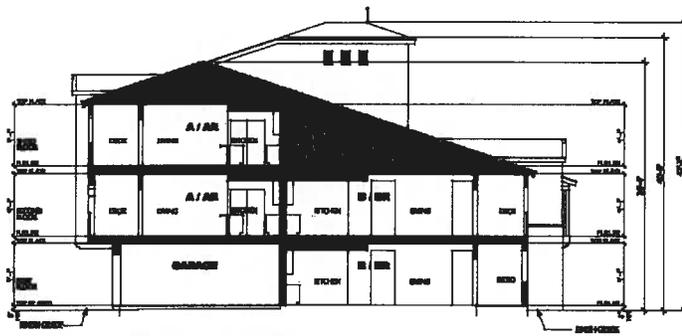
FRONT ELEVATION SCALE: 1/8" = 1'-0"



RIGHT SIDE ELEVATION SCALE: 1/8" = 1'-0"



REAR ELEVATION SCALE: 1/8" = 1'-0"



BUILDING SECTION SCALE: 1/8" = 1'-0"

BUILDING COLORS & FINISHES

ROOFING: BAKER CO. "P" MEXICAN STYLE "EL MORADO BLEND" 3/8" 3/8" CONCRETE TILE ROOFING.

APARTMENT BUILDING: EXTERIOR FINISH: MISLEK CO. SAND BEIGE.

STUCCO COLORS: MAIN BODY COLOR: MISLEK CO. P-225 INDIAN CLAY. ACCENT STUCCO: MISLEK CO. P-125 MESA BROWN.

PAINTED FINISHES: BEVELT BEAMS, BEET POLE, ENCLOSURE, SECURITY GATE, ROP & REPAIR, TRILLIS BEAMS, REPAIRS & GARAGE DOORS, DECK, GLASSWARE, STAIRWAY STRINGERS, WOOD FLOOR & STUCCO OVER PLUM TILES. PAINT: WILHELMY RUBBER PAINT ORSLEK 415-7 LEV 11.

ENTRY DOORS: FLYNNBERG PAINT AMERICAN ANTHRAX 45-4 LEV 25.

REPAIRS ENCLOSURES & GARAGE BUILDING: MISLEK CO. P-225 INDIAN CLAY.

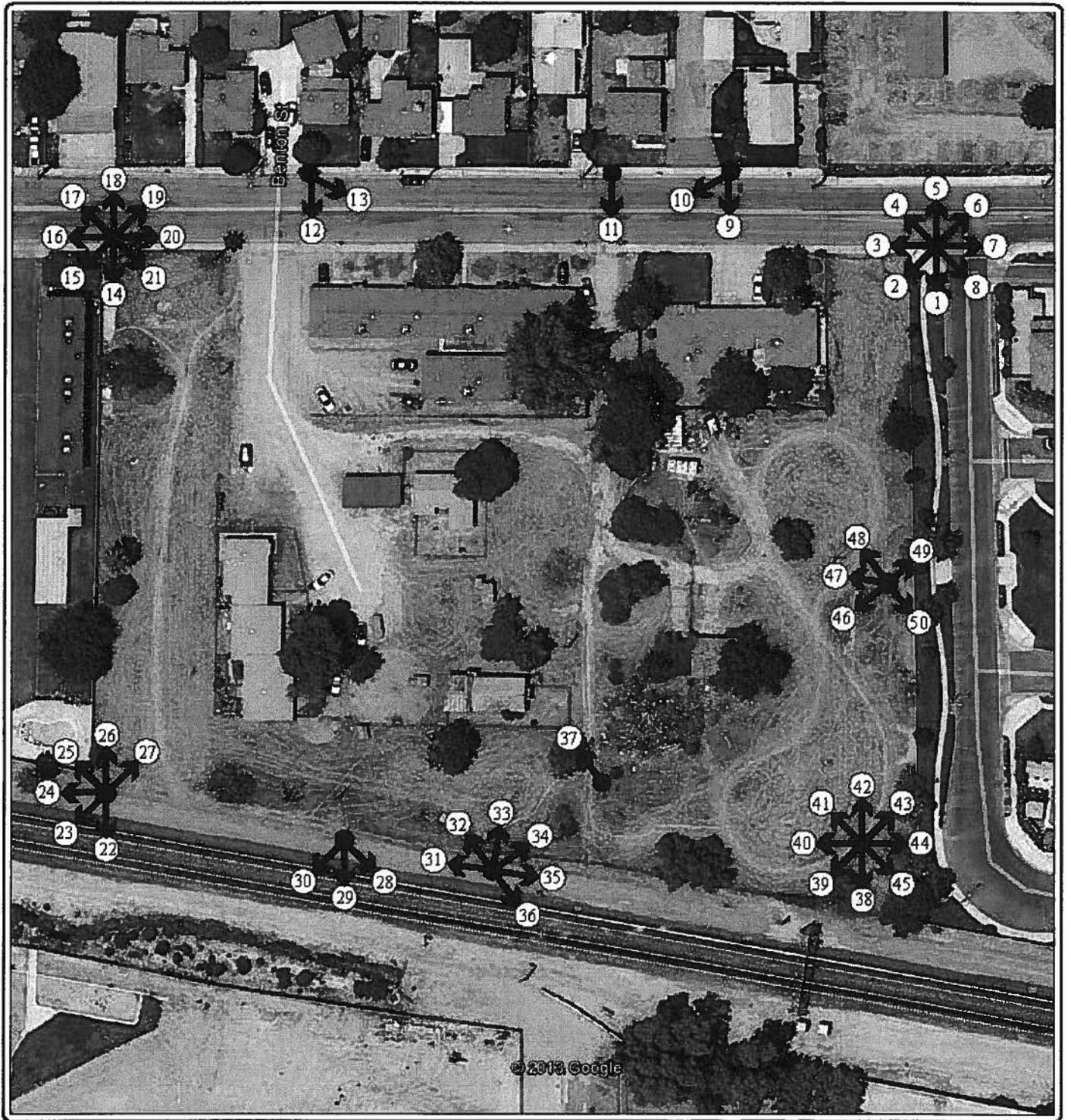
WINDOWS & SLIDING DOORS: MICHARDI DUAL GLAZED WHITE VINYL UNITS.

STAIR TREADS: PERCANT NATURAL CONCRETE COLOR (GRAY).

Source: Pacific Coast Land Consultants, Inc.

Project Description





Source: Google Earth 2013
 Photos taken by MIG|Hogle-Ireland, May 2013



Exhibit 4 Photo Location Map

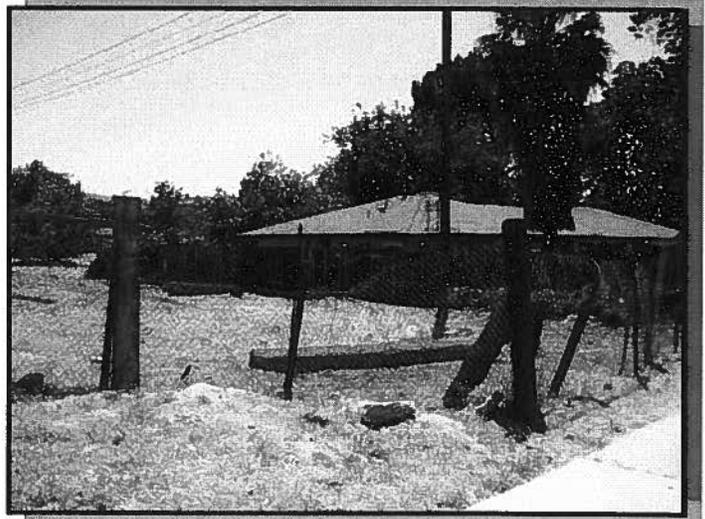
Golden Eagle Loma Linda Apartments
 City of Loma Linda, California

Project Description





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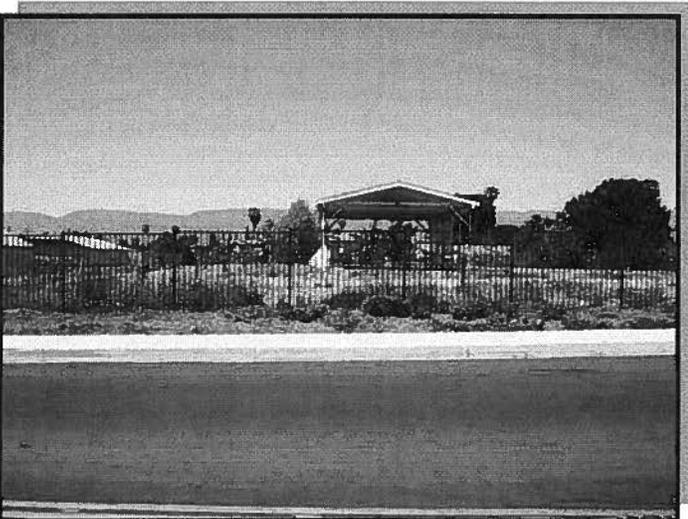
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④



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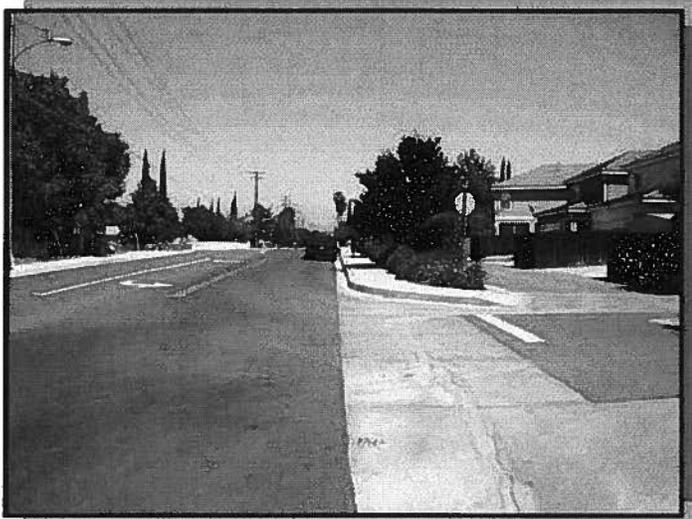
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Exhibit 4a Photographic Survey

Golden Eagle Loma Linda Apartments
City of Loma Linda, California

Project Description

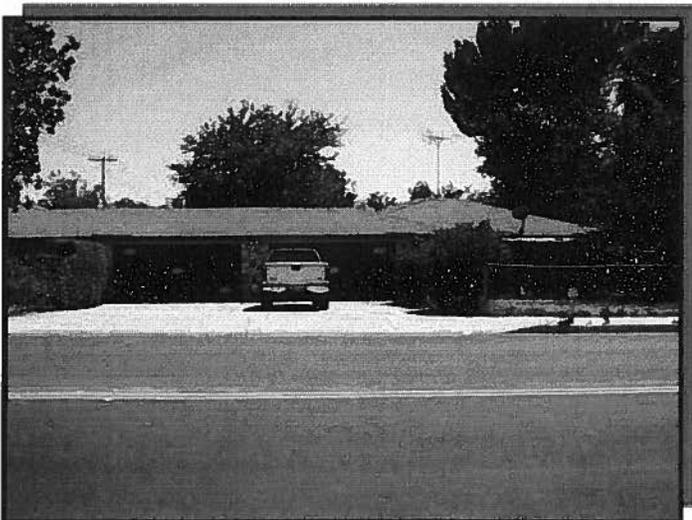




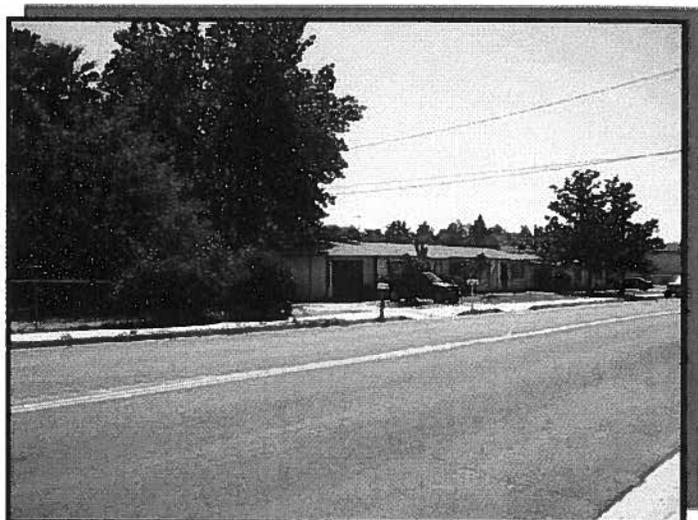
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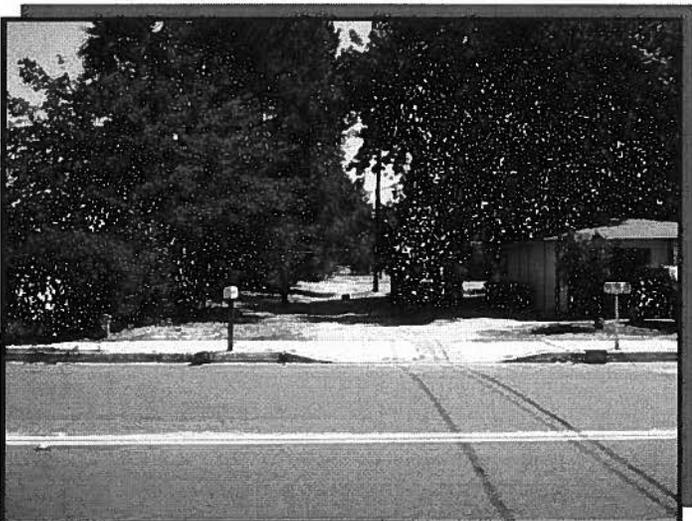
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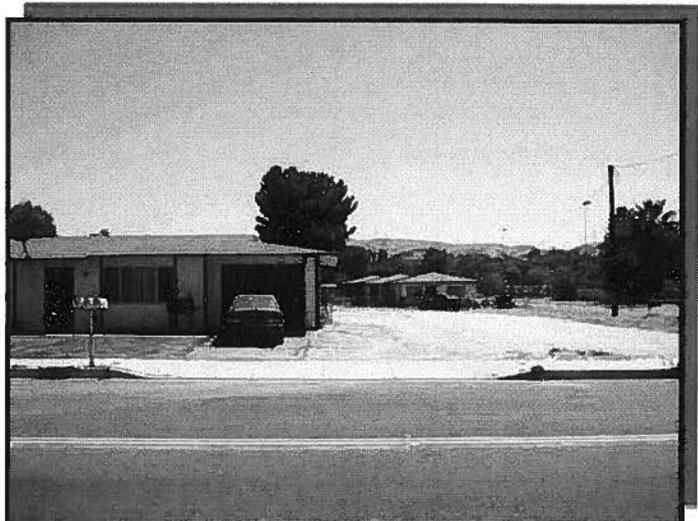
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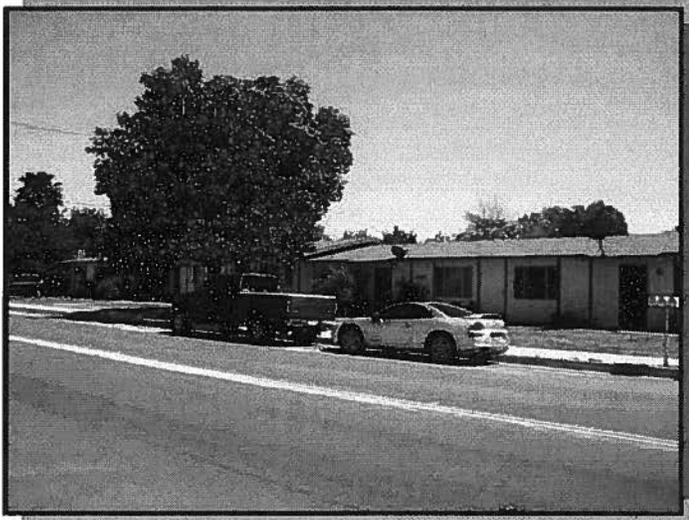
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Exhibit 4b Photographic Survey

Golden Eagle Loma Linda Apartments
City of Loma Linda, California

Project Description





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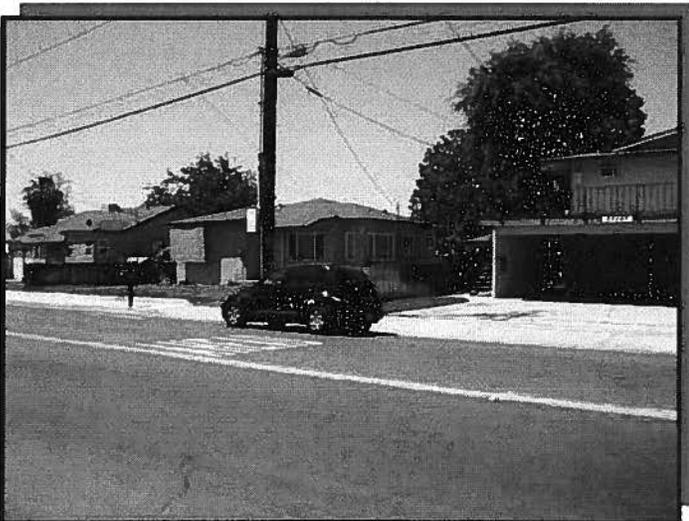
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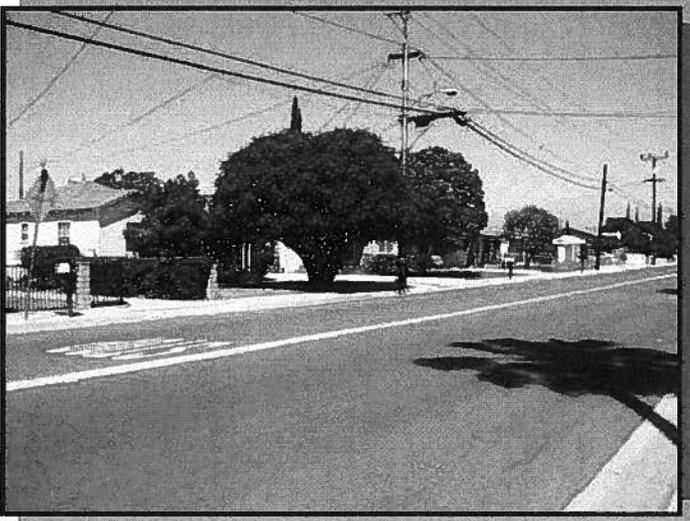
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Exhibit 4c Photographic Survey

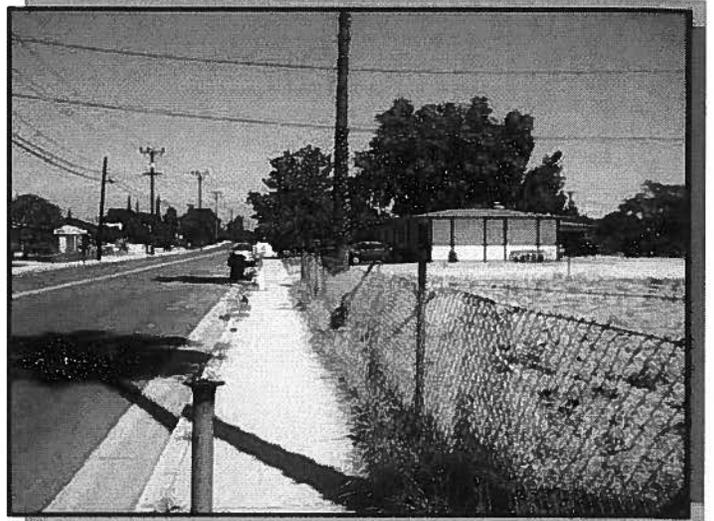
Golden Eagle Loma Linda Apartments
City of Loma Linda, California

Project Description





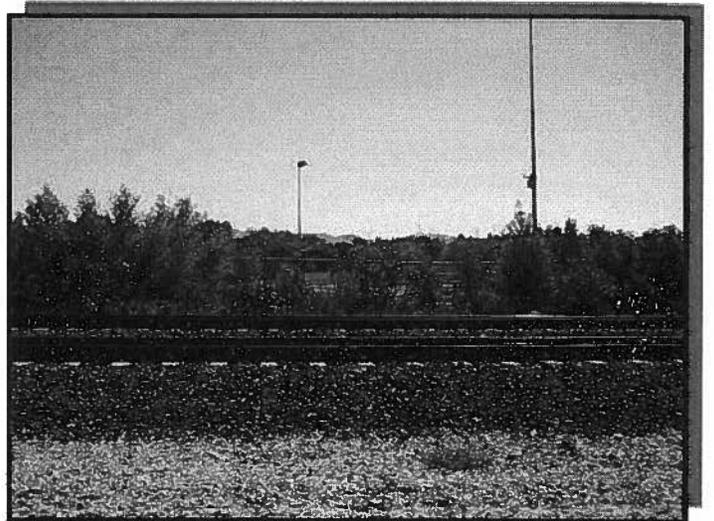
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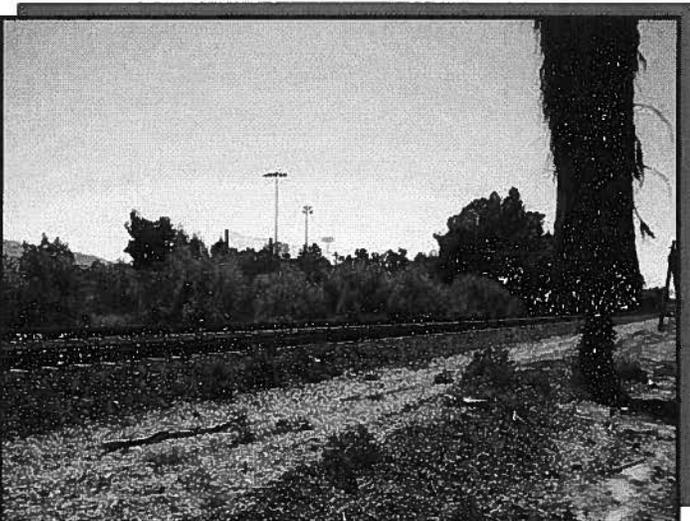
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Exhibit 4d Photographic Survey

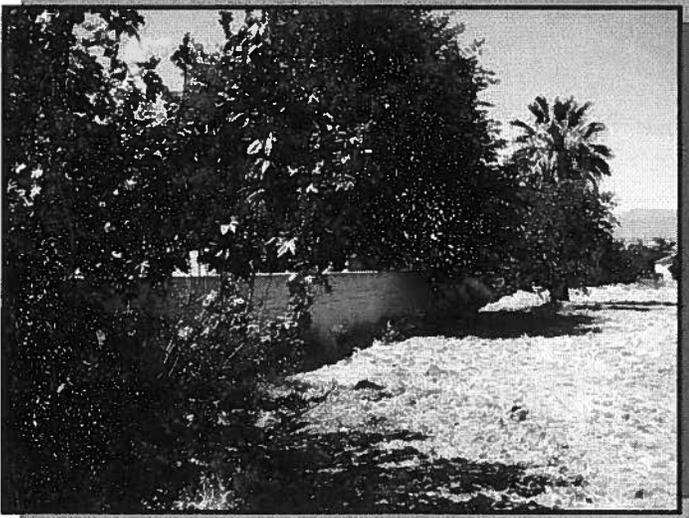
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Project Description





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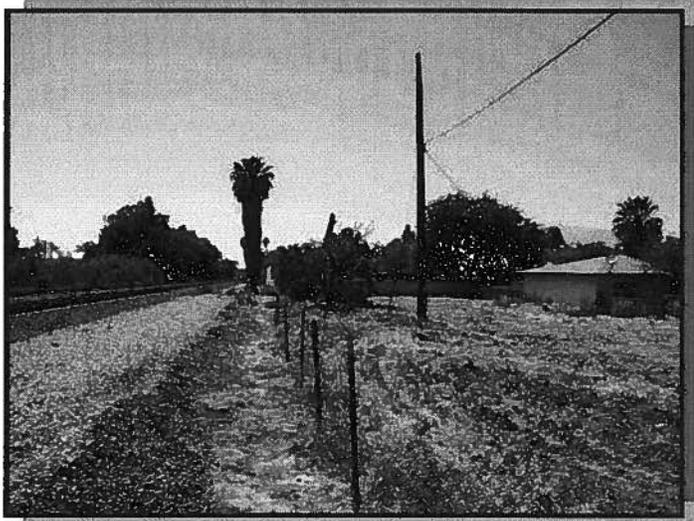
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Exhibit 4e Photographic Survey

Golden Eagle Loma Linda Apartments
City of Loma Linda, California

Project Description

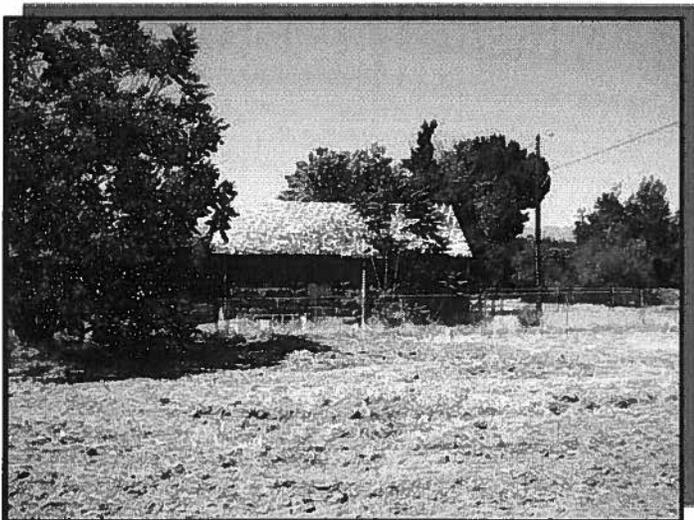




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Exhibit 4f Photographic Survey

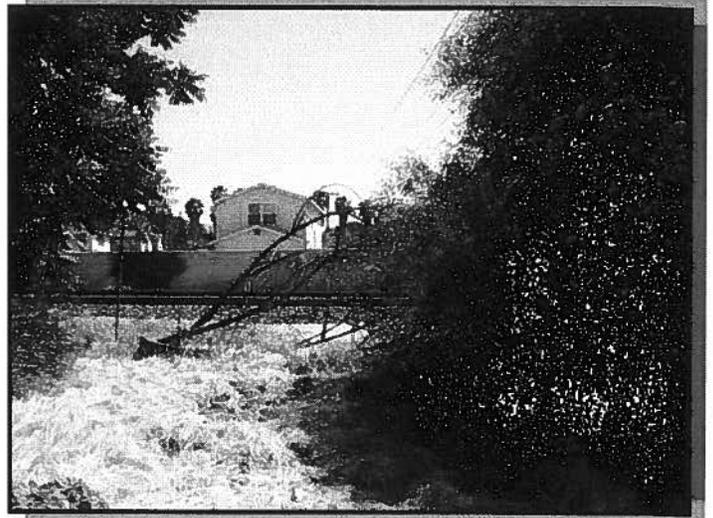
Golden Eagle Loma Linda Apartments
City of Loma Linda, California

Project Description





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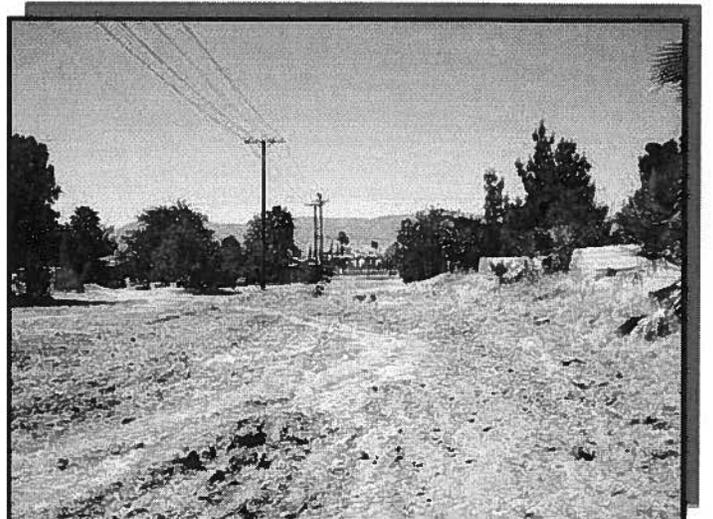
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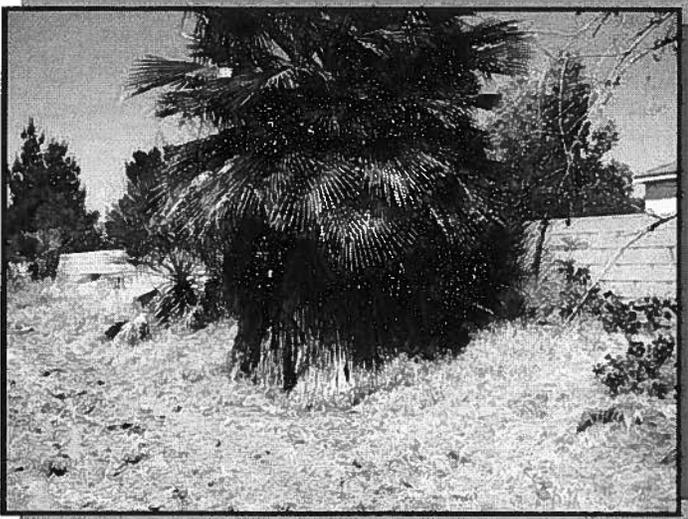
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Exhibit 4g Photographic Survey

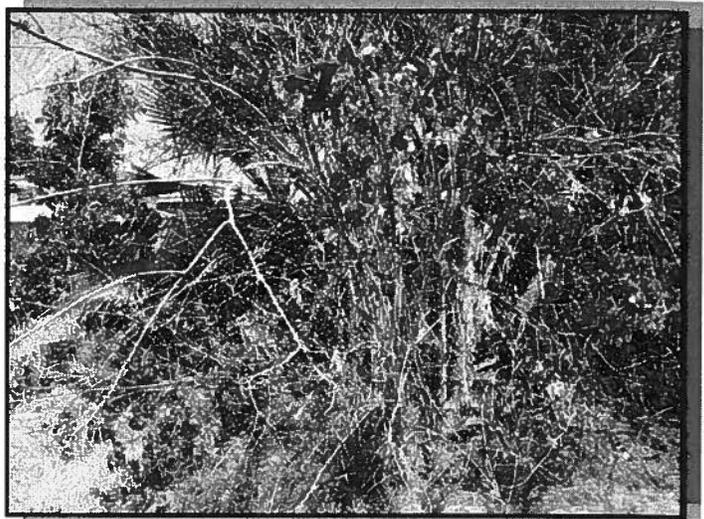
Golden Eagle Loma Linda Apartments
City of Loma Linda, California

Project Description





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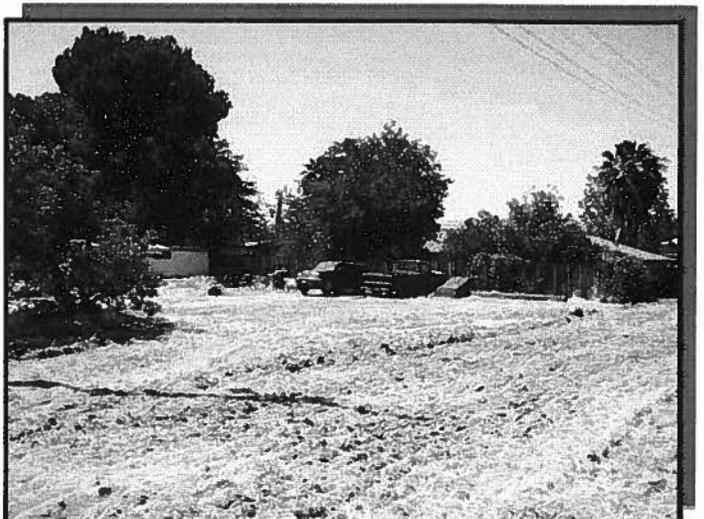
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Exhibit 4h Photographic Survey

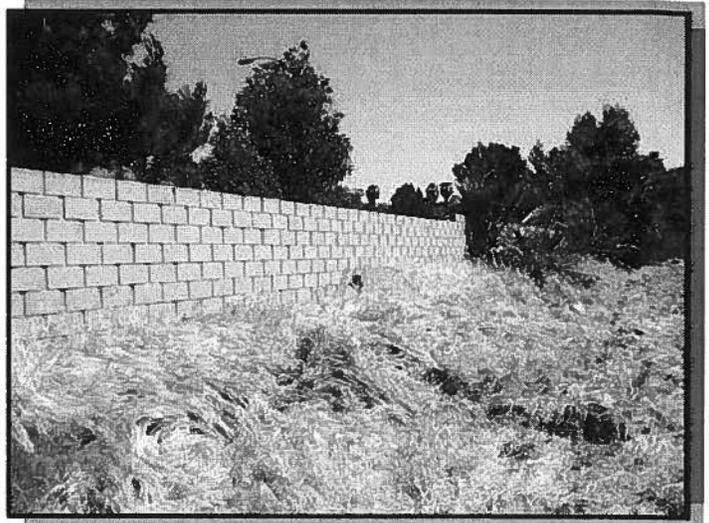
Golden Eagle Loma Linda Apartments
City of Loma Linda, California

Project Description





49



50

Exhibit 4i Photographic Survey

Golden Eagle Loma Linda Apartments
City of Loma Linda, California

Project Description



3 Determination

3.1 – 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 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

3.2 – Determination

<input type="checkbox"/>	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
<input checked="" type="checkbox"/>	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.
<input type="checkbox"/>	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
<input type="checkbox"/>	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.
<input type="checkbox"/>	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.

Name: Guillermo Arreola, Associate Planner

Date

Determination



4 Evaluation of Environmental Impacts

4.1 – Aesthetics

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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 view from 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) **No Impact.** Scenic vistas can be impacted by development in two ways. First, a structure may be constructed that blocks the view of a vista. Second, the vista itself may be altered (i.e., development on a scenic hillside). The primary scenic vistas in Loma Linda are of the San Bernardino Mountains to the north and the South Hills to the south. The project site is approximately one mile north of the South Hills. While these mountains are not officially designated scenic vistas or views, these natural landforms are considered important visual resources within the City and the region. Mountain View Avenue, Anderson Street, Barton Road, and Redlands Boulevard provide view corridors to the San Bernardino Mountains and the South Hills.¹ The proposed project is not located on one of these streets. Views of the mountainside are generally obstructed by trees, utility poles, and other obstructions. The proposed project is located on a previously developed site, south of the San Bernardino Freeway (I-10), within a fully suburbanized area visually dominated by residential land uses and surface street features. This site is not considered to be within or to comprise a portion of a scenic vista.² Replacement of five

¹ LSA. City of Loma Linda General Plan Addendum to the Program Environmental Impact Report. April 8, 2009.

² California Department of Transportation. California Scenic Highway Mapping System: San Bernardino County. http://www.dot.ca.gov/hq/LandArch/scenic_highways/index.htm. [April 2013]

Evaluation of Environmental Impacts

existing multi-family units with the proposed 87-unit apartment complex, parking, and accessory landscaping elements would have no effect on a scenic vista. As such, the proposed project would result in no impact with respect to view of a scenic vista.

b) **No Impact.** The project is not adjacent to a designated state scenic highway or eligible state scenic highway as identified on the California Scenic Highway Mapping System.³ Mountain View Avenue, Anderson Street, Barton Road, and Redlands Boulevard provide view corridors to the San Bernardino Mountains and the South Hills.⁴ Although the proposed project is not located on one of these streets, the project site is in the vicinity. The project site is located in a previously developed, suburbanized area, contains no scenic resources, and is not located on a state scenic highway. Therefore, no impact to scenic resources visible from a state scenic highway will occur.

c) **Less Than Significant Impact.** Development of the proposed project could result in a significant impact if it resulted in substantial degradation of the existing visual character or quality of the site and its surroundings. Degradation of visual character or quality is defined by substantial changes to the existing site appearance through construction of structures such that they are poorly designed or conflict with the site's existing surroundings.

Construction of the proposed project would result in short-term impacts to the existing visual character and quality of the area. Construction activities would require the use of equipment and storage of materials within the project site. However, construction activities are temporary and would not result in any permanent visual impact. Project construction would result in the removal of all existing landscaping, including some mature trees, which would result in a temporary change to the aesthetic environment. Section 17.74.120 of the Loma Linda Municipal Code establishes landscape criteria for new development. A minimum of two 24-inch box trees shall be provided with the construction of a new building. In addition, one 36-inch box tree shall be planted for each ten 24-inch box trees required if the proposed lot has a greater than 65 lineal feet frontage. Per section 17.02.215 of the Municipal Code, landscaping contains a combination of planted trees, shrubs, vines, ground cover, flower or lawns. The combination or design shall not contain more than fifty percent hardscape. The proposed project will include 55 24-inch evergreen perimeter trees, 31 24-inch deciduous canopy trees, 29 24-inch flowering accent trees, nine 36-inch large evergreen canopy trees, 33 24-inch small evergreen canopy trees, 12 24-inch street trees along Van Leuven Street, and four 36-inch project theme trees. In addition, the project will include 10,724 square feet of shrubs and groundcovers, 6,144 square feet of drought tolerant turf, and 2,350 square feet of landscaping for the bio-retention basin. With the replacement trees, impacts on landscaping would be less than significant.

Construction of the proposed buildings on the currently developed property would alter the existing visual character of the project site. The project site is currently developed with single-story single- and multiple-family residential buildings. The project site is surrounded by single- and two-story multiple-family residential buildings generally constructed with stucco finishings or wood/vinyl siding. The immediate surroundings of the project site are currently occupied by residential uses. The project site contains five multi-family units, limited paving, and limited

³ California Department of Transportation. California Scenic Highway Mapping System: San Bernardino County. http://www.dot.ca.gov/hq/LandArch/scenic_highways/index.htm. [April 2013]

⁴ LSA. City of Loma Linda General Plan Addendum to the Program Environmental Impact Report. April 8, 2009.

vegetation. All existing structures, pavement, and vegetation will be removed. The proposed project will consist of 87 units and 63 enclosed garage spaces in five three-story buildings, 28 enclosed spaces in five detached garages, pool area with clubhouse, gym, and BBQ area, half basketball court, volleyball court, landscaping, and 112 open parking spaces.

Upon project completion, the proposed project would consist of five three-story buildings and five detached four- and six- car garage units. Buildings 1 and 2 will be constructed along Van Leuven Street, Building 3 will be constructed on the eastern half of the project site, Building 4 will be constructed on the southern portion of the site, and Building 5 will be constructed on the western portion of the project site. On the western edge of the site will be open space and the eastern edge will provide a basketball court and volleyball court. The center of the proposed project site will have a pool, clubhouse, tot lot, and BBQ area. The building height would vary between 35 feet and 6 inches and 42 feet and 2 inches due to parapets and variation in roof level (as indicated in Exhibit 3). The building would have a contemporary design, with finishes in varying shades of brown. The finish would be stucco with articulation in the form of differential wall depths and windows. Project plans include landscaping throughout the site as well as an open space/bio-retention area, tot lot, pool and clubhouse, and half basketball and volleyball courts. These landscaping features and amenities would contribute to the aesthetic experience of the site. The project will result in an improvement to the visual character of the project site as it will remove older structures to be replaced with an architecturally contemporary development. Furthermore, the three-story development will be more consistent with the scale of the multiple-family developments to the east and west of the project site. With a modern architectural theme to include sanded stucco finish on the main exterior walls, the project will generally be compatible with the visual character and quality of the project site and surroundings. Because the area currently has a residential character, the scale and modern architectural aesthetic experience associated with the proposed project would not conflict with the existing neighborhood character. With the specified design features the project will have less-than-significant impacts on the visual character of the site and its surroundings.

d) Less Than Significant Impact. Excessive or inappropriately directed lighting can adversely impact nighttime views by reducing the ability to see the night sky and stars. Glare can be caused from unshielded or misdirected lighting sources. Reflective surfaces (i.e., polished metal) can also cause glare. Impacts associated with glare range from simple nuisance to potentially dangerous situations (i.e., if glare is directed into the eyes of motorists).

There are lighting sources adjacent to this site, including free-standing street lights, light fixtures on buildings, pole-mounted lights, traffic signals and vehicle headlights. The proposed project includes exterior security lighting and building interior lighting. Light spillover and glare will be prevented by requiring lights to be designed to prevent the light from shining directly onto surrounding property per the requirements of the Loma Linda Municipal Code Section 17.50.130. Compliance with the Municipal Code standards for lighting will ensure that lighting and glare impacts associated are less than significant.

Sources of daytime glare are typically concentrated in commercial areas and are often associated with retail uses. Glare results from development and associated parking areas that contain reflective materials such as glass, highly polished surfaces, and expanses of pavement. The proposed Project is in a residential area and would have sanded stucco finish in various shades of brown (Merlex Stucco P-225 in Indian Clay for main building body and Merlex Stucco P-155 in Mesa Brown for stucco accents) which is not a surface that causes glare. Roofing will consist of a red-brown "S"-shaped concrete tile in El Morado Blend (Eagle Roofing SHC 8709). Limited metal accents are proposed for the enclosures to the electric meters that will be located on the back of every building; however, these areas represent a minor percentage of the square footage of the

Evaluation of Environmental Impacts

building. Given the minimal use of glare-inducing materials in the design of the proposed building, reflective glare impacts would be less than significant.

4.2 – Agriculture and Forest Resources

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project, and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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 type="checkbox"/>	<input checked="" 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 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 type="checkbox"/>	<input checked="" type="checkbox"/>

a) **No Impact.** The proposed project will be located in a fully developed, residential area that does not contain agriculture or forest uses. The map of Important Farmland in California (2010) prepared by the Department of Conservation does not identify the project site as being Prime

Evaluation of Environmental Impacts

Farmland, Unique Farmland, or Farmland of Statewide Importance.⁵ The City of Loma Linda is located in an area that is mapped as urban and built-up land, indicating that the land is occupied by structures and there is no land considered as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. In addition, the Loma Linda General Plan does not identify any areas for agriculture use. Therefore, there will be no conversion of Prime Farmland, Unique Farmland, and Farmland of Statewide Importance to a non-agricultural use as a result of this project. No impact will occur.

b) **No Impact.** No Williamson Act contracts are active for the project site.⁶ In addition the project site is zoned Multi-Family Residence (R-3), which does not permit agricultural uses. Therefore, there will be no conflict with existing zoning for agricultural use or a Williamson Act contract. No impact will occur.

c) **No Impact.** Public Resources Code Section 12220(g) identifies forest land as *land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits.* The project site and surrounding properties are not currently being managed or used for forest land as identified in Public Resources Code Section 12220(g). The project site has already been graded and developed with residential uses, with no substantial vegetation onsite, with the exception of limited ornamental landscaping. Therefore, development of this project will have no impact to any timberland zoning.

d) **No Impact.** The project site is already graded land with existing development with limited ornamental landscaping; thus, there will be no loss of forest land or conversion of forest land to non-forest use as a result of this project. No impact will occur.

e) **No Impact.** The project site is a previously developed site within a suburban environment. The project is surrounded by other residential uses. None of the surrounding sites contain existing forest uses. Development of this project will not change the existing environment in a manner that will result in the conversion of forest land to a non-forest use. No impact will occur.

⁵ California Department of Conservation. Farmland Mapping and Monitoring Program. ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2010/sbd10_so.pdf [April 2013]

⁶ California Department of Conservation. Williamson Act Program. ftp://ftp.consrv.ca.gov/pub/dlrp/wa/sanbernardino_so_12_13_WA.pdf [April 2013]

4.3 – Air Quality

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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 type="checkbox"/>	<input checked="" type="checkbox"/>

a) **No Impact.** A significant impact could occur if the proposed project conflicts with or obstructs implementation of the South Coast Air Basin 2012 Air Quality Management Plan. Conflicts and obstructions that hinder implementation of the AQMP can delay efforts to meet attainment deadlines for criteria pollutants and maintaining existing compliance with applicable air quality standards. Pursuant to the methodology provided in Chapter 12 of the 1993 SCAQMD CEQA Air Quality Handbook, consistency with the South Coast Air Basin 2012 Air Quality Management Plan (AQMP) is affirmed when a project (1) does not increase the frequency or severity of an air quality standards violation or cause a new violation and (2) is consistent with the growth assumptions in the AQMP.⁷ Consistency review is presented below:

⁷ South Coast Air Quality Management District. CEQA Air Quality Handbook. 1993

Evaluation of Environmental Impacts

(1) The project would result in short-term construction and long-term pollutant emissions that are less than the CEQA significance emissions thresholds established by the SCAQMD, as demonstrated in Section 4.3 et seq. of this report; therefore, the project would not result in an increase in the frequency or severity of any air quality standards violation and would not cause a new air quality standard violation.

(2) The CEQA Air Quality Handbook indicates that consistency with AQMP growth assumptions must be analyzed for new or amended General Plan elements, Specific Plans, and *significant projects*. Significant projects include airports, electrical generating facilities, petroleum and gas refineries, designation of oil drilling districts, water ports, solid waste disposal sites, and off-shore drilling facilities. This project does not involve a General Plan Amendment or Specific Plan, and is not considered a *significant project*.

Based on the consistency analysis presented above, the proposed project will not conflict with the AQMP; no impact will occur.

b) Less Than Significant Impact. A project may have a significant impact if project-related emissions would exceed federal, state, or regional standards or thresholds, or if project-related emissions would substantially contribute to existing or project air quality violations. The proposed Project is located within the South Coast Air Basin, where efforts to attain state and federal air quality standards are governed by the South Coast Air Quality Management District (SCAQMD). Both the state of California and the federal government have established health-based ambient air quality standards (AAQS) for seven air pollutants (known as 'criteria pollutants'). These pollutants include ozone (O₃), carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), inhalable particulate matter with a diameter of 10 microns or less (PM¹⁰), fine particulate matter with a diameter of 2.5 microns or less (PM^{2.5}), and lead (Pb). The state has also established AAQS for additional pollutants. The AAQS are designed to protect the health and welfare of the populace within a reasonable margin of safety. Where the state and federal standards differ, California AAQS are more stringent than the national AAQS.

Air pollution levels are measured at monitoring stations located throughout the air basin. Areas that are in nonattainment with respect to federal or state AAQS are required to prepare plans and implement measures that will bring the region into attainment. Table 2 (South Coast Air Basin Attainment Status) summarizes the attainment status in the project area for the criteria pollutants. Discussion of potential impacts related to short-term construction impacts and long-term area source and operational impacts are presented below.

Table 2
South Coast Air Basin Attainment Status

Pollutant	Federal	State
O ₃ (1-hr)	N/A	Nonattainment
O ₃ (8-hr)	Nonattainment	Nonattainment
PM ¹⁰	Nonattainment	Nonattainment
PM ^{2.5}	Nonattainment	Nonattainment
CO	Attainment	Attainment
NO ₂	Attainment	Nonattainment
SO ₂	Attainment	Attainment
Pb	Nonattainment	Attainment
Sources: CARB 2013, U.S. EPA 2012		

Construction Emissions

The California Emissions Estimator Model (CalEEMod) version 2011.1.1 was utilized to estimate emissions from the proposed construction activities (see Appendix A, Air Quality and Global Climate Change Impact Analysis). Construction phasing is described below:

Demolition

There are five multi-family dwelling units on the project site that total approximately 19,200 square feet of building space. The demolition of these structures was modeled as occurring over six weeks and starting in November 2013. The demolition activities would require 15 worker trips per day. The on-site equipment would consist of one concrete/industrial saw, three excavators, and two rubber tired dozers, which is based on the CalEEMod default equipment mix. In order to account for the air emissions from water trucks, three vendor truck trips per day were added to the site preparation phase.

Site Preparation

The site preparation phase (consisting of removing any vegetation, tree stumps, and stones prior to grading) was modeled as occurring over two weeks and would occur after the completion of demolition activities. The site preparation activities would require 18 worker trips per day. The on-site equipment would consist of three rubber tired dozers and a combination of four tractors, loaders, or backhoes, which is based on the CalEEMod default equipment mix. In order to account for the air emissions from water trucks, three vendor truck trips per day were added to the site preparation phase.

Grading

Grading will occur after the completion of the site preparation phase. The grading phase was modeled as disturbing 4.37 acres, occurring over two weeks and would require 15 worker trips per day. The proposed grading is balanced, resulting in no dirt being imported or exported from the project site. The on-site simultaneously operating equipment would consist of one excavator, one grader, one rubber tired dozer, and a combination of three tractors, loaders, or backhoes, which is based on the CalEEMod default equipment mix. In order to account for the air emissions from water trucks, three vendor truck trips per day were added to the grading phase.

Building Construction

Building construction will occur after the completion of the grading phase. The building construction phase was modeled based on the construction of 87 mid-rise apartment units, and one leasing office. Building construction would occur over 9 months and would require up to 63 worker trips and nine vendor trips per day. The on-site equipment would consist of one crane, three forklifts, one generator set, one welder, and a combination of three tractors, loaders, or backhoes, based on the CalEEMod default equipment mix.

Paving

Paving would occur after the completion of the building construction phase. The paving phase was modeled as occurring over three weeks and would require up to 20 worker trips per day. The on-site equipment would consist of two cement and mortar mixers, one paver, two paving equipment, two rollers, and either one tractor, loader, or backhoe based on the CalEEMod default equipment mix.

Architectural Coating

The application of architectural coatings would occur after the completion of the paving phase. The architectural coating phase would occur over three weeks. The on-site equipment would consist of one air compressor, which is based on the CalEEMod default equipment mix. The proposed project was modeled based on the CalEEMod default exterior area of 59,400 square feet and interior area of 178,200 square feet and would require up to 13 worker trips per day.

Evaluation of Environmental Impacts

The maximum results of the analysis are summarized in Table 3 (Unmitigated Maximum Daily Construction Emissions (lbs/day)) by construction phase. The model indicates that no criteria pollutants would exceed the daily emissions thresholds established by SCAQMD; therefore, construction impacts would be less than significant.

Table 3
Unmitigated Maximum Daily Construction Emissions (lbs/day)

Construction Phase	ROG	NO _x	CO	SO ₂	PM ¹⁰	PM ^{2.5}
Demolition	9.14	72.93	44.62	0.07	6.16	3.61
Site Preparation	10.06	80.63	46.93	0.07	12.38	8.44
Grading	6.43	48.90	32.00	0.05	5.91	4.23
Building Construction	5.22	33.85	28.16	0.05	3.14	2.13
Paving	4.43	24.98	18.15	0.03	2.39	2.09
Architectural Coating	34.74	2.85	2.80	0.00	0.45	0.25
SCAQMD Threshold	75	100	550	150	150	55
Potential Impact?	No	No	No	No	No	No

Source: Kunzman Associates, Inc. *Golden Eagle Loma Linda Apartments: Air Quality and Global Climate Change Impact Analysis*. May 2013
Note: Volatile organic compounds are measured as reactive organic compounds

Operational Emissions

Long-term criteria air pollutant emissions will result from the operation of the apartment units. Long-term emissions are categorized as area source emissions, energy demand emissions, and operational emissions. Operational emissions will result from automobile and other vehicle sources associated with daily trips to and from the proposed project. CalEEMod was utilized to estimate mobile source emissions. Trip generation is based on the CalEEMod default round trip daily rates for the Apartment Mid Rise land use of 6.59 trips per unit per weekday. Area source emissions are the combination of many small emission sources that include use of outdoor landscape maintenance equipment, use of consumer products such as cleaning products, and periodic repainting of the proposed structure. Energy demand emissions result from use of electricity and natural gas. Emissions from area sources were estimated using CalEEMod using program default values for area and energy demand emissions. Operational emissions are summarized in Table 4 (Long-Term Daily Emissions (lbs/day)). Long-term emissions will not exceed the daily thresholds established by SCAQMD; impacts will be less than significant.

Table 4
Long-Term Daily Emissions (lbs/day)

Source	ROG	NO _x	CO	SO ₂	PM ¹⁰	PM ^{2.5}
Area Sources	2.18	0.09	7.53	0.00	0.04	0.04
Energy Demand	0.04	0.34	0.14	0.00	0.03	0.03
Mobile Sources	3.86	11.13	37.64	0.06	7.37	0.66
Total	6.08	11.56	45.31	0.06	7.44	0.73
Threshold	55	55	550	150	150	55
Potential Impact?	No	No	No	No	No	No

Source: Kunzman Associates, Inc. *Golden Eagle Loma Linda Apartments: Air Quality and Global Climate Change Impact Analysis*. May 2013
Note: Volatile organic compounds are measured as reactive organic compounds

c) **Less Than Significant Impact.** Cumulative short-term, construction-related emissions and long-term, operational emissions from the project will not contribute considerably to any potential

cumulative air quality impact because short-term project and operational emissions will not exceed any SCAQMD daily threshold. As required of the proposed project, other concurrent construction projects and operations in the region will be required to implement standard air quality regulations and mitigation pursuant to State CEQA requirements. Impacts will be less than significant.

d) **Less Than Significant Impact.** Sensitive receptors are those segments of the population most susceptible to poor air quality such as children, the elderly, the sick, and athletes who perform outdoors. Land uses associated with sensitive receptors include residences, schools, playgrounds, childcare centers, outdoor athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. The nearest land uses that are considered *sensitive receptors* are the residential dwelling units located to the north, south, east, and west of the project site and the Loma Linda Children's Center to the south. The proposed apartments will not generate toxic pollutant emissions because the proposed residential use is characterized as typical residential use that does not produce such emissions. The proposed apartments, therefore, would have a less than significant impact on sensitive receptors relating to toxic pollutant emissions.

Project-related construction air emissions may have the potential to exceed the state and federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the South Coast Air Basin. In order to assess local air quality impacts the SCAQMD has developed Localized Significance Thresholds (LSTs) to assess the project-related air emissions in the project vicinity. The SCAQMD has also provided Final Localized Significant Threshold Methodology (LST Methodology), revised July 2008, which details the methodology to analyze local air emission impacts. The Localized Significant Threshold Methodology found that the primary emissions of concern are NO₂, CO, PM¹⁰, and PM^{2.5}.

The significance thresholds for the local emissions of NO₂ and CO are determined by subtracting the highest background concentration from the last three years of these pollutants from Table 5 (Local Area Air Quality Levels from the San Bernardino Air Monitoring Station), from the most restrictive ambient air quality standards for these pollutants that are outlined in the Localized Significant Thresholds. Since PM¹⁰ and PM^{2.5} currently exceed the most restrictive ambient air quality standards in the Basin, their thresholds have been directly on the Localized Significant Thresholds and background concentrations of PM¹⁰ and PM^{2.5} are not factored into the threshold. Table 6 (SCAQMD Air Quality Significance Thresholds) shows the Localized Significant Thresholds for NO₂, CO, and PM¹⁰ and PM^{2.5} as well as the background concentrations and resultant significance concentrations.

Evaluation of Environmental Impacts

**Table 5
Local Air Quality Levels from the San Bernardino Air Monitoring Station**

Pollutant (Standard) ¹	Year		
	2010	2011	2012
Ozone:			
Maximum 1-Hour Concentration (ppm)	0.129	0.135	0.124
Days > CAAQS (0.09 ppm)	27	40	41
Maximum 8-Hour Concentration (ppm)	0.104	0.121	0.109
Days > NAAQS (0.08 ppm)	40	39	54
Days > CAAQS (0.070 ppm)	60	66	77
Carbon Monoxide:			
Maximum 1-Hour Concentration (ppm)	2.1	1.9	3.1
Days > NAAQS (20 ppm)	0	0	0
Maximum 8-Hour Concentration (ppm)	1.73	1.74	1.64
Days > NAAQS (9 ppm)	0	0	0
Nitrogen Dioxide:			
Maximum 1-Hour Concentration (ppm)	0.069	0.062	0.060
Days > NAAQS (0.25 ppm)	0	0	0
Inhalable Particulates (PM¹⁰):			
Maximum 24-hour Concentration (ug/m ³)	63.0	128.4	68.1
Days > NAAQS (150 ug/m ³)	0	0	0
Days > CAAQS (50 ug/m ³)	2	2	1
Annual Arithmetic Mean (AAM) (ug/m ³)	62.4	31.2	32.0
Annual > NAAQS (50 ug/m ³)	No	No	No
Annual > CAAQS (20 ug/m ³)	Yes	Yes	Yes
Ultra-Fine Particulates (PM^{2.5}):			
Maximum 24-Hour Concentration (pg/m ³)	39.3	65.0	34.8
Days > NAAQS (35 ug/m ³)	2	2	0
Annual Arithmetic Mean (AAM) (ug/m ³)	11.1	--	11.7
Annual > NAAQS (15 ug/m ³)	No	--	No
Annual > CAAQS (12 ug/m ³)	No	--	No
Source: Kunzman Associates, Inc. <i>Golden Eagle Loma Linda Apartments: Air Quality and Global Climate Change Impact Analysis</i> . May 2013			
1 CAAQS = California Ambient Air Quality Standard; NAAQS = National Ambient Air Quality Standard; ppm = parts per million			
-- No data available			

Table 6
SCAQMD Air Quality Significance Thresholds

Mass Daily Thresholds			
Pollutant	Construction (lbs/day)		Operation (lbs/day)
NOx	100		55
VOC	75		55
PM ¹⁰	150		150
PM ^{2.5}	55		55
SOx	150		150
CO	550		550
Lead	3		3
Toxic Air Contaminants, Odor and GHG Thresholds			
TACs	Maximum Incremental Cancer Risk \geq 10 in 1 million Cancer Burden > 0.5 excess cancer cases (in areas \geq 1 in 1 million) Chronic & Acute Hazard Index > 1.0 (project increment)		
Odor	Project creates an odor nuisance pursuant to SCAQMD Rule 402		
GHG	10,000 MT/yr CO ₂ e for industrial facilities		
Local Air Quality Thresholds			
Pollutant	SCAQMD LSTs	Background Level	Significance Threshold
NO ₂ – 1-hour average	0.18 ppm (338 ug/m ³)	130 ug/m ³	208 ug/m ³
PM ¹⁰ – 24-hour average			
Construction	10.4 ug/m ³	--	10.4 ug/m ³
Operations	2.5 ug/m ³	--	2.5 ug/m ³
PM ^{2.5} – 24-hour average			
Construction	10.4 ug/m ³	--	10.4 ug/m ³
Operations	2.5 ug/m ³	--	2.5 ug/m ³
SO ₂			
1-hour average	0.25 ppm	--	0.25 ppm
24-hour average	0.04 ppm	--	0.04 ppm
CO			
1-hour average	20 ppm(23,000 ug/m ³)	3565 ug/m ³	19435 ug/m ³
8-hour average	9 ppm (10,000 ug/m ³)	1933 ug/m ³	8067 ug/m ³
Lead			
30-day average	1.5 ug/m ³	--	1.5 ug/m ³
Rolling 3-month average	0.15 ug/m ³	--	0.15 ug/m ³
Quarterly average	1.5 ug/m ³	--	1.5 ug/m ³
Source: Kunzman Associates, Inc. <i>Golden Eagle Loma Linda Apartments: Air Quality and Global Climate Change Impact Analysis</i> . May 2013			

The proposed project’s construction-related air emissions from fugitive dust and on-site diesel emissions may have the potential to exceed the state and federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the South Coast Air Basin.

The local air quality emissions from construction were analyzed using the SCAQMD’s Mass Rate Localized Significance Threshold Look-Up Tables and the methodology described in Localized Significance Threshold Methodology, prepared by SCAQMD, revised July 2008. The Look-Up Tables were developed by the SCAQMD in order to readily determine if the daily emissions of CO, NOx, PM¹⁰, and PM^{2.5} from the proposed project could result in a significant impact to the local air quality. The emission thresholds were calculated based on the East San Bernardino Valley source receptor area and a disturbance of five acres per day. The nearest homes were located as near

Evaluation of Environmental Impacts

as 10 feet from the western edge of the project site. According to LST Methodology, any receptor located closer than 82 feet shall be based on the 82-foot thresholds. The on-site emissions from the CalEEMod model for the different construction phases are shown in Table 3 above. The data provided show that none of the analyzed criteria pollutants would exceed the calculated local emissions thresholds at the nearest sensitive receptors. Therefore, a less than significant local air quality impact would occur from construction of the proposed project.

A carbon monoxide (CO) hotspot is an area of localized CO pollution that is caused by severe vehicle congestion on major roadways, typically near intersections. CO hotspots have the potential for violation of state and federal CO standards at study area intersections, even if the broader Basin is in attainment for federal and state levels. The potential for violation of state and federal CO standards at study area intersections and exposure to sensitive receptors at those intersections is addressed using the methodology outlined in the California Department of Transportation *Project-Level Carbon Monoxide Protocol* (CO Protocol). Section numbers for the CO Protocol are provided in parentheses for ease of reference.

Local impacts from the project need to be examined because the project is not exempt from emissions analysis as defined by the CO Protocol (3.1.1, 3.1.2, 3.1.9). According to the CO Protocol, projects may *worsen air quality* if they significantly increase the percentage of vehicles in cold start modes (by two percent or more), significantly increase traffic volumes (by five percent or more) over existing volumes, or reduce average speeds on uninterrupted roadway segments (increase delays at intersections for interrupted roadway segments) (4.7.1).

Based on the project traffic analysis that identifies the number of trips generated by the proposed apartments, the project will increase vehicles operating in cold start mode in the AM and PM peak hours and will increase cold start mode operating vehicles by more than two percent. The project will also increase traffic volumes by more than five percent because morning peak hour trips are estimated to increase from 568 trips to 612 trips and evening peak hour trips are estimated to increase from 427 trips to 481 trips. Based on the 4.7.1 screening criteria, the project will *worsen air quality* and therefore requires additional analysis.

The next step in the CO Protocol is to determine if the project involves a signalized intersection at LOS E or F (4.7.3). The project traffic study indicates that the project will not involve an intersection at LOS E or F both in the near- and long-term. Furthermore, the project does not meet any of the special conditions that may be a cause of concern for air quality impacts such as urban street canyons, high percentages of heavy trucks in the project vehicle mix, high cold starts coupled with high traffic volumes, location near a significant stationary source of CO emissions, or location with a high CO background (4.7.5). The project is satisfactory pursuant to the CO Protocol because it will not result in a CO hotspot and no additional analysis is needed. Impacts to sensitive receptors due to localized carbon monoxide emissions will be less than significant.

e) **No Impact.** According to the CEQA Air Quality Handbook, land uses associated with odor complaints include agricultural operations, wastewater treatment plants, landfills, and certain industrial operations (such as manufacturing uses that produce chemicals, paper, etc.). Odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes, as well as sewage treatment facilities and landfills. The proposed residential apartments do not include any of the above noted uses or process; no impact will occur.

4.4 – Biological Resources

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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 Wildlife 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"/>

Evaluation of Environmental Impacts

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"/>
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a) **No Impact.** The project site is currently developed with residential uses. Limited landscaping currently exists on-site, however the vegetation is not a habitat for any species identified as a candidate, sensitive, or special status species. The project site is not identified as critical habitat for Threatened and Endangered Species.⁸ Considering the highly developed nature of the project surrounding area, the probability of existence of designated species under the federal Endangered Species Act or California Special Concern Species is low. The proposed Project would not, therefore, have a substantial adverse effect on any species identified as a candidate, sensitive, or special status species in local or regional plans or by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS). Considering the lack of habitat on the property, no impacts to wildlife species of concern will occur.

b) **No Impact.** The project site is located on developed land. The site has been previously developed and has landscaping consisting of non-native, ornamental plants. There is no riparian habitat on site. As such, no impact to riparian habitat or other sensitive natural habitat would occur.

c) **No Impact.** According to the federal National Wetlands Inventory, the project site does not contain any wetlands and the proposed project would not disturb any offsite wetlands (see Section 4.9 for discussion of project drainage features).⁹ There is no vegetation or on-site water features indicative of potential wetlands. No impact will occur.

d) **No Impact.** The project site is currently developed with seven structures and is surrounded on the north, east, and west by development, preventing the use of the project site and surrounding area as a wildlife corridor. The project site contains limited vegetation, including mature trees, in the context of a completely suburbanized setting located to the east, south, and west of residential uses. There are no substantial vegetated areas or bodies of water located on-site. The project site does not provide for the movement of any native resident or migratory fish or wildlife. No impact will occur.

e) **No Impact.** The City of Loma Linda Municipal Code Section 17.74 identifies requirements for the protection of existing trees as part of its urban forest. The urban forest is defined as a “collection of trees in and around the City including street and yard trees, and future suburb trees”. The ordinance is designed not only to aesthetically enhance public and private areas but also to provide habitat for birds and wildlife. A permit is required for tree removal or the alteration of public trees. All trees existing on site will be removed and replaced with 55 24-inch evergreen perimeter trees, 31 24-inch deciduous canopy trees, 29 24-inch flowering accent trees, nine 36-inch large evergreen canopy trees, 33 24-inch small evergreen canopy trees, 12 24-inch

⁸ U.S. Fish and Wildlife Service. FWS Critical Habitat for Threatened & Endangered Species. <http://criticalhabitat.fws.gov/> [April 2013]

⁹ United States Fish and Wildlife Service. National Wetlands Inventory. <http://107.20.228.18/Wetlands/WetlandsMapper.html#> [April 2013]

Evaluation of Environmental Impacts

street trees along Van Leuven Street, and four 36-inch project theme trees. In addition, the project will include 10,724 square feet of shrubs and groundcovers, 6,144 square feet of drought tolerant turf, and 2,350 square feet of landscaping for the bio-retention basin. Thus, the project will increase on-site vegetation when compared to existing conditions, increasing the urban forest in the City. None of the on-site trees or landscaping represents irreplaceable vegetation or sensitive habitat. Considering the project will contribute to the City's urban forest, impacts will be less than significant.

f) **No Impact.** The proposed Project site is not within the planning area of any Habitat Conservation Plan or a Natural Community Conservation Plan area,¹⁰ or other approved local, regional or state habitat conservation plan. No impact will occur.

¹⁰ California Department of Fish and Game. Natural Community Conservation Planning. <http://www.dfg.ca.gov/habcon/nccp/> [April 2013]

Evaluation of Environmental Impacts

4.5 – Cultural Resources

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) **No Impact.** This property does not satisfy any of the criteria for a historic resource defined in Section 15064.5 of the State CEQA Guidelines. No known historically or culturally significant resources, structures, buildings, or objects are located on the project site. The project site is not listed on the City’s list of most significant historic properties.^{11 12} As such, the proposed project would not cause an adverse change in the significance of a historical resource, and impacts to historic resources are not anticipated. No impact will occur.

b) **Less than Significant Impact with Mitigation Incorporated.** The project site is located in a developed area that has been previously disturbed and heavily affected by past activities, specifically construction of existing on-site structures. Given that the project site has been disturbed by previous construction, any cultural resources that may have existed at one time likely have been previously unearthed or disturbed. The project consists of the construction of an 87-unit apartment complex, and one leasing office. The project will involve the demolition of any existing buildings. The potential for uncovering significant resources at the project site during construction activities is considered remote given that no such resources have been discovered during prior development activity and the fact that the site has been disturbed in the past for construction of the existing structures. In the unlikely event that archaeological materials are uncovered, Mitigation Measures C-1 and C-2 are incorporated to ensure that uncovered resources are evaluated, left in place if possible, or curated as recommended by a qualified anthropologist. Impacts to buried archaeological resources will be less than significant with mitigation incorporated.

¹¹ City of Loma Linda. General Plan. May 2009.

¹² Hatheway & McKenna. *A Windshield Survey and Preliminary Architectural/Historical Inventory of Loma Linda, California*. January 1988.

Mitigation Measure

C-1 If potential archaeological materials are uncovered during grading or other earth moving activities, the contractor shall be required to halt work in the immediate area of the find and to retain a professional archaeologist to examine the materials to determine whether it is a *unique archaeological resource* as defined in Section 21083.2(g) of the State CEQA Statutes. If this determination is positive, the resource shall be left in place, if determined feasible by the project archaeologist. Otherwise, the scientifically consequential information shall be fully recovered by the archaeologist. Work may continue outside of the area of the find; however, no further work shall occur in the immediate location of the find until all information recovery has been completed and a report concerning the resource(s) is filed with the Community Development Department.

c) **Less than Significant Impact.** In addition, the project site is located in an area that is determined to have low potential for paleontological sensitivity.¹³ Vertebrate paleontological resources are generally found as mineralized to unmineralized fossils, imprints, or traces in rocks and sediment. Considering the project is located on alluvial soils, paleontological resources are unlikely to occur. Impacts to paleontological resources will be less than significant.

d) **Less than Significant Impact.** No formal cemeteries are located on the project site. Although any subsurface buried remains would have likely been destroyed or otherwise removed during previous site development activities, disturbance of subsurface soils has the potential to uncover buried remains. If buried remains are discovered, the project proponent is required to comply with Section 5097.98 of the California Public Resources Code and Section 7050.5-7055 of the California Health and Safety Code, requiring halting of construction activities until a County coroner can evaluate the find and notify a Native American Representative if the remains are of Native American origin. Impacts will be less than significant with compliance with existing regulations.

¹³ LSA. City of Loma Linda Draft Environmental Impact Report. March 2004.

Evaluation of Environmental Impacts

4.6 – Geology and Soils

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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 type="checkbox"/>	<input checked="" 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 (1997), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Evaluation of Environmental Impacts

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"/>
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a.i) **No Impact.** Although the project site is located in seismically active Southern California, the site is not located within an Alquist-Priolo Earthquake Fault Zone.¹⁴ No impact will occur.

a.ii) **Less Than Significant Impact.** The proposed project will be subject to ground shaking impacts should a major earthquake occur in the future. The Banning Fault and the San Jacinto Faults are located over a mile south of the project site. Potential impacts include injury or loss of life and property damage.

The project site is subject to strong seismic ground shaking, as are virtually all properties in Southern California. The proposed buildings are subject to the seismic design criteria of the California Building Code (CBC). The 2010 California Building Code (CBC; Title 14, California Code of Regulations, Part 2) contains seismic safety provisions with the aim of preventing building collapse during a design earthquake so that occupants would be able to evacuate after the earthquake. A 'design earthquake' is defined as a magnitude earthquake with a two percent chance of exceedance in 50 years, or an average return period of 2,475 years. Adherence to these requirements will reduce the potential of the building from collapsing during an earthquake, thereby minimizing injury and loss of life. Although structures may be damaged during earthquakes, adherence to seismic design requirements will minimize damage to property within the structure because the structure is designed not to collapse. The CBC is intended to provide minimum requirements to prevent major structural failure and loss of life. Adherence to existing regulations will reduce the risk of loss, injury, and death; impacts due to strong ground shaking will be less than significant.

a.iii) **Less Than Significant Impact.** Liquefaction is a phenomenon that occurs when soil undergoes transformation from a solid state to a liquefied condition due to the effects of increased pore-water pressure. This typically occurs where susceptible soils (particularly the medium sand to silt range) are located over a high groundwater table. Affected soils lose all strength during liquefaction and foundation failure can occur.

According to the City of Loma Linda General Plan, the project site is located in a liquefaction hazard zone.¹⁵ There is a moderate to moderately high susceptibility for liquefaction hazards in the northwest portion of the City. To minimize structural damage due to liquefaction, the Loma Linda General Plan includes the following implementing policies.

- Require geologic and soils reports to be prepared for proposed development sites, and incorporate the findings and recommendations of these studies into project development requirements.

¹⁴ California State Department of Conservation. Alquist-Priolo Earthquake Fault Zone Maps. http://gmw.consrv.ca.gov/shmp/download/quad/SAN_BERNARDINO_SOUTH/maps/SANBERN_S.PDF [April 2013]

¹⁵ City of Loma Linda. General Plan. May 2009.

Evaluation of Environmental Impacts

- Require specialized soils reports in areas suspected of having problems with potential liquefaction and areas depicted as liquefaction zones as shown on Figure 10.1 (Geologic Hazards) of the General Plan, bearing strength, expansion, settlement, or subsidence, including implementation of the recommendations of these reports into the project development.

In addition, Loma Linda Municipal Code Section 15.04.060 requires preparation of a preliminary soils report to identify any soil issues that would lead to structural defects if not corrected. The soils report is required to be approved by the Director of Building and Safety. The Director of Building and Safety will determine that there are no defective soils on site, or if there are defective soils, the corrective measures recommended in the report would likely prevent structural damage to any buildings constructed on site. Per the Municipal Code requirements, a soil report that contains measures to reduce impacts due to liquefaction will be required prior to issuance of a building permit (Municipal Code Section 15.04.060(F)). With adherence to the General Plan and Municipal Code Section 15.04.061, impacts due to liquefaction will be less than significant.

a.iv) **No Impact.** The project site is located in a developed area that is flat and is not located near an area with potential for landslides. No impact could occur.

b) **Less Than Significant Impact.** Topsoil is used to cover surface areas for the establishment and maintenance of vegetation due to its high concentrations of organic matter and microorganisms. Little, if any, native topsoil is likely to occur on site because the site contains existing structures and associated fill soils. The project has the potential to expose surficial soils to wind and water erosion during construction activities. Wind erosion will be minimized through soil stabilization measures required by South Coast Air Quality Management District (SCAQMD) Rule 403 (Fugitive Dust), such as daily watering. Water erosion will be prevented through the City's standard erosion control practices required pursuant to the California Building Code and the National Pollution Discharge Elimination System (NPDES), such as silt fencing or sandbags. Following project construction, the site would be covered completely by paving, structures, and landscaping. Impacts related to soil erosion and loss of topsoil will be less than significant with implementation of existing regulations.

c) **Less Than Significant Impact.** Impacts related to liquefaction and landslides are discussed above in Section 4.6.a. Lateral spreading is the downslope movement of surface sediment due to liquefaction in a subsurface layer. The downslope movement is due to gravity and earthquake shaking combined. Such movement can occur on slope gradients of as little as one degree. Lateral spreading typically damages pipelines, utilities, bridges, and structures. Lateral spreading of the ground surface during a seismic activity usually occurs along the weak shear zones within a liquefiable soil layer and has been observed to generally take place toward a free face (i.e., retaining wall, slope, or channel) and to lesser extent on ground surfaces with a very gentle slope. There is little potential for lateral spread to occur on-site because there is no slope or free face adjacent or on the site.

As discussed in Section 4.6.a.iii above, Municipal Code Section 15.04.060(F) requires that a soils report shall indicate the presence of soil issues that, if not corrected, would lead to structural defects. If there are any identified issues on site, the appropriate measures to reduce impacts shall be included in the report and approved by the Director of Building and Safety. In addition, the project is required to be constructed in accordance with the CBC. The CBC includes a requirement that any City-approved recommendations contained in the soil report be made conditions of the building permit. Compliance with existing CBC regulations would limit hazard impacts arising from unstable soils to less-than-significant levels.

Evaluation of Environmental Impacts

d) **No Impact.** The CBC requires special design considerations for foundations of structures built on soils with expansion indices greater than 20. The site has previously been developed and the existing soil is compacted, engineered fill and thus would not contain expansive soils. According to Natural Resources Conservation Service Webs Soil Survey, the soil consists of gravelly sandy loam and fine sandy loam and there are no limitations related to expansive soils. No impact will occur.

e) **No Impact.** The project site is served by a fully functional municipal sewer system. The project will connect to this system and will not require use of septic tanks. No impact will occur.

Evaluation of Environmental Impacts

4.7 – Greenhouse Gas Emissions

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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 type="checkbox"/>	<input checked="" type="checkbox"/>

a) **Less Than Significant Impact.** Climate change is the distinct change in measures of climate for a long period of time.¹⁶ Climate change is the result of numerous, cumulative sources of greenhouse gas emissions all over the world. Natural changes in climate can be caused by indirect processes such as changes in the Earth’s orbit around the Sun or direct changes within the climate system itself (i.e., changes in ocean circulation). Human activities can affect the atmosphere through emissions of greenhouse gases (GHG) and changes to the planet’s surface. Human activities that produce GHGs are the burning of fossil fuels (coal, oil and natural gas for heating and electricity, gasoline and diesel for transportation); methane from landfill wastes and raising livestock, deforestation activities; and some agricultural practices.

Greenhouse gases differ from other emissions in that they contribute to the “greenhouse effect.” The greenhouse effect is a natural occurrence that helps regulate the temperature of the planet. The majority of radiation from the Sun hits the Earth’s surface and warms it. The surface in turn radiates heat back towards the atmosphere, known as infrared radiation. Gases and clouds in the atmosphere trap and prevent some of this heat from escaping back into space and re-radiate it in all directions. This process is essential to supporting life on Earth because it warms the planet by approximately 60° Fahrenheit. Emissions from human activities since the beginning of the industrial revolution (approximately 250 years ago) are adding to the natural greenhouse effect by increasing the gases in the atmosphere that trap heat, thereby contributing to an average increase in the Earth’s temperature. Greenhouse gases occur naturally and from human activities. Greenhouse gases produced by human activities include carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆). Since 1750, it is estimated that concentrations of carbon dioxide, methane, and nitrous oxide in the atmosphere have increased over 36 percent, 148 percent, and 18 percent, respectively, primarily due to human activity. Emissions of greenhouse gases affect the atmosphere directly by changing its chemical composition while changes to the land surface indirectly affect the atmosphere by changing the way the Earth absorbs gases from the atmosphere.

¹⁶ *United States Environmental Protection Agency. Frequently Asked Questions About Global Warming and Climate Change. Back to Basics. April 2009.*

Evaluation of Environmental Impacts

GHG emissions for the project were quantified using the California Emissions Estimator Model (CalEEMod) version 2011.1.1 to determine if the project could have a cumulatively considerable impact related to greenhouse gas emissions (see Appendix A, Air Quality and Global Climate Change Impact Analysis), and summarized in Table 7 (Greenhouse Gas Emissions Inventory). The emissions inventory accounts for GHG emissions from construction activities and operational activities.

Operational emissions associated with the proposed project would include GHG emissions from mobile sources (transportation), energy, water use and treatment, and waste disposal. GHG emissions from electricity use are indirect GHG emissions from the energy (purchased energy) that is produced offsite. Construction activities are short term and cease to emit greenhouse gases upon completion, unlike operational emissions that are continuous year after year until operation of the use ceases. Because of this difference, SCAQMD recommends amortizing construction emissions over a 30-year operational lifetime. This normalizes construction emissions so that they can be grouped with operational emissions in order to generate a precise project-based GHG inventory.

**Table 7
Greenhouse Gas Emissions Inventory**

Source	GHG Emissions (MT/YR)			
	CO2	CH4	N2O	TOTAL*
Construction				
30-Year Amortization	19.77	0.00	0.00	19.81
Operational				
Area	3.63	0.00	0.00	3.69
Energy	178.84	0.01	0.00	179.95
Mobile	942.02	0.04	0.00	942.79
Solid Waste	8.22	0.49	0.00	18.41
Water and Wastewater	33.46	0.18	0.00	38.69
Total	1,166.17	0.72	0.00	1,183.53
Total Construction + Operational	1,185.94	0.72	0.00	1,203.34
Proposed SCAQMD Screening Threshold				3,000
Exceeds Screening Threshold?				No

Source: Kunzman Associates, Inc. *Golden Eagle Loma Linda Apartments: Air Quality and Global Climate Change Impact Analysis*. May 2013

* MTCO₂E/YR

Note: Slight variations may occur due to rounding. Construction emissions amortized over 30 years.

A numerical threshold for determining the significance of greenhouse gas emissions in the South Coast Air Basin (Basin) has not officially been adopted by the SCAQMD. As an interim threshold based on guidance provided in the CAPCOA *CEQA and Climate Change* white paper, a non-zero threshold based on Approach 2 of the handbook will be used.¹⁷ Threshold 2.5 (Unit-Based Thresholds Based on Market Capture) establishes a numerical threshold based on capture of approximately 90 percent of emissions from future development. The latest threshold developed by SCAQMD using this method is 3,000 metric tons carbon dioxide equivalent (MTCO₂E) per year for residential and commercial projects.¹⁸ This threshold is based on the review of 711 CEQA projects.

¹⁷ California Air Pollution Control Officers Association. *CEQA and Climate Change*. January 2008

¹⁸ South Coast Air Quality Management District. *CEQA Significance Thresholds Working Group*. Meeting # 15, Main Presentation. September 28, 2010

Evaluation of Environmental Impacts

Greenhouse gas emissions associated with the proposed project would not exceed the 3,000 MTCO₂E threshold; therefore, impacts will be less than significant.

b) **No Impact.** The City Loma Linda has not adopted a GHG emissions reduction plan. The City has adopted the 2010 edition of the California Building Code (Title 24), including the California Green Building Standards Code. The project would be subject to the California Green Building Standards Code, which requires new buildings to reduce water consumption, employ building commissioning to increase building system efficiencies for large buildings, divert construction waste from landfills, and install low pollutant-emitting finish materials. The project does not include any feature (i.e., substantially alter energy demands) that would interfere with implementation of these state and city codes and plans. No impact will occur.

4.8 – Hazards and Hazardous Materials

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<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"/>

Evaluation of Environmental Impacts

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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"/>

a) **Less Than Significant Impact.** The proposed project could result in a significant hazard to the public if the project includes the routine transport, use, or disposal of hazardous materials or places housing near a facility which routinely transports, uses, or disposes of hazardous materials. The proposed project is located within a primarily residential area within the city, and is located to the north of the Loma Linda Children’s Center and the Union Pacific Railroad. The routine use, transport, or disposal of hazardous materials is primarily associated with industrial uses which require such materials for manufacturing operations or produce hazardous wastes as by-products of production applications. The proposed project does not propose or facilitate any activity involving significant use, routine transport, or disposal of hazardous substances as part of the multi-family use. Furthermore, according to the EPA, the proposed project is not located near any listed facilities that emit toxic air contaminants, utilize toxic or radioactive materials, produce hazardous wastes, or discharge to surface water bodies.¹⁹

During construction, there would be a minor level of transport, use, and disposal of hazardous materials and wastes that are typical of construction projects. This would include fuels and lubricants for construction machinery, coating materials, etc. Routine construction control measures and best management practices for hazardous materials storage, application, waste disposal, accident prevention and clean-up, etc. would be sufficient to reduce potential impacts to a less than significant level.

With regard to project operation, widely used hazardous materials common at residential uses include paints and other solvents, cleaners, and pesticides. The remnants of these and other products are disposed of as household hazardous waste (HHW) that includes batteries, electronic wastes, and other wastes that are prohibited or discouraged from being disposed of at local landfills. Regular operation and cleaning of the Golden Eagle Loma Linda Apartments will not result in significant impacts involving use, storage, transport or disposal of hazardous wastes and substances. Use of common household hazardous materials and their disposal do not present a substantial health risk to the community. Impacts associated with the routine transport, use of hazardous materials or wastes will be less than significant.

¹⁹ California Department of Toxic Substances Control. DTSC’s Hazardous Waste and Substances Site List – Site Cleanup (Cortese List). http://www.dtsc.ca.gov/SiteCleanup/Cortese_List.cfm [April 2013]

b) **Less Than Significant Impact.** There are no open cases of leaking underground storage tanks (LUST) on the project site or in the project vicinity.²⁰ There will be no impact related to the release of hazardous materials into the environment.

Construction of the proposed Project will require the use and transport of hazardous materials such as asphalt, paints, and other solvents. Construction activities could also produce hazardous wastes associated with the use of such products. Construction of the proposed apartments requires ordinary construction activities and will not require a substantial or uncommon amount of hazardous materials to complete. All hazardous materials are required to be utilized and transported in accordance with their labeling pursuant to federal and state law. Routine construction practices include good housekeeping measures to prevent/contain/clean-up spills and contamination from fuels, solvents, concrete wastes and other waste materials.

Activities associated with the demolition of the existing structures on site may pose a hazard with regard to asbestos containing materials (ACM) and lead-based paints. ACM were used on a widespread basis in building construction prior to and into the 1980s. Asbestos generally does not pose a threat when it remains intact. When asbestos is disturbed and becomes airborne, such as during demolition activities, significant impacts to human health could occur. Construction workers completing demolition activities, as well as surrounding uses, have the potential to be exposed to airborne asbestos emissions due to the potential presence of ACM.

SCAQMD Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities) requires work practices that limit asbestos emissions from building demolition and renovation activities, including the removal and disturbance of ACM.²¹ This rule is generally designed to protect uses and persons adjacent to demolition or renovation activity from exposure to asbestos emissions. Rule 1403 requires surveys of any facility being demolished or renovated for the presence of all friable and Class I and Class II non-friable ACM. Rule 1403 also establishes notification procedures, removal procedures, handling operations, and warning label requirements, including HEPA filtration, the *glovebag* method, wetting, and some methods of dry removal that must be implemented when disturbing appreciable amounts of ACM (more than 100 square feet of surface area). Impacts due to asbestos exposure will be less than significant with implementation of existing regulations.

Exposure of construction workers to lead-based paint during demolition activities is also of concern, similar to exposure to asbestos. Exposure of surrounding land uses to lead from demolition activities is generally not a concern because demolition activities do not result in appreciable emissions of lead.²² The primary emitters of lead are industrial processes. Any lead-based paint utilized on the exterior and interior of the existing structures would generally remain inside the structure or close to the exterior of the building. Improper disposal of lead-based paint could contaminate soil and subsurface groundwater in and under landfills not properly equipped to handle hazardous levels of this material. If lead-based paint exists, 8 CCR Section 1532.1 (California Construction Safety Orders for Lead) is applicable to the demolition of all existing structures requiring exposure assessment and compliance measures to keep worker exposure below action levels. The project is also subject to Title 22 requirements for the disposal of solid

²⁰ State Water Resources Control Board. GeoTracker. <https://geotracker.waterboards.ca.gov/> [February 2013]

²¹ South Coast Air Quality Management District. Rule 1403: Asbestos Emissions from Demolition/Renovation Activities. Amended October 5, 2007

²² California Department of Toxic Substances. *Draft Lead Report*. June 2004

Evaluation of Environmental Impacts

waste contaminated with excessive levels of lead. Impacts due to lead exposure and contamination will be less than significant with implementation of existing regulations.

c) **Less than Significant Impact.** There is one school located within close proximity to the project site; the Loma Linda Children's Center is located approximately 0.13 miles south of the project site. Operation of the proposed Project would not generate any hazardous emissions, and storage, handling, production or disposal of acutely hazardous materials is not required or proposed for any aspect of this project. As discussed in Section 4.8.b, existing regulations address potential off-site construction-related hazards associated with demolition of the existing on-site structures. Impact would be less than significant with implementation of existing regulations and Mitigation Measures listed in Section 4.8.b.

d) **No Impact.** The proposed Project is not located on a site listed on the State *Cortese List*, a compilation of various sites throughout the state that have been compromised due to soil or groundwater contamination from past uses.²³

Based upon review of the *Cortese List*, the project site is not:

- listed as a hazardous waste and substance site by the Department of Toxic Substances Control (DTSC),²⁴
- listed as a leaking underground storage tank (LUFT) site by the State Water Resources Control Board (SWRCB),²⁵
- listed as a hazardous solid waste disposal site by the SWRCB,²⁶
- currently subject to a Cease and Desist Order (CDO) or a Cleanup and Abatement Order (CAO) as issued by the SWRCB,²⁷ or
- developed with a hazardous waste facility subject to corrective action by the DTSC.²⁸

e-f) **No Impact.** There are no public airports or private airstrips within two miles of the Project site. The Project site is located approximately 2.43 miles south of the closest portion of the runway at San Bernardino International Airport; however, the project is not located within the Airport Influence Area for the San Bernardino International Airport.²⁹ No impact will occur.

g) **Less Than Significant Impact.** The proposed project is an infill project, demolishing seven structures, and construction of a multi-family apartment complex that consist of five three-story buildings, five one-story detached garages, pool and clubhouse area, basketball and volleyball courts, and open space and landscaping. Per State Fire and Building Codes, sufficient space will

²³ California Environmental Protection Agency. Cortese List Data Resources. <http://www.calepa.ca.gov/sitecleanup/corteselist/> [April 2013]

²⁴ California Department of Toxic Substances Control. EnviroStor. <http://www.envirostor.dtsc.ca.gov/public/search.asp> [April 2013]

²⁵ California State Water Resources Control Board. GeoTracker. <https://geotracker.waterboards.ca.gov/> [April 2013]

²⁶ California State Water Resources Control Board. Sites Identified with Waste Constituents Above Hazardous Waste Levels Outside the Waste Management Unit. <http://www.calepa.ca.gov/sitecleanup/corteselist/CurrentList.pdf> [April 2013]

²⁷ California State Water Resources Control Board. List of Active CDO and CAO. <http://www.calepa.ca.gov/sitecleanup/corteselist/CDOCAOList.xlsx> [April 2013]

²⁸ California Department of Toxic Substances Control. Cortese List: Section 65962.5(a). <http://www.calepa.ca.gov/sitecleanup/corteselist/SectionA.htm#Facilities> [April 2013]

²⁹ City of Loma Linda. General Plan. May 2009.

Evaluation of Environmental Impacts

have to be provided around the building for emergency personnel and equipment access and emergency evacuation. All project elements, including landscaping, would be sited with sufficient clearance from existing and proposed structures so as not to interfere with emergency access to and evacuation from the facility. The project would comply with the California Fire Code (Title 24, California Code of Regulations, Section 9). The site plan includes multiple building ingress/egress access points.

The project driveways would allow emergency access and evacuation from the site, and would be constructed to California Fire Code specifications. The project would not impair implementation of or physically interfere with an adopted emergency response plan or evacuation plan because no permanent public street or lane closures are proposed. Construction work in the street associated with the buildings would be limited to lateral utility connections that would be limited to nominal potential traffic diversion. Traffic control would be provided for any lane closures. Project impacts would be less than significant.

h) **No Impact.** The project site is not located within a fire hazard zone, as identified on the latest Fire Hazard Severity Zone (FHSZ) maps prepared by the California Department of Forestry and Fire Protection (CALFIRE).³⁰ There are no wildland conditions in the urbanized area that the project site is located. No impact would occur.

³⁰ California Department of Forestry and Fire Protection. Incorporated Fire Hazard Severity Zone: City of Loma Linda. October 2008.

Evaluation of Environmental Impacts

4.9 – Hydrology and Water Quality

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>

Evaluation of Environmental Impacts

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) **Less Than Significant Impact.** A project normally would have an impact on surface water quality if discharges associated with the project would create pollution, contamination, or nuisance as defined in Section 13050 of the California Water Code (CWC), or that cause regulatory standards to be violated as defined in the applicable National Pollutant Discharge Elimination System (NPDES) stormwater permit or Water Quality Control Plan for the receiving water body. For the purpose of this specific issue, a significant impact could occur if the project would discharge water that does not meet the quality standards of the agencies which regulate surface water quality and water discharge into stormwater drainage systems. Significant impacts could also occur if the project does not comply with all applicable regulations with regard to surface water quality as governed by the State Water Resources Control Board (SWRCB). These regulations include preparation of a Water Quality Management Plan (WQMP) to reduce potential post-construction water quality impacts.

Construction Impacts

Three general sources of potential short-term, construction-related stormwater pollution associated with the proposed project include: 1) the handling, storage, and disposal of construction materials containing pollutants; 2) the maintenance and operation of construction equipment; and 3) earth-moving activities which, when not controlled, may generate soil erosion via storm runoff or mechanical equipment. The proposed project would disturb approximately 4.37 acres of land and therefore will be subject to NPDES permit requirements during construction activities in addition to standard NPDES operational requirements. As required under NPDES, the project applicant is responsible for preparing a Storm Water Pollution Prevention Plan (SWPPP) to identify specific measures to prevent erosion and mitigate the inherent potential for sedimentation and other pollutants entering the stormwater system during construction. The primary objective of the NPDES stormwater program requirements are to: 1) effectively prohibit non-storm water discharges, and 2) reduce the discharge of pollutants from storm water conveyance systems to the Maximum Extent Practicable (*MEP* statutory standard). The SWPPP would incorporate the required implementation of Best Management Practices (BMPs) for erosion control and other measures to meet the NPDES requirements for storm water quality. Implementation of the BMPs identified in the SWPPP and compliance with the NPDES and City

Evaluation of Environmental Impacts

discharge requirements would ensure that the construction of the proposed project will not violate any water quality standards or discharge requirements, or otherwise substantially degrade water quality. Impacts will be less than significant with implementation of existing regulations.

Long-Term Operational Impacts

Proposed construction of the Golden Eagle Loma Linda Apartments will increase impervious areas, as the project site in current conditions does not contain a lot of paving. Limited landscaping is present under existing conditions and a greater amount of landscaping is proposed as part of project design in the form of an open space/bio-retention area and landscaping throughout the project site along walkways and buildings. Drainage on the developed site will be directed along internal streets to the open space/bio-retention area. Runoff from the developed site will result in increased potential water contamination from urban pollutants that are commonly found in surface parking lots, ornamental landscape planters and from atmospheric buildup on rooftops because project-related runoff will be similar in composition but greater in amount as the runoff from the existing buildings. The proposed project will be subject to post-construction BMPs per the City's NPDES permit to address increases in impervious surfaces, methods to decrease incremental increases in off-site stormwater flows, and methods for decreasing pollutant loading in off-site discharges. A key design criterion is to treat the first ¾-inch rainstorm flows, since the first rains typically carry the most concentrated levels of pollution that have built up since the last storm. Common post-construction BMPs include filtering stormwater through vegetated areas prior to discharge into the City's storm drain system or retaining stormwater on-site to filter back into the groundwater. The proposed Golden Eagle Loma Linda Apartments will not generate hazardous wastewater that would require any special waste discharge permits. All wastewater associated with the buildings' interior plumbing system will be discharged into the local sewer system for treatment at the regional wastewater treatment plant. Impacts will be less than significant with implementation of existing regulations.

b) **Less Than Significant Impact.** If the project removes an existing groundwater recharge area or substantially reduces runoff that results in groundwater recharge such that well production in the area would be affected, a potentially significant impact could occur.

The Project site is located in the Bunker Hill Basin. There are five primary pressure zones within the Loma Linda service area. The proposed project is located in Pressure Zone 1. Groundwater levels measure groundwater elevations within the pressure zone at a minimum of approximately 1,070 feet below the ground surface and a maximum of 1,190 feet below ground surface.³¹ Project-related grading would not reach these depths and no disturbance of groundwater is anticipated. The proposed building footprint area and paved parking areas would increase impervious surface coverage on the site, thereby reducing the total amount of infiltration on site, as the proposed impervious area is greater than existing conditions. Because this site is currently developed and is not managed for groundwater supplies, this change in infiltration would not have a significant effect on groundwater supplies or recharge. Impacts will be less than significant.

c) **Less Than Significant Impact.** Potentially significant impacts to the existing drainage pattern of the site or area could occur if development of the project results in substantial on- or off-site erosion or siltation. The project will collect and convey off-site runoff from upstream areas and convey these flows through the site to the surrounding streets and the storm drainage system. The drainage will largely be accommodated within the streets surrounding the project site. A precise plan of design is required by the City of Loma Linda for all development (Municipal Code Section 17.30.260) and shall include the project drainage plan. The final grading and

³¹ LSA. City of Loma Linda Draft Environmental Impact Report. March 2004.

Evaluation of Environmental Impacts

drainage plan would be approved by the City Engineer during plan check review. Erosion and siltation reduction measures would be implemented during construction consistent with an approved SWPPP, which will demonstrate compliance with the City's NPDES permit. At the completion of construction, the project would consist of impervious surfaces and landscaped areas, and would therefore not be prone to substantial erosion. No streams cross the project site; thus, the project would not alter any stream course. Impacts will be less than significant.

d-e) **Less Than Significant Impact.** No streams traverse the project site; thus, the project would not result in the alteration of any stream course. During construction, the project applicant would be required to develop and implement a SWPPP as required by law; this would prevent polluted runoff from leaving the construction site.

With regard to project operation, on-site drainage will be directed along internal streets to the open space/bio-retention basin on the western side of the site. Construction of the proposed project would increase the net area of impermeable surfaces on the site because the site currently has unpaved and paved surfaces. However, the project includes an open space/bio-retention basin on the western side of the property to collect on-site run-off; therefore, substantially increased discharges to the City's existing storm drain system will not occur and will not impact local storm drain capacity. The project is not an industrial use and therefore will not result in substantial pollutant loading such that treatment control BMPs would be required to protect downstream water quality. Impacts will be less than significant.

f) **No Impact.** The project does not propose any uses that will have the potential to otherwise degrade water quality beyond those issues discussed in Section 4.9 herein.

g) **No Impact.** According to the Loma Linda General Plan, the proposed project site is not located within a flood hazard zone.³² The project site is located in Zone X, which is an area that has been determined to be outside of the 500 year floodplain. No impact will occur.

h) **No Impact.** The proposed project is not located within a 100-year floodplain, as mapped by the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps. The project site is identified as Zone X, defined by FEMA as areas outside the 0.2 percent annual chance floodplain.³³ Therefore, no rising of a flood plain will occur.

i) **No Impact.** The project site is not located within a dam inundation area.³⁴ The project site is not located within proximity to any levees.³⁵ No impact could occur.

j) **Less than Significant Impact.** The project site is not subject to tsunami due to its elevation and distance (over 53 miles) from the ocean. There are no open reservoirs in the City of Loma Linda. As noted in Section 4.6.a, the project site has not been identified in an area susceptible to landslides or mudflows. Furthermore, the potential for mudflow is relatively low, since the project does not lie in a landslide hazard zone. The project is not located adjacent to any substantial drainage area. Impacts will be less than significant.

³² City of Loma Linda. General Plan. May 2009.

³³ Federal Emergency Management Agency. Flood Insurance Rate Map. Map Number 06071C8692H. August 28, 2008.

³⁴ San Bernardino County. General Plan Hazard Overlay. FH30B San Bernardino South. 2010

³⁵ United States Geological Survey. 7.5 Minute Quadrangle. San Bernardino South. 1980

Evaluation of Environmental Impacts

4.10 – Land Use and Planning

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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) **No Impact.** The proposed project is surrounded by residential use to the west, north, east, and southeast, and a children’s center to the south. The proposed project is consistent and compatible with the surrounding land uses and will not divide an established community. The project does not propose construction of any roadway, flood control channel, or other structure that would physically divide any portion of the community. Therefore, no impact will occur.

b) **Less than Significant Impact.** The project site is designated as *Very High Density Residential* in the City’s General Plan and is zoned multi-family residence (R-3). The project is not requesting any General Plan amendment that could conflict with policies designed to protect the environment and the project is consistent with the *Very High Density Residential* land use designation which is designed to *be intended for multifamily uses consisting of low-rise condominium and apartment style developments*. The project does not conflict with the intent or implementation of these designations. Furthermore, parking requirements are a land use planning mechanism and are not designed to protect the environment. Impacts will be less than significant.

c) **No Impact.** As discussed in Checklist Response 4.4.f above, the proposed project site and surrounding areas are not part of any habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan. As such, no impact will occur.

4.11 – Mineral Resources

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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-b) **No Impact.** The project site is located in a developed area. There are no mineral extraction or process facilities on or near the site. No mineral resources are known to exist within the vicinity. The City does not delineate any important mineral resources in its General Plan or in any other plan.³⁶ No impact would occur.

³⁶ LSA. City of Loma Linda Draft Environmental Impact Report. March 2004.

Evaluation of Environmental Impacts

4.12 – Noise

Would the project result in:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Fundamentals of Sound and Environmental Noise

Noise can be defined as objectionable and disturbing to some individuals.³⁷ Sound (and therefore noise) consists of energy waves that people receive and interpret. Sound pressure levels are described in logarithmic units of ratios of sound pressures to a reference pressure, squared.

³⁷ City of Loma Linda. General Plan. May 2009.

These units are called *bels*. In order to provide a finer description of sound, a *bel* is subdivided into ten *decibels*, abbreviated dB. To account for the range of sound that human hearing perceives, a modified scale is utilized known as the A-weighted decibel (dBA). Since decibels are logarithmic units, sound pressure levels cannot be added or subtracted by ordinary arithmetic means. For example, if one automobile produces a sound pressure level of 70 dBA when it passes an observer, two cars passing simultaneously would not produce 140 dBA. In fact, they would combine to produce 73 dBA. This same principle can be applied to other traffic quantities as well. In other words, doubling the traffic volume on a street or the speed of the traffic will increase the traffic noise level by 3 dBA. Conversely, halving the traffic volume or speed will reduce the traffic noise level by 3 dBA. A 3 dBA change in sound is the beginning at which humans generally notice a *barely perceptible* change in sound and a 5 dBA change is generally *readily perceptible*.³⁸

Noise consists of pitch, loudness, and duration; therefore, a variety of methods for measuring noise has been developed. According to the California General Plan Guidelines for Noise Elements, the following are common metrics for measuring noise:³⁹

L_{EQ} (Equivalent Energy Noise Level): The sound level corresponding to a steady-state sound level containing the same total energy as a time-varying signal over given sample periods. L_{EQ} is typically computed over 1-, 8-, and 24-hour sample periods.

CNEL (Community Noise Equivalent Level): The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of five decibels to sound levels in the evening from 7:00pm to 10:00pm and after addition of ten decibels to sound levels in the night from 10:00pm to 7:00am.

L_{DN} (Day-Night Average Level): The average equivalent A-weighted sound level during a 24-hour day, obtained after the addition of ten decibels to sound levels in the night after 10:00pm and before 7:00am.

CNEL and L_{DN} are used for describing ambient noise levels because they account for all noise sources over an extended period of time and account for the heightened sensitivity of people to noise during the night. L_{EQ} is better utilized for describing specific and consistent sources because of the shorter reference period.

Project Noise Context

The proposed project is located in a fully developed area and is surrounded by residential uses and a children's center. Existing noise conditions are representative of this environment. Traffic noise from Van Leuven Street is the greatest contributor to ambient noise levels near the project site. There are no discernible stationary noise sources within the area, as surrounding development generally consists of residential use and a children's center. There are multi-family residences located immediately to the west of the project site and single-family residences located immediately to the east of the project site and located across Van Leuven Street to the north of the project site. Immediately south of the project site is the Union Pacific Railway that represents the greatest contributor to periodic noise increases in the area. Across the rail line to the south is the Loma Linda Children's Center.

³⁸ California Department of Transportation. Basics of Highway Noise: Technical Noise Supplement. November 2009.

³⁹ California Governor's Office of Planning and Research. General Plan Guidelines. 2003.

Evaluation of Environmental Impacts

a) **Less Than Significant Impact.** The California Land Use Compatibility for Community Noise Environments establishes noise exposure levels that are “normally acceptable” for a variety of land uses.⁴⁰ Noise exposure for multi-family residential is normally acceptable up to 65 dBA CNEL based on the California Office of Noise Control Land Use Compatibility Matrix for Community Noise Exposure. Ambient noise in the project vicinity is generally defined by traffic on Van Leuven Street. Noise measurements were taken by FirstCarbon Solutions | Michael Brandman Associates to determine the existing noise levels. Short-term noise monitoring was performed using equipment that meets American National Standards Institute (ANSI) specifications for sound level meters. Noise impacts related to vehicular traffic were modeled using a version of the FHWA Traffic Noise Prediction Model (FHWA-RD-77-108), as modified for CNEL and the “Calveno” energy curves. Site specific information is entered, such as roadway traffic volumes, roadway active width, source-to-receiver distances, travel speed, noise source and receiver heights, and the percentages of automobiles, medium trucks, and heavy trucks that the traffic is made up of throughout the day, amongst other variables. To calculate the roadway noise impacts to the project site, FCS-MBA calibrated the FHWA Traffic Noise Prediction Model by utilizing the existing noise measurement data. Existing noise levels along Van Leuven Street are presented in Table 8 (Existing Traffic Noise Levels).

**Table 8
Existing Traffic Noise Levels**

Roadway	Classification	CNEL at 100 Feet (dBA)	Distance to Contour (Feet) ^{1 2}			
			70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
Van Leuven Street	Collector	54.0	9	19	40	86
Source: FirstCarbon Solutions Michael Brandman Associates. <i>Noise Impact Analysis 87-Unit Apartment Project, Loma Linda, San Bernardino County, California.</i> May 2013.						
Notes:						
1 Exterior noise levels calculated 5 feet above ground level.						
2 Noise levels calculated from centerline of subject roadway.						

The nearest proposed residences are located approximately 50 feet from the roadway centerline. Noise levels from traffic on Van Leuven Street would not exceed 65 dBA CNEL from 50 feet as shown in Table 8 above and will therefore not expose residents to excessive noise levels. The project will not be exposed to ambient noise levels related to traffic noise in excess of state recommended noise compatibility standards and impacts will be less than significant.

Future noise levels along Van Leuven Street were assessed and compared to the City’s exterior noise standard. The future exterior traffic noise levels will range from 62.6 to 64.4 dBA CNEL, depending on the location and distance from the centerline of Van Leuven Street. Table 9 (Future First Floor Exterior Noise Levels (dBA CNEL)) identifies future noise levels along Van Leuven Street. The future exterior noise levels will vary, depending on the location and distance from the centerline of Van Leuven Street.

⁴⁰ State of California, Governor’s Office of Planning and Research. General Plan Guidelines: Noise Element Guidelines. 2003

**Table 9
Future First Floor Exterior Noise Levels (dBA CNEL)**

Building	Exterior Façade (Ground Level) Study Locations	Distance from Centerline (feet)	Unmitigated Exterior Noise Impacts from Van Leuven Street	Noise Barrier Minimum Height (in feet)²	Final Projected Exterior Noise Level
1	1 st Floor Façade	60	63.1	--	63.1
2	1 st Floor Façade	50	64.4	--	64.4

Source: FirstCarbon Solutions | Michael Brandman Associates. *Noise Impact Analysis 87-Unit Apartment Project, Loma Linda, San Bernardino County, California.* May 2013.

Notes:

- 1 Exterior noise levels calculated 5-feet above pad elevation, perpendicular to subject roadway
- 2 "--" indicates: no calculation or exterior mitigation necessary for associated unit

Table 10 (Future Second Floor Exterior Noise Levels (dBA CNEL) indicates the future second floor exterior noise levels to the project site.

**Table 10
Future Second Floor Exterior Noise Levels (dBA CNEL)**

Building	Exterior Façade Study Locations	Distance from Centerline (feet)	Unmitigated Exterior Noise Impacts from Van Leuven Street	Noise Barrier Minimum Height (in feet)²	Final Projected Exterior Noise Level
1	2 nd Floor Façade	60	62.9	--	62.9
2	2 nd Floor Façade	50	64.2	--	64.2

Source: FirstCarbon Solutions | Michael Brandman Associates. *Noise Impact Analysis 87-Unit Apartment Project, Loma Linda, San Bernardino County, California.* May 2013.

Notes:

- 1 Exterior noise levels calculated 5-feet above pad elevation, perpendicular to subject roadway
- 2 "--" indicates: no calculation or exterior mitigation necessary for associated unit

The unmitigated exterior noise levels to the project site will be below the City’s 65 dBA CNEL threshold; therefore, no additional mitigation measures are required to reduce exterior traffic noise.

b) Less Than Significant Impact. Vibration is the movement of mass over time. It is described in terms of frequency and amplitude, and unlike sound there is no standard way of measuring and reporting amplitude. Vibration can be described in units of velocity (inches per second) or discussed in decibel (dB) units in order to compress the range of numbers required to describe vibration. Vibration impacts to buildings are generally discussed in terms of peak particle velocity (PPV) that describes particle movement over time (in terms of physical displacement of mass). For purposes of this analysis, PPV will be used to describe all vibration for ease of reading and comparison. Vibration can impact people, structures, and sensitive equipment.⁴¹ The primary concern related to vibration and people is the potential to annoy those working and residing in the area. Vibration with high enough amplitudes can damage structures (such as crack plaster or destroy windows). Groundborne vibration can also disrupt the use of

⁴¹ California Department of Transportation. *Transportation- and Construction-Induced Vibration Guidance Manual.* June 2004

Evaluation of Environmental Impacts

sensitive medical and scientific instruments such as electron microscopes. Common sources of vibration within communities include construction activities and railroads. Operation of the proposed apartment complex does not include uses that cause vibration; however, there is one railway line (Union Pacific) immediately south of the project site.

Construction Vibration

Groundborne vibration generated by construction projects is usually highest during pile driving, rock blasting, soil compacting, jack hammering, and demolition-related activities. Next to pile driving, grading activity has the greatest potential for vibration impacts if large bulldozers, large trucks, or other heavy equipment are used. Construction of the apartment complex does not require rock blasting or pile driving, however, jack hammering will be necessary to remove the existing asphalt and foundations. Site clearing and grading activities will require heavy construction equipment. Groundborne vibration and noise levels associated with various types of construction equipment and activities are summarized in Table 11 (Reference Vibration Source Amplitudes for Construction Equipment).

Table 11
Reference Vibration Source Amplitudes for Construction Equipment

Equipment	Reference PPV at 25 ft (in/sec)
Pile driver	0.484 – 1.876
Vibratory roller	0.210
Large bulldozer	0.089
Caisson drilling	0.089
Loaded trucks	0.076
Jackhammer	0.035
Small bulldozer	0.003

Notes: PPV is the peak particle velocity. Pile driver amplitude varies greatly based on equipment type and size.

Source: *Caltrans Transportation and Construction Induced Vibration Guidance Manual*. June 2004

According to the Caltrans vibration manual, large bulldozers, vibratory rollers (used to compact earth), and loaded trucks utilized during grading activities can produce vibration, and depending on the level of vibration, could cause annoyance at uses within the project vicinity or damage structures. Caltrans has developed a screening tool to determine if vibration from construction equipment is substantial enough to impact surrounding uses.

A vibration impact would be generally considered significant if it involves any construction-related or operations-related impacts in excess of 0.05 inches per second RMS vertical velocity at the nearby sensitive receptors (0.035 inches per second is barely perceptible). The construction-related vibration impacts have been analyzed below.

Construction activities can produce vibration that may be felt by adjacent uses. The construction of the proposed project would not require the use of equipment such as pile drivers, which are known to generate substantial construction vibration levels. The primary sources of vibration during construction would be from bulldozers. A large bulldozer would produce the largest amount of equipment-related vibration on the project site: 0.089 inch per second PPV at 25 feet.

The closest receptors to the project site include the residential units to the west of the project site, located approximately 10 feet from the western edge of the proposed project's boundary. It

Evaluation of Environmental Impacts

is anticipated that the bulldozer would be used at a minimum distance of 100 feet from the western property line. The vibration levels caused by a large bulldozer operating 100 feet from the nearest sensitive receptor will be less than 0.02 inches per second PPV. This vibration level would not exceed the 0.05 inch per second significant threshold and the impact is considered to be less than significant.

Rail Vibration

Southern Pacific Railroad (SP) tracks are located approximately 45 feet from the southern property line of the project site. The FTA's "Transit Noise and Vibration Impact Assessment" was utilized to assess potential vibration impacts from the adjacent rail line. The FTA Assessment provides recommended vibration thresholds, and reference data for assessing probably groundborne vibration near railroad or other fixed guide-way transportation systems. Per the FTA Assessment, the project site falls into the Category 2 criterion. The manual suggests that a vibration impact zone of 200 feet may be present for train movements at 60 to 70 miles per hour. For slower movement, the impact distance is much smaller.

Per the FTA's Noise and Vibration Assessment, the project falls under a Category 2 "Occasional Events" criterion, which has a 75 vdB threshold. Category 2 refers to residential land use and "Occasional Events" is defined for between 30 and 70 vibration events of the same source that occur daily. It is estimated that in Year 2015 there will be approximately 40 daily freight operations and four Amtrak operations along the tracks adjacent to the project site for a total of 44 vibration events per day. Train speeds are estimated to vary between 20 to 30 mph. The Colton Crossing Rail Yard is located approximately six miles west of the project site and therefore operations entering and leaving the Rail Yard have a slow approach or departure. Projected vibration at the project site is shown in Table 12 below (Projected Vibration for Freight and Amtrak Operations (dBA CNEL)).

**Table 12
Projected Vibration for Freight and Amtrak Operations (dBA CNEL)**

Speed ²	Vibration at 25 feet (FTA Manual)	Speed Correction Factor	Vibration Level (VdB)					
			Distance from Centerline of Track (feet) ³					
			12.5	25	37.5	50	75	100
10	76	-14	82	76	73	70	67	64
20	82	-8	88	82	79	76	73	70
30	86	-4	92	86	83	80	77	74
40	88	-2	94	88	85	82	79	76
50	90	0	96	90	87	84	81	78
60	92	2	98	92	89	86	83	80

Source: FirstCarbon Solutions | Michael Brandman Associates. *Noise Impact Analysis 87-Unit Apartment Project, Loma Linda, San Bernardino County, California*. May 2013.

Notes:

- 1 Table is based on reference vibration level of 90 VdB at 25 feet from track centerline as indicated in FTA Manual
- 2 Referenced vibration level: Speed 50 mph, 90 VdB at a distance of 25 feet from track centerline.

Building 4's façade is approximately 100 feet from the centerline of the tracks. It is estimated that rail operations traveling approximately 20 mph will have a vibration impact of 70 VdB. Rail operations traveling 30 mph will have a vibration impact of 74 VdB. The impact will be less than the FTA's vibration threshold or 75 VdB; therefore, impacts related to railroad vibration will be less than significant.

c) **Less Than Significant Impact.** Operationally the project is not a point source of noise that could substantially increase ambient noise levels. The project traffic analysis indicates that the

Evaluation of Environmental Impacts

project will increase daily trips by 579 trips without discounting the existing trips generated by the existing residential currently on site.⁴² Build-out traffic volumes on vicinal roadways are provided in the project traffic study. The proposed apartments will not double traffic on any roadway and therefore will not result in an ambient increase in traffic-related noise by 3 dBA; thus, traffic-related noise increase due to the project will not be perceptible by the surrounding community. Traffic increases are such that no appreciable increase in ambient noise will occur. Impacts will be less than significant.

d) **Less Than Significant Impact with Mitigation Incorporated.** Operationally, the project will result in periodic noise outdoors associated with landscaping activities, solid waste and recycling pick-up, and people talking in the parking area and outside the building. These activities are common in a variety of residential uses and do not represent a substantial increase in periodic noise in consideration that the project vicinity is designated for residential uses. Periodic operational noise increase will be less than significant.

Temporary Construction Noise

The project will result in temporary construction-related noise increases to on-site ground disturbing and construction activities. Construction noise levels vary, depending on the type and intensity of construction activity, equipment type and duration of use, and the distance between the noise sources and the receiver. Typical sound emission characteristics of construction equipment are provided in Figure 1 (Typical Construction Equipment Noise Levels).

⁴² Transtech Engineers. *Traffic Impact Analysis: Golden Eagle Apartments, City of Loma Linda*. May 2013.

Evaluation of Environmental Impacts

Construction noise is considered a short-term impact and would be considered significant if construction activities are undertaken outside the allowable time as described by the City's Municipal Code Section 9.20.070(C) (Temporary Permit Procedures; Construction Noise). Construction noise levels will vary significantly based upon the size and topographical features of the active construction zone, duration of the work day, and types of equipment employed. A typical construction day with an eight-hour duration will generate 84 dBA CNEL at a distance of 50 feet from the noise source, on average.

Typical operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Although there would be a relatively high single event noise exposure potential, resulting in potential short-term intermittent annoyances, the effect in long-term ambient noise levels would be small when averaged over longer time. Furthermore, the block wall separating the proposed project from the existing residential units to the west will attenuate construction noise by approximately 5 dBA.

Short-term noise impacts could occur during construction activities from either the noise impacts created from the transport of workers and movement of construction materials to and from the project site, or from the noise generated onsite during demolition and ground clearing/excavation, grading, and building activities. The project vicinity is already exposed to a maximum noise level of 67.8 dBA. The Municipal Code Section 9.20.070(C) states that:

Developers that are involved with building construction and subdivision grading may exceed maximum noise levels between the hours of seven A.M. and eight P.M., Monday through Friday, provided that all equipment is properly equipped with standard noise muffling apparatus specifically for such equipment (i.e., exhaust mufflers). Heavy construction is not permitted on weekends, or national holidays.

Mitigation Measure NOI-1 requires that all construction equipment utilize noise reduction features. Temporary construction-related noise impacts will be less than significant with implementation of existing performance standards and mitigation incorporation.

Periodic Train Noise

Noise impacts related to railroad operations were modeled by FirstCarbon Solutions | Michael Brandman, using a version of WYLE LABS WCR73_5 computer noise model. Site-specific information is entered, such as train category identification, percent grade, length of train, speed of train, and distance to sensitive receptor. The computer model utilizes equations that are based on vertical and horizontal distances, relative source-barrier-receptor insertion loss, and typical noise spectra for trains.

Southern Pacific Railroad (SP) tracks are located approximately 45 feet from the southern property line of the project site. SP and Amtrak have retained service rights along the rail line. The Federal Railroad Administration (FRA) monitors rail operations by counting the number of trains at various rail/street crossings. Rail crossing data for the Whittier Street Crossing (nearest crossing to the project site that has data collection) was obtained from FRA. Speeds along the Whittier Street Crossing are faster than what occur at or near the project site. (See Appendix B, Noise Impact Analysis)

The project site's southern property line is approximately 45 feet from the centerline of the SP tracks. The estimated exterior noise levels from the SP rail line is anticipated to be approximately 67.2 dBA CNEL at the façade of Building 4 (nearest building to track). The estimated noise level is above the City's 65 dBA CNEL threshold and is outlined in Table 13 (Year 2015 Unmitigated Exterior Noise Levels Along Rail Line (dBA CNEL)).

Table 13
Year 2015 Unmitigated Exterior Noise Levels Along Rail Line (dBA CNEL)

Rail Line	Operations per Day ²		CNEL at Observer Location (dBA) ³	Noise Level at Specified Distance (dBA CNEL) ⁴			
	Freight	AMTRAK		100 ft	200 ft	400 ft	800 ft
Southern Pacific	40	4	67.2	67.2	63.7	59.6	55.1

Source: FirstCarbon Solutions | Michael Brandman Associates. *Noise Impact Analysis 87-Unit Apartment Project, Loma Linda, San Bernardino County, California.* May 2013.

Notes:

- 1 Unmitigated scenario assumes no wall to shield residential units from rail line.
- 2 Per FRA data and growth rate of 2.71% as outlined by Colton Crossing Report
- 3 Noise levels calculated at 5 feet above ground level.
- 4 Noise level is projected to façade of nearest residential building (approximately 100 feet from centerline of tracks).

To meet the City’s 65 dBA CNEL threshold, a 10-foot high noise wall is required along the project site’s southern property line. Table 14 (Year 2015 Mitigated Exterior Noise Levels Along Rail Line (dBA CNEL)).

Table 14
Year 2015 Mitigated Exterior Noise Levels Along Rail Line (dBA CNEL)

Rail Line	Operations per Day ²		CNEL at Observer Location (dBA) ³	Noise Level at Specified Distance (dBA CNEL) ⁴			
	Freight	AMTRAK		100 ft	200 ft	400 ft	800 ft
Union Pacific	40	4	62.0	62.0	58.5	54.5	50.0

Source: FirstCarbon Solutions | Michael Brandman Associates. *Noise Impact Analysis 87-Unit Apartment Project, Loma Linda, San Bernardino County, California.* May 2013.

Notes:

- 1 Mitigated scenario assumes 10-foot wall along southern property line to shield residential units from tracks
- 2 Per FRA data and growth rate of 2.71% as outlined by Colton Crossing Report
- 3 Noise levels calculated at 5 feet above ground level.
- 4 Noise level is projected to façade of nearest residential building (approximately 100 feet from centerline of tracks).

Mitigation Measure NOI-2 requires a 10-foot high wall along the project’s southern property line to shield future residents from rail noise. Implementation of Mitigation Measure NOI-2 will reduce rail noise to acceptable levels and reduce the impact related to rail noise to less than significant.

Future Interior Noise

The future interior noise level was calculated for the sensitive receptor locations using a typical “windows open” and “windows closed” condition. A “windows open” condition assumes 12 dBA of noise attenuation from the exterior noise level. A “windows closed” condition assumes 20 dBA of noise attenuation from the exterior noise level. Table 15 (Future First Floor Interior Noise Levels (dBA CNEL)) indicates the interior noise level for first floors facing Van Leuven Street and the UP Rail Line.

Evaluation of Environmental Impacts

Table 15
Future First Floor Interior Noise Levels (dBA CNEL)

Building	Noise Impacts at First Floor Building Façade	Interior Noise Reduction Required to Meet Interior Noise Standard of 45 dBA CNEL	First Floor Interior Noise Level with Standard Windows (STC ≥ 25)		Required STC Rating for Windows and Doors ³
			"Windows Open" ¹	"Windows Closed" ²	
1	63.1	18.1	51.1	43.1	25
2	64.4	19.4	52.4	44.4	25
4	67.2	22.2	55.2	47.2	30

Source: FirstCarbon Solutions | Michael Brandman Associates. *Noise Impact Analysis 87-Unit Apartment Project, Loma Linda, San Bernardino County, California.* May 2013.

Notes:

- 1 A minimum of 12 dBA noise reduction is assumed with the "windows open" condition.
- 2 A minimum of 20 dBA noise reduction is assumed with the "windows closed" condition. If noise levels exceed the interior noise standard of 45 dBA when the windows are closed, then upgraded glass windows and doors (higher STC rating) are needed to ensure proper sound attenuation.
- 3 Upgraded windows are required for all units facing tracks.

Table 16 (Future Second Floor Interior Noise Levels (dBA CNEL)) indicates the interior noise level for second floors facing Van Leuven Street and the UP Rail Line.

Table 16
Future Second Floor Interior Noise Levels (dBA CNEL)

Building	Noise Impacts at Second Floor Building Façade	Interior Noise Reduction Required to Meet Interior Noise Standard of 45 dBA CNEL	Second Floor Interior Noise Level with Standard Windows (STC ≥ 25)		Required STC Rating for Windows and Doors ³
			"Windows Open" ¹	"Windows Closed" ²	
1	62.9	17.9	50.9	42.9	25
2	64.2	19.2	52.2	44.2	25
4	67.2	22.2	55.2	47.2	30

Source: FirstCarbon Solutions | Michael Brandman Associates. *Noise Impact Analysis 87-Unit Apartment Project, Loma Linda, San Bernardino County, California.* May 2013.

Notes:

- 1 A minimum of 12 dBA noise reduction is assumed with the "windows open" condition.
- 2 A minimum of 20 dBA noise reduction is assumed with the "windows closed" condition. If noise levels exceed the interior noise standard of 45 dBA when the windows are closed, then upgraded glass windows and doors (higher STC rating) are needed to ensure proper sound attenuation.
- 3 Upgraded windows are required for all units facing tracks.

To meet the City's interior noise standard of 45 dBA CNEL, Mitigation Measures NOI-3 requires that all windows and sliding doors facing the Union Pacific Rail Line for Building 4 will be require updated windows with a minimum STC rating of 30 or higher.

For proper acoustical performance, all exterior windows, doors, and sliding glass doors must have positive seal and leaks/cracks must be kept to a minimum.

Per California Noise Insulation Design Standards for Multi-Family residential units, demising walls and floor/ceiling assemblies between units must be constructed to have an STC rating of 50 or higher. This will help ensure that noise created inside of one unit is not heard in the adjacent unit. This will also further ensure the City's 45 dBA CNEL will be met. Any partition with a gap or

Evaluation of Environmental Impacts

hole will allow noise to flank and penetrate the partition. In addition, floor/ceiling assemblies between units must be constructed to have an impact isolation class IIC rating of 50 or higher. This will help prevent footsteps from being heard from the unit located above.

Mitigation Measures:

- N-1 The project applicant shall require construction contractors to adhere to the following noise attenuation requirements:
- Construction activities shall be limited to between the hours of 6:00 A.M. and 6:00 P.M. Monday through Friday. No work on holidays.
 - All construction equipment shall use noise-reduction features (e.g., mufflers and engine shrouds) that are no less effective than those originally installed by the manufacturer.
 - Construction staging and heavy equipment maintenance activities shall be performed a minimum distance of 300 feet from any offsite residence, unless safety or technical factors/feasibility take precedence.
- N-2 A 10-foot high wall is required along the project site's property line. Noise barrier must present a solid face from top to bottom and be placed on top of grade or pad (whichever is higher).
- N-3 For Building 4, all windows and sliding glass doors for floors 1 through 2 facing the Union Pacific Rail Line will require a minimum STC rating of 30 or higher.

e,f) **No Impact.** No airport land use plans apply to the area, and the proposed project site is not located within two miles of an airport. No impacts to airport land use plans or airports could occur. There are also no private airstrips in the project vicinity; there would be no impacts related to excessive noise near a private airstrip.

Evaluation of Environmental Impacts

4.13 – Population and Housing

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input 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) **Less Than Significant Impact.** The proposed project consists of 87 multi-family units, which will result in direct residential growth. At 3.8 persons per unit, the proposed project will result in approximately 331 new residents. The 2010 Census indicated that the City had a population of 23,261. The SCAG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) projects an estimated population of 31,700 by 2035. The proposed project will result in the demolition of five multi-family units and the addition of 87 units. The proposed project will result in a net increase of 312 residents (87 dwelling units at 3.8 persons per household - five dwelling units at 3.8 persons per household), 3.7 percent of the anticipated growth. This increase is within the growth assumptions estimated by SCAG and thus will not be substantially growth inducing. No new expanded infrastructure is proposed that could accommodate additional growth in the area that is not already possible with existing infrastructure. Impacts will be less than significant.

b) **No Impact.** The project site contains five multi-family units. The proposed project will replace the existing multi-family units with 87 apartments, a net increase of 82 units, thus, construction of housing elsewhere will not be required. No impact will occur.

c) **No Impact.** Displacement, in the context of housing, can generally be defined as persons or groups of persons who have been forced or obliged to flee or to leave their homes or places of habitual residence.⁴³ The redevelopment of the project site is consistent with the character of the project area and its transition to newer, higher density developments. In addition, existing residents will not be displaced in that the property owner will provide adequate time to find new

⁴³ The Brookings Institute. Handbook for Applying the Guiding Principles on Internal Displacement. 1999.

Evaluation of Environmental Impacts

housing prior to demolition. Pursuant to State law, 60-days advanced written notice is required for tenants living in the unit for over a year or 30-days advanced written notice when the property owner opens escrow for sale of the site to the project proponent.⁴⁴ As such, there is no *forced or obliged* removal of persons, and therefore no displacement. No impact will occur.

⁴⁴ California Department of Consumer Affairs. California Tenants: A Guide to Residential Tenants' and Landlords' Rights and Responsibilities. 2010

Evaluation of Environmental Impacts

4.14 – Public Services

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Less Than Significant Impact. The Loma Linda Fire Department (LLFD) provides fire protection and emergency medical response services in the City of Loma Linda. The fire department includes 29 employees (1 fire chief, 1 deputy chief, 3 battalion chiefs, 6 captains, 6 engineers, 9 firefighter/paramedics, and 3 firefighters).⁴⁵ The project site is an infill site, located in closest proximity to Station No. 2. Station No. 2 is located at 10520 Ohio Street, approximately 0.7 miles northwest of the project site.

The Loma Linda Fire Department provides technical fire prevention activities by checking building construction plans to make sure all proposed buildings meet appropriate safety codes prior to construction. Fire inspectors perform plan review on all proposed fire sprinkler systems, fire alarm systems, and restaurant hood extinguishing system installation. LLFD will review site plans for the proposed project as part of the City's standard review process.

The project is a proposed infill site, demolishing existing structures to accommodate an 87-unit apartment complex. The project would not have a significant impact on fire response times and would not otherwise create a substantially greater need for fire protection services than already exists. No new or expanded fire protection facilities will be required as a result of this project. Furthermore, the proposed apartment complex does not propose to use substantially hazardous materials or engage in hazardous activities that will require new or modified fire protection

⁴⁵ City of Loma Linda. Fire Department. *About Us*. <http://www.lomalinda-ca.gov/asp/Site/Departments/FireDepartment/OurHistory/index.asp> [April 2013]

Evaluation of Environmental Impacts

equipment to meet potential emergency demand. Impacts related to expansion of fire protection services will be less than significant.

b) Less Than Significant Impact. The San Bernardino County Sheriff's Department provides police protection services in the City of Loma Linda. The San Bernardino County Sheriff's station (Central Station) serving Loma Linda is located approximately 4.6 miles northwest of the project site at 655 E. 3rd Street in San Bernardino, California. Sheriff's personnel serving the City of Loma Linda include 12 sworn officers and five sworn civilian employees.⁴⁶ The Central Station has an estimated average response time of three minutes 15 seconds to emergency calls to any part of the City, as of 2009 when the General Plan was prepared.

The proposed apartment complex will not result in any unique or more extensive crime problems that cannot be handled with the existing level of police resources. The proposed project is located within the San Bernardino Sheriff's service area. No new or expanded police facilities would need to be constructed as a result of this project. Impacts related to expansion of police protection services will be less than significant.

c) Less Than Significant Impact. As a residential land use, this project would generate direct demand for school facilities. There is a potential for households with school-age children relocating to the Loma Linda area as a result of the proposed apartments. The project site will be served by Redlands Unified School District and is located in the attendance areas for Mission Elementary School, Cope Middle School, and Redlands High School. The 2012-2013 enrollment as well as current capacity is shown in Table 17 (Current Enrollment and Capacity) below.

**Table 17
Current Enrollment and Capacity**

School	2012-2013 Enrollment	Capacity
Mission Elementary School	509	499
Cope Middle School	1,386	1,507
Redlands High School	2,392	3,537

Source: Correspondence with Cameron Brown, Coordinator of Facilities Planning Services, Redlands Unified School District

**Table 18
Student Generation**

Grade Level	Generation Rate Per Residential Unit	Students Generated
K-5	0.24	21
6-8	0.12	11
9-12	0.16	14

Source: Correspondence with Cameron Brown, Coordinator of Facilities Planning Services, Redlands Unified School District

Future residents of the proposed Project will generate 21 elementary, 11 middle, and 14 high school students as shown in Table 18 (Student Generation) above. Pursuant to the Leroy F. Green School Facilities Act (AB 2926), the project proponent will be required to pay developer fees to the Redlands Unified School District, prior to the issuance of building permits, at the then current rate charged to commercial development projects. The current rate for Schools Facilities

⁴⁶ City of Loma Linda. General Plan. May 2009.

Evaluation of Environmental Impacts

Fees for Redlands Unified School District is \$3.20 per square foot for residential construction, totaling \$350,362 (109,488 residential square footage * \$3.20 per square foot). This fee will help support provision of school services for the community as a whole. According to AB 2926, payment of developer fees constitutes adequate mitigation for any project-related impacts to school facilities. Impacts to the school facilities will be less than significant.

d) Less Than Significant Impact. Demand for park and recreational facilities is generally the direct result of residential development. The project will provide new housing to the City which would impact public services (see Section 14.3). Demand for park and recreation facilities will result. The increase in demand for recreational uses not provided on site will result in the increase in use of surrounding parks and recreational facilities. City facilities that are available for use to future residents of the proposed project are summarized below.

- Baseball Field Park (6.4 acres with two lighted baseball fields) – approximately 0.5 miles from project site
- Bryn Mawr Veterans Memorial Park (1.4 acres with two half basketball courts) – approximately 2.1 miles from project site
- Cottonwood Park (3.6 acres with playground area) – approximately 0.8 miles from project site
- Dog Park (0.7 acres with an area for small dogs and an area for large dogs) – approximately 1.8 miles from project site
- Edison Easement Trail (with benches and drinking fountains)
- Elmer Digneo Park (4.0 acres with playground, BBQ pit, and half court basketball court) – approximately 0.4 miles from project site
- Hulda Crooks Park (50 acres with playground, BBQ pits, basketball court, volleyball court, two tennis courts, open area for various activities, and open space and trails) – approximately 1.7 miles from project site
- Leonard Bailey Park (9.2 acres with two baseball fields and open area for various activities) – approximately 2.1 miles from project site
- Seamount Park (0.44 acres) – approximately 0.9 miles from project site
- Ted and Lila Park (0.33 acres) – approximately 0.9 miles from project site

The City of Loma Linda has adopted a standard of five acres of parkland per 1,000 residents.⁴⁷ At the time of preparation of the General Plan, the City had a park ratio of 3.3 acres per 1,000 residents. When not in session, school facilities may act as neighborhood parks and joint use recreation facilities (athletic fields) through a joint use agreement with the school district, which substantially increases the amount of available usable open space. In order to acquire and/or gain control of sufficient parkland to meet the standard of five acres per 1,000 residents, the City imposes a Parks Facilities Development Impact Fee on all new residential development which shall be established by resolution (City of Loma Linda Municipal Code Section 17.20.070).

The proposed project will add 312 new residents to the area based on the City's estimate for persons per unit for one-, two-, and three-bedroom units in the R-3 zone (Municipal Code Section 17.20.050). Per Section 17.20.020(A) of the Municipal Code, developers are required to dedicate 2.8 acres per 1,000 residents for a neighborhood park to serve the needs of the residents. Based on this ratio, the proposed project will be required to provide 0.71 acres of park. As shown on the Site Plan, the proposed project will provide 1.16 acres (50,613 square feet) of landscaping and open space, exceeding the required 0.71 acres. The proposed project includes an area for open space, tot lot, basketball court, volleyball court, pool, clubhouse, gym, and BBQ area.

⁴⁷ City of Loma Linda. General Plan. May 2009.

These amenities are designed so future residents may stay on site to satisfy most of their recreational needs. Payment of Park Facilities Development Impact Fees and the inclusion of 1.16 acres of on-site landscaping, open space, and recreational facilities will result in a less-than-significant impacts to public parks.

e) Less Than Significant Impact. The Loma Linda library is a branch of the San Bernardino County library system. According to the Loma Linda General Plan, the average ratio for public library uses is 0.46 square feet per capita. The current square footage per capita ratio is 0.33, short of the 0.46 guideline.⁴⁸ The proposed Golden Eagle Loma Linda Apartments will increase the current population of 23,261 by 254 residents, a one percent increase.⁴⁹ The City will work with the County of San Bernardino to expand and renovate the existing library to accommodate future growth by the year 2021. There will be a less-than-significant impact to library facilities.

The City of Loma Linda has regionally and internationally known medical facilities that provide the latest in health care services. These facilities include Loma Linda University Community Medical Center, Loma Linda University Behavioral Medicine Center, Loma Linda University Proton Treatment Center, and the Loma Linda University Children's Hospital. These hospitals and medical centers offer approximately 900 beds for patient care.⁵⁰ The one percent increase in population that will result from the proposed project is not a significant increase and will not necessitate the need for expansion of hospital facilities in the area. There will be a less-than-significant impact to hospital facilities.

⁴⁸ City of Loma Linda. General Plan. May 2009.

⁴⁹ U.S. Census Bureau, 2010 Census.

⁵⁰ City of Loma Linda. General Plan. May 2009.

Evaluation of Environmental Impacts

4.15 – Recreation

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) **Less Than Significant Impact.** The proposed Golden Eagle Loma Linda Apartments project would increase use of existing recreational facilities if the open space and recreational facilities provided on site do not satisfy the needs of all residents. As discussed in Section 4.14.d above, the City imposes a Parks Facilities Development Impact Fee on all new residential development which shall be established by resolution (City of Loma Linda Municipal Code Section 17.20.070). These fees will contribute to the maintenance and improvement of existing parks and recreational facilities as well as contribute to the future acquisition and development of park land for the City. In addition to the payment of an impact fee, the proposed project proposes 1.16 acres of landscaping and open space. The 1.16 acres of landscaping and open space provided exceeds the required 2.8 acres per 1,000 residents per Section 17.20.020(A) of the Municipal Code. On-site amenities include an open space area, pool area with clubhouse and BBQ, gym, basketball court, volleyball court, and tot lot. On-site amenities are designed to serve the recreational needs of future residents, limiting the use of existing surrounding facilities. Therefore, impacts are less than significant and no mitigation measures are needed.

b) **Less Than Significant Impact.** The project includes the development of outdoor recreation facilities. The proposed project is an 87-unit apartment complex that will include an open space area, pool and clubhouse area with BBQ, basketball court, volleyball court, and tot lot. Construction of the outdoor recreational facilities will result in short-term air quality and noise impacts as discussed in Sections 4.3 and 4.13 above. These are routine facilities that will be installed during the construction of the proposed residential buildings. No off-site recreational facilities are required to serve the project. The development of on-site recreational facilities will result in less than significant impacts.

4.16 – Transportation and Traffic

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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 type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Evaluation of Environmental Impacts

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"/>
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a) **Less than Significant Impact.** A traffic analysis, prepared by Transtech Engineers, dated May 30, 2013, (Appendix C, Traffic Impact Analysis) was prepared to assess project traffic impacts. The traffic analysis evaluated potential project-related traffic impacts at four key intersections in the vicinity of the project site:

- Poplar Street at Van Leuven Street (all-way stop)
- Mountain View Avenue at Van Leuven Street (signal)
- Poplar Street at Redlands Boulevard (signal)
- Anderson Street at Orange Grove/Academy (signal)

In addition, 24-hour traffic counts were taken at six locations along Poplar Street, Van Leuven Street, and Redlands Boulevard:

- Van Leuven Street east of Poplar Street
- Van Leuven Street west of Poplar Street
- Poplar Street north of Van Leuven Street
- Poplar Street south of Redlands Boulevard
- Redlands Boulevard east of Poplar Street
- Redlands Boulevard west of Poplar Street

The traffic study presents existing traffic volumes, forecasts existing-plus-project traffic volumes, forecasts future traffic volumes with and without the proposed project, and identifies project-related impacts using the methodology outlined in Appendix C.

Thresholds of Significance

The definition of a project impact is based on guidelines from the City of Loma Linda’s General Plan and Measure V. 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.

Existing Traffic Volumes

Manual counts of vehicular turning movements were conducted in April 2013 when local schools were in session at each of the study intersections during the weekday morning and afternoon commuter periods to determine the peak-hour traffic volumes. The manual counts were conducted at the study intersections from 7:00 to 9:00 A.M. to determine the weekday morning peak commuter hour, from 1:00 to 3:00 P.M. to determine the weekday afternoon peak hour, and from 4:00 to 6:00 P.M. to determine the weekday evening peak commuter hour.

For this analysis the 2000 Highway Capacity Manual (HCM) operational delay method was used in conducting intersection LOS calculations. In this analysis, Transtech Engineers has employed the

Evaluation of Environmental Impacts

computer program TRAFFIX, version 8.0 to conduct the required LOS calculations in a format compatible with City requirements. The HCM defines level of service as a qualitative measure, which describes operational conditions within a traffic stream, generally in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. The criteria used to evaluate Level of Service (LOS) conditions vary based on the type of roadway and whether the traffic flow is considered interrupted or uninterrupted. The HCM methodology expresses the level of service at an intersection in terms of delay time for the various intersection approaches. The HCM uses different procedures depending on the type of intersection control. The delay method was used to be consistent with San Bernardino Associated Governments (SANBAG) guidelines and the General Plan.

Existing intersection level of service calculations are based upon A.M., afternoon, and P.M. peak hour turning movement counts on a typical weekday. Table 19 (Existing Conditions Level of Service) presents existing conditions during a typical weekday intersection level of service analysis summary. Based on the results of this analysis, all of the study intersections are operating at acceptable LOS thresholds (i.e., LOS C or above) during peak hours.

**Table 19
Existing Conditions Level of Service**

Intersection	Peak Hour	Existing Conditions	
		LOS	Average Delay (sec/veh)
1. Poplar St at Van Leuven St	AM	A	9.9
	AFT	A	7.9
	PM	A	9.1
2. Mountain View at Van Leuven St	AM	B	18.8
	AFT	B	16.2
	PM	B	16.8
3. Poplar St at Redlands Blvd	AM	B	13.0
	AFT	A	8.3
	PM	B	10.2
4. Anderson St at Orange Grove/Academy	AM	C	24.9
	AFT	B	17.8
	PM	B	17.4

Source: Transtech Engineers. *Traffic Impact Analysis: Golden Eagle Apartments, City of Loma Linda*. May 30, 2013.

Project Traffic

The project trip generation estimates were based on trip rates defined by the Institute of Transportation Engineers (ITE) *Trip Generation (9th Edition)*. The trip rate for multi-family residential was utilized to calculate the trip generation for the proposed project uses.

Table 20 (Project Trip Generation Summary) summarizes the trip generation rates and resulting project trip generation. As shown by this table, the project would generate approximately 44 A.M. peak-hour and 54 P.M. peak-hour trips. The project site consists of five multi-family units that will be demolished and replaced by the proposed project. The trip generation does not take into account the existing trips, thus providing a worst-cast analysis.

Trip distribution is the process of assigning the directions from which traffic will access a project site. Trip distribution is dependent upon the land use characteristics of the project, the local roadway network, and the general locations of other land uses to which project trips would likely originate or terminate.

Evaluation of Environmental Impacts

Based on the trip generation and distribution assumptions described above, the Project traffic was assigned to the roadway system based on the proposed driveway location and the roadways that would likely be used to access the regional highway system.

Table 20
Project Trip Generation Summary

	Average Weekday	AM Peak Hour	Afternoon Peak Hour	PM Peak Hour
Proposed Project	579	44	54	54

Source: Transtech Engineers. *Traffic Impact Analysis: Golden Eagle Apartments, City of Loma Linda*. May 30, 2013.

Future 2014 Traffic Conditions

The following section summarizes traffic conditions at the three study intersections under both future "Without Project" and "With Project" scenarios. The year 2014 was selected for analysis based on the anticipated opening date of the proposed Project.

Future Without-Project Conditions

The future traffic forecasts include an ambient growth rate of two percent per year which was applied to the existing peak hour counts. The rate is consistent with the general traffic growth in the study area and was approved by the City of Loma Linda. City staff provided a list of area projects that has been included in the future without-project analysis.

Based on the forecast parameters, the future without-project level of service analysis was conducted for the four study intersections, as summarized in Table 21 (Future 2014 Conditions With and Without Project Level of Service Analysis). The results indicated that the study intersections continue to operate at LOS C or better during A.M., afternoon, and P.M. peak hours.

Future With Project Conditions

The project trips were added to the future without-project traffic forecasts to estimate future with project traffic volumes. The future with-project level of service analysis results are also summarized in Table 21.

The four study intersections are projected to continue to operate at LOS C or better with project traffic during the A.M., afternoon, and P.M. peak hours.

Table 21
Future 2014 Conditions With and Without Project Level of Service Analysis

Intersection	Peak Hour	2014 Cumulative Conditions Without Project		2014 Cumulative Conditions With Project	
		LOS	Avg Delay (sec/veh)	LOS	Avg Delay (sec/veh)
1. Poplar St at Van Leuven St	AM	B	10.2	B	10.2
	AFT	A	8.0	A	8.1
	PM	A	9.3	A	9.5
2. Mountain View at Van Leuven St	AM	B	19.5	C	20.2
	AFT	B	16.5	B	16.9
	PM	B	17.3	B	17.8
3. Poplar St at Redlands Blvd	AM	B	14.1	B	14.7
	AFT	A	8.7	A	9.1
	PM	B	11.2	B	11.5
4. Anderson St at Orange Grove/Academy	AM	C	26.6	C	28.4
	AFT	B	18.1	B	18.1
	PM	B	18.0	B	18.1

Source: Transtech Engineers. *Traffic Impact Analysis: Golden Eagle Apartments, City of Loma Linda*. May 30, 2013

Project Impacts

The project would generate an average of 579 vehicle trips per day (cars and delivery vehicles), with 44 trips occurring during the morning peak hours, 54 trips occurring in the afternoon peak period, and 54 occurring in the evening peak period. The existing/prior uses to be removed from the site (5 multi-family residential units) were not subtracted from these counts, resulting in a worst-case scenario.

As shown in Table 21 above, under the future year 2014 without project condition and the future year 2014 with project conditions (which include the project, ambient growth, and other anticipated projects), the project would result in a minor, incremental increase in traffic. Only one intersection (Mountain View at Van Leuven Street) will change from LOS B to LOC C during the AM peak hour. Based on the City of Loma Linda's established thresholds for project related increases, a project will not have a significant impact if it does not reduce the level of service at any location to below LOS C, except where the current level of service is lower than LOS C. No mitigation measures or changes to the roadway would be required.⁵¹ Impacts will be less than significant.

b) **No Impact.** Pursuant to the SANBAG Congestion Management Program (CMP), any project that adds 250 or more two-way vehicle trips and expects to add 50 or more two-way vehicle trips to a state highway facility is required to prepare a Transportation Impact Analysis and must be examined for impact of CMP roadways and intersections. There are no CMP intersections in the project vicinity.⁵² The project would not, therefore, conflict with an applicable congestion management program or level of service standard established by the congestion management agency. No impact would occur.

c) **No Impact.** A significant impact would occur if the proposed project caused a change in air traffic patterns that would result in a substantial safety risk. The project site is not located within an airport land use plan and does not include any structures that would change air traffic patterns or uses that would generate air traffic. Therefore, no impacts related to a change in air traffic patterns would occur.

d) **No Impact.** A significant impact would occur if the proposed project substantially increased an existing hazardous design feature or introduced incompatible uses to the existing traffic pattern. Access to the project site is proposed via two driveways along Van Leuven Street. The main driveway will provide full access with one 18-foot lane for egress and ingress with a ten-foot median island. The second access is located to the east of the project site and will also allow full access with one 13-foot lane in each direction for egress and ingress. The design of the proposed project would comply with all applicable City regulations. Furthermore, the proposed project does not involve changes in the alignment of Van Leuven Street, the street adjacent to the project site. This project would not result in a traffic safety hazard due to any design features.

e) **Less Than Significant Impact.** A significant impact would occur if the design of the proposed project would not satisfy emergency access requirements of the City of Loma Linda Fire Department or in any other way threaten the ability of emergency vehicles to access and serve the project site or adjacent uses. The proposed project would not result in inadequate emergency access. As discussed above, access to the project site is proposed via two driveways on Van

⁵¹ Transtech Engineers. *Traffic Impact Analysis: Golden Eagle Apartments, City of Loma Linda*. May 2013.

⁵² San Bernardino Associated Governments Congestion Management Program. <http://www.sanbag.ca.gov/planning2/cmp/cmp07-full%20version.pdf> [June 2013]

Evaluation of Environmental Impacts

Leuven Street. The widths are of sufficient length to provide access to fire and emergency vehicles and are consistent with the California Fire Code. All access features are subject to and must satisfy the City of Loma Linda design requirements, including the Fire Department's requirements. Impacts will be less than significant regarding emergency access.

f) **Less than Significant Impact.** Public bus transit service in the project vicinity is currently provided by OmniTrans bus lines. OmniTrans operates two transit bus routes in the project vicinity: Route 19, which runs is an east-west line that runs through Loma Linda from the Fontana MetroLink Station on Orange Way to the Redlands Mall on Redlands and Route 2, which runs north-south from California State University San Bernardino in the north to the Loma Linda Medical Center, Ronald McDonald House, and VA Hospital to the south.⁵³

The proposed project would not result in any changes to lane or street configuration of Van Leuven Street, or to existing sidewalks that could affect performance or safety of alternative transportation facilities. Impact would be less than significant.

⁵³ OmniTrans. Schedules/Maps. Route 19: Redlands - Colton and Grand Terrace. <http://www.omnitrans.org/schedules/route19/> [June 2013]

4.17 – Utilities and Service Systems

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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) **Less Than Significant Impact.** The proposed project could affect Regional Water Quality Control Board treatment standards by increasing wastewater production, which would require expansion of existing facilities or construction of new facilities. Exceeding the RWQCB treatment

Evaluation of Environmental Impacts

standards could result in contamination of surface or ground waters with pollutants such as pathogens and nitrates.

New development in the city is required to install wastewater infrastructure concurrent with project development. Sewer service in Loma Linda is provided by the Utilities Division of the Loma Linda Public Works Department. Wastewater treatment services are provided by the City of San Bernardino under the Joint Powers Agreement (JPA). All wastewater generated by the interior plumbing system of the proposed project would be discharged into the local sewer main and conveyed for treatment at the San Bernardino Municipal Water Department Wastewater Treatment Facility (WWTF) in the City of San Bernardino. Wastewater flows will consist of the same kinds of substances typically generated by residential use and no modifications to any existing wastewater treatment systems or construction of any new ones would be needed to treat this project's wastewater. The San Bernardino Municipal Water Department wastewater facility has a capacity of treating 33 million gallons per day (gpd) and currently processes 28 mgd.⁵⁴ The City of Loma Linda currently uses less than its total allotment of 7 mgd. The City of San Bernardino estimates wastewater generated by the proposed apartment complex at approximately 8,740 gallons per day (gpd) (2,000 gpd/ac for multi-family residential use * 4.37 acres).⁵⁵ This volume represents 0.026 percent of the Wastewater Treatment Facility's 33 mgd total treatment capacity. This project would thus have a less-than-significant impact on the ability of the WWTF to operate within its established wastewater treatment requirements, which are enforced via the facility's NPDES permit authorized by the Santa Ana Regional Water Quality Control Board (SARWQCB). Therefore, the project would have a less than significant impact related to wastewater treatment requirements of the SARWQCB.

b) **Less Than Significant Impact.** The City of Loma Linda Public Works Department would supply water to the project. The City's service area encompasses 10.6 square miles and serves approximately 12,200 people within Loma Linda and its sphere of influence.⁵⁶ Nearly one hundred percent of the City's water supply is from six groundwater production wells. Sections 10910-10915 of the State Water Code require the preparation of a water supply assessment (WSA) demonstrating sufficient water supplies for any subdivision that involves the construction of more than 500 dwelling units, or the equivalent thereof. As the project is below the established thresholds, no WSA is required. The City has four above-ground steel reservoirs and two in-ground pre-stressed concrete with combined storage capacity of 14 million gallons.⁵⁷ Annual daily per capita water use within City's service area remained fairly steady between 1999 and 2008. Water demand within the service area is anticipated to increase by 2,191 acre feet per year (AFY) between 2010 and 2035 (5,490 AFY to 7,681 AFY).⁵⁸ The proposed project's estimated water demand is approximately 28.7 AFY, representing 1.3 percent of the remaining projected use. As the proposed project represents a replacement use (previous uses on-site were active when the 2010 Urban Water Management Plan was prepared and their demand therefore considered), and the Urban Water Management Plan anticipates an increase in demand associated with residential development in the area, impacts would be less than significant.

⁵⁴ City of Loma Linda. General Plan. May 2009.

⁵⁵ Psomas. *City of San Bernardino Wastewater Collection System Master Plan Report*. 2002

⁵⁶ Kennedy/Jenks Consultants. *2010 San Bernardino Valley Regional Urban Water Management Plan*. June 2011.

⁵⁷ City of Loma Linda. Public Works. <http://www.lomalinda-ca.gov/asp/Site/Departments/PublicWorks/WaterSewer/index.asp> [April 2013]

⁵⁸ Kennedy/Jenks Consultants. *2010 San Bernardino Valley Regional Urban Water Management Plan*. June 2011.

Evaluation of Environmental Impacts

Regarding wastewater facilities, as discussed in the preceding response, wastewater generated at the project site is treated at the City of San Bernardino Wastewater Treatment Facility. The proposed project is estimated to have a wastewater generation of approximately 8,740 gpd. This generation is well within the existing remaining treatment capacity of the WWTF, comprising 0.026 percent of the 33 million gpd treatment capacity.

Connections to local water and sewer mains would involve temporary and less than significant construction impacts that would occur in conjunction with other on-site improvements. No additional improvements are needed to either sewer lines or treatment facilities to serve the proposed project, as the project represents a replacement use. Standard connection fees will address any incremental impacts of the proposed project. Therefore, the project will result in less than significant impacts as a result of new or expanded wastewater treatment facilities.

c) **Less Than Significant Impact.** Potentially significant impacts could occur as a result of this project if storm water runoff was increased to a level that would require construction of new storm drainage facilities. As discussed in the Hydrology section, the proposed project would not generate any increased runoff from the site that would require construction of new storm drainage facilities. A NPDES permit will be required for the proposed project, which requires adoption of appropriate Stormwater Pollution Prevention Plan (SWPPP) and implementation of Best Management Practices (BMPs). The proposed project's storm drainage system would include treatment methods to ensure the storm water would be cleaned and retained onsite to a level equal to or greater than the NPDES mandates. Implementation of BMPs would reduce pollutants in stormwater and urban runoff from the project site. The proposed storm drainage system, in combination with the SWPPP and BMPs, must be designed to the satisfaction of the City's Public Works Director and in conformance with all applicable permits and regulations. The project applicant/developer would be required to provide all necessary on-site infrastructure. Impacts would be less than significant, and no mitigation beyond compliance with existing laws is required. The project will have a less than significant impact on requiring the construction of new facilities or expansion of existing storm drainage facilities.

d) **Less Than Significant Impact.** The project could result in significant impacts if the project required additional water supplies than are currently entitled. As discussed in Section b), the project would not substantially increase water demand beyond the demand assumed in the San Bernardino Valley Regional Urban Water Management Plan.⁵⁹ Water demand is provided by survey data utilized in the CalEEMod air quality model. Water demand is estimated at 9,348,180 gallons per year or 28.7 acre feet per year. Water demand within the service area is anticipated to increase by 2,191 acre feet per year (AFY) between 2010 and 2035 (5,490 AFY to 7,681 AFY). The proposed project's estimated water demand is approximately 28.7 AFY, representing 1.3 percent of the remaining projected use. Based on the San Bernardino Valley 2010 Regional Urban Water Management Plan (UWMP), there are sufficient water supplies to meet the project's estimated water demand and long-term demand. The project would not substantially deplete water supplies, and the project would have a less than significant impact on entitled water supplies.

e) **Less Than Significant Impact.** As detailed in Sections 4.17.a and 4.17.b, the proposed project will be adequately served by existing facilities. Therefore a less than significant impact would occur.

⁵⁹ Kennedy/Jenks Consultants. *2010 San Bernardino Valley Regional Urban Water Management Plan*. June 2011.

Evaluation of Environmental Impacts

f) **Less Than Significant Impact.** Significant impacts could occur if the proposed project will exceed the existing permitted landfill capacity or violates federal, state, and local statutes and regulations.

The City of Loma Linda, under contract to Waste Management of the Inland Empire, transports solid waste not recycled to the San Timoteo Solid Waste Disposal Site. This landfill is operated by San Bernardino County, which has six other public and two private landfills within the County boundaries with a combined permitted capacity of 14,400 tons per day. It is estimated that San Timoteo will reach final capacity by 2016 and Fontana by 2033. Agua Mansa is a private landfill that accepts only tires for shredding. See Table 22 (San Bernardino County Landfill Capacity).

Table 22
San Bernardino County Landfill Capacity

Landfill	Total Tons Received in 2000	Average Tons Per Day Received	Permitted Tons Per Day	Permitted Capacity Remaining (Tons)
Barstow	85,396	274	525	390,088
California	51,983	167	350	178,654
Colton	242,771	778	3,100	886,030
Fort Irwin	10,120	32	100	5,521,912
Landers	54,462	175	1,047	634,767
Twentynine Palms (U.S. Marine Corps)	4,088	13	57	150,069
Mid-Valley/Fontana	307,612	986	7,500	33,012,051
San Timoteo	123,060	394	1,000	6,416,129

Source: LSA. City of Loma Linda Draft Environmental Impact Report. March 2004.

Different uses have varying levels of estimated solid waste production. Using the CalEEMod default for Apartment Mid Rise use, the proposed project would generate approximately 40.48 (87 dwelling units * 0.46 tons per year = 40.02 tons per year) tons of solid waste per year. There is adequate landfill capacity in the region to accommodate project-generated waste. Considering the availability of landfill capacity and the relatively nominal amount of solid waste generation from the proposed project, project solid waste disposal needs can be adequately met without a significant impact on the capacity of the nearest and optional, more distant, landfills. Therefore, it is not expected that the proposed project would impact the City's compliance with state-mandated (AB 939) waste diversion requirements. Impacts would be less than significant.

g) **No Impact.** The proposed project is required to comply with all applicable federal, state, County, and City statutes and regulations related to solid waste as a standard project condition of approval. Therefore, no impact would occur.

4.18 – Mandatory Findings of Significance

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a) **Less Than Significant with Mitigation Incorporation.** The proposed project would not substantially impact any scenic vistas, scenic resources, or the visual character of the area, as discussed in Section 4.1, and would not result in excessive light or glare. The project site is located within an urbanized area with no natural habitat. The project would not significantly impact any sensitive plants, plant communities, fish, wildlife or habitat for any sensitive species after incorporation of mitigation, as discussed in Section 4.4. Adverse impacts to historic, paleontological resources, or human remains would not occur. Construction-phase procedures would be implemented in the event any important archaeological resources are discovered during grading, consistent with Mitigation Measure C-1. This site is not known to have any association with an important example of California’s history or prehistory. The environmental analysis provided in Section 4.2 concludes that impacts related to emissions of criteria pollutants and other air quality impacts will be less than significant. Sections 4.7 and 4.9 conclude that impacts related to climate change and hydrology and water quality will be less than significant with mitigation incorporated. Based on the preceding analysis of potential impacts in the responses to items 4.1 thru 4.17, no evidence is presented that this project would degrade the quality of the environment. The City hereby finds that impacts related to degradation of the environment, biological resources, and cultural resources will be less than significant with mitigation incorporation.

Evaluation of Environmental Impacts

b) **Less Than Significant with Mitigation Incorporation.** Cumulative impacts can result from the interactions of environmental changes resulting from one proposed project with changes resulting from other past, present, and future projects that affect the same resources, utilities and infrastructure systems, public services, transportation network elements, air basin, watershed, or other physical conditions. Such impacts could be short-term and temporary, usually consisting of overlapping construction impacts, as well as long term, due to the permanent land use changes involved in the project.

The proposed apartments will generally result in less than significant environmental impacts (with mitigation incorporated), as discussed herein. Short-term impacts related to noise will be mitigated to less than significant levels and therefore will not contribute substantially to any other concurrent construction programs that may be occurring in the vicinity. Short-term impacts related to pollutant emissions will be less than significant and will not exceed maximum thresholds.

To assess potential cumulative impacts associated with this project, an inventory of other proposed development projects was prepared. Other projects currently being planned to occur within the same approximate time frame as the proposed project are identified below.

Table 23
Planned/Pending Projects for Cumulative Impact Consideration

Project Location	Total Size	Distance from Project Site
Senior Housing Project at 10846 Poplar Street	152 Dwelling Units	0.1 Mile
Motel Project at 24850 Redlands Boulevard	23 Rooms	1 Mile
Medical Office/Clinic at 600 yards east of Mountain View on Redlands Boulevard	300,000 Square Feet	1.2 Miles
Assisted Living Facility at 25383 Cole Street	53 Beds	2.1 Miles

The City of Loma Linda was surveyed for other potential projects with a similar timeframe in the vicinity. Four projects were identified in Loma Linda. The distance from the project site of each project is indicated in Table 23. Many of these projects are low in intensity or would occur a sufficient distance away so as cumulative construction impacts would be nominal. The proposed project, in combination with these projects, would not significantly cumulatively affect the environment. Water supplies have been studied in the Urban Water Management Plan (UWMP), and the above cumulative projects are consistent with UWMP level of development assumptions. Continued efforts towards water conservation, as required by state law, would reduce water demands; the project would result in a less than significant cumulative impact on water supply and other resources. The traffic analysis completed for the project concluded that the project would have no significant traffic impacts on nearby intersections, even when accounting for an increase in ambient growth as well as the proposed projects listed in Table 23.⁶⁰ The City hereby finds that the contribution of the proposed project to cumulative impacts will be less than significant with mitigation incorporation.

c) **Less Than Significant with Mitigation Incorporation.** Based on the analysis of the project's impacts in the responses to items 4.1 thru 4.17, there is no indication that this project

⁶⁰ Transtech Engineers. *Traffic Impact Analysis: Golden Eagle Apartments, City of Loma Linda*. May 2013.

Evaluation of Environmental Impacts

could result in substantial adverse effects on human beings. While there would be a variety of temporary adverse effects during construction related to noise, these will be reduced to less than significant levels through mitigation and incorporation of standard requirements for air quality protection. Long-term effects would include increased vehicular traffic, traffic-related noise, periodic on-site operational noise, minor changes to on-site drainage, and changing of the visual character of the site, with a majority of these impacts affecting adjacent roadway segments and intersections. The analysis herein concludes that direct and indirect environmental effects will at worst require mitigation to reduce to less than significant levels. Generally, environmental effects will result in less than significant impacts. Based on the analysis in this Initial Study, the City finds that direct and indirect impacts to human beings will be less than significant with mitigation incorporation.

Evaluation of Environmental Impacts



5.1 – List of Preparers

City of Loma Linda (Lead Agency)

Community Development Department
25541 Barton Road
Loma Linda, California 92354
909-799-2830

- Guillermo Arreola, Associate Planner

MIG|Hogle-Ireland (Environmental Analysis)

1500 Iowa Avenue, Suite 110
Riverside, California 92507
951-787-9222

- Nelson Miller, AICP, Principal
- Christopher Brown, Director of Environmental Services
- Olivia Young, Project Assistant
- Heidi Mellor, Project Assistant

5.2 – Persons and Organizations Consulted

None

References



6 Summary of Mitigation Measures

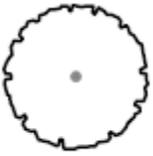
- C-1 If potential archaeological materials are uncovered during grading or other earth moving activities, the contractor shall be required to halt work in the immediate area of the find and to retain a professional archaeologist to examine the materials to determine whether it is a *unique archaeological resource* as defined in Section 21083.2(g) of the State CEQA Statutes. If this determination is positive, the resource shall be left in place, if determined feasible by the project archaeologist. Otherwise, the scientifically consequential information shall be fully recovered by the archaeologist. Work may continue outside of the area of the find; however, no further work shall occur in the immediate location of the find until all information recovery has been completed and a report concerning the resource(s) is filed with the Community Development Department.
- N-1 The project applicant shall require construction contractors to adhere to the following noise attenuation requirements:
- Construction activities shall be limited to between the hours of 6:00 A.M. and 6:00 P.M. Monday through Friday. No work on holidays.
 - All construction equipment shall use noise-reduction features (e.g., mufflers and engine shrouds) that are no less effective than those originally installed by the manufacturer.
 - Construction staging and heavy equipment maintenance activities shall be performed a minimum distance of 300 feet from any offsite residence, unless safety or technical factors/feasibility take precedence.
- N-2 A 10-foot high wall is required along the project site's property line. Noise barrier must present a solid face from top to bottom and be placed on top of grade or pad (whichever is higher).
- N-3 For Building 4, all windows and sliding glass doors for floors 1 through 2 facing the Union Pacific Rail Line will require a minimum STC rating of 30 or higher.

Summary of Mitigation Measures



Appendix Materials





Size: 24" box

Number: 57

Shoestring Acacia



Afghan Pine





Size: 24" box

Number: 29

Red Push Pistache





Size: 24" box

Number: 29

Forest Pansy Redbud



Crape Myrtle Coral Pink



Pink Dawn Chitalpa

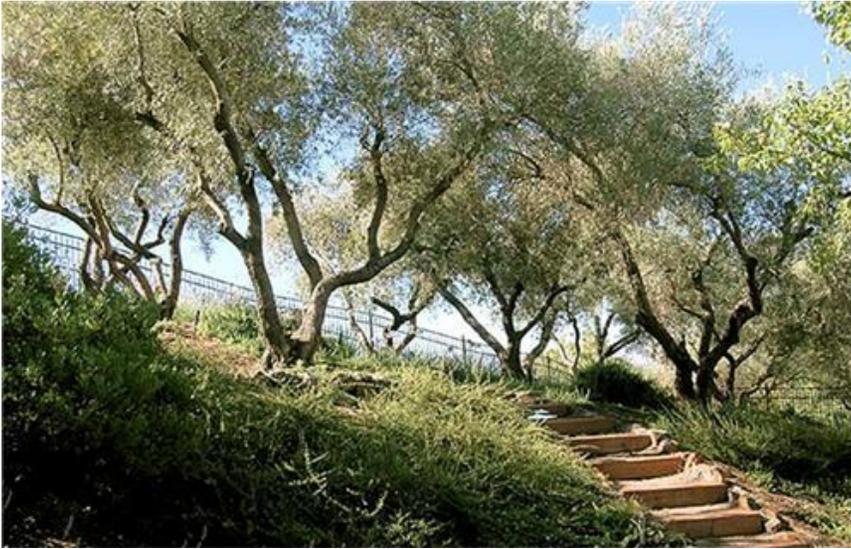




Size: 36" box

Number: 7

San Gabriel Fruitless Olive



Holly Oak



California Pepper





Size: 24" box

Number: 31



Weeping Myall



Dwarf Southern Magnolia



African Sumac



Size: 24" box

Number: 12

Crape Myrtle Light Lavender



Staff Report

City of Loma Linda

From the Community Development Department

PLANNING COMMISSION MEETING OF AUGUST 7, 2013

PLANNING COMMISSION AGENDA:

TO: Planning Commission

FROM: Konrad Bolowich, Assistant City Manager

SUBJECT: Development Code Amendment (DCA) 13-080 – Regulations
Relating to Formula Based Fast Food Restaurants

Approved/Continued/Denied By Planning Commission Date _____

RECOMMENDATION

It is recommended that the Planning Commission recommend approval of Development Code Amendment (DCA) 13-080 – Regulations Relating to Formula Based Fast Food Restaurants to the City Council.

BACKGROUND

The City of Loma Linda currently has at least six (6) formula based fast food restaurants with drive-through service in operation, with a seventh expected to open in mid to late 2013. Under the current code, drive-through businesses are permitted in the C1, C2, East Valley Corridor – General Business and East Valley Corridor – General Commercial zones with a conditional use permit. All drive through businesses regardless of activity require a conditional use permit. This allows the City to review potential noise, air quality, and traffic impacts and to require mitigation measures prior to issuance of the permit. Such permit, conditions of approval, and the resulting permission for this land use is reviewed and approved through the planning commission.

The community has raised concerns that Formula-Based Fast Food Restaurants may dilute the City of Loma Linda's small town professional atmosphere and a strong sense of community, small town character, unique economy, and Healthy City designation.

ANALYSIS

A ban on new Formula-Based Fast Food Restaurants with drive-through food service will favor the development of independent food service establishments in Loma Linda and may help reduce traffic congestion, pollution, and noise.

The standardized architecture, standardized color schemes, decor and signage of many Formula-Based Fast Food Restaurants can detract from the distinctive character of the City's neighborhoods and may hamper the City's goal of a diverse restaurant base with distinct neighborhood food service outlets comprised of a mix of restaurant types for the enjoyment and health of residents, workers, students, and visitors.

This ordinance would preserve the right of existing Formula-Based Fast Food Restaurants to continue to operate, renovate and to be replaced with a same sized facility at the same location as long as the establishment has remained in continuous operation after adoption of this ordinance.

ENVIRONMENTAL

This ordinance is categorically exempt from environmental review pursuant to Sections 15060 and 15061(b) (3) of the California Environmental Quality Act ("CEQA") because adding and amending sections of the existing Land Use Code to establish further regulations on formula-based fast food restaurants cannot result in direct or reasonably foreseeable indirect adverse physical changes in the environment.

FINANCIAL IMPACT

- Formula-Based Fast Food Restaurants with a drive-through generate approximately \$20,000.00 per year in sales tax revenue.
- Restaurants without drive-through service generate approximately \$5,000.00 per year.
- There will be a loss of approximately \$15,000.00 per year per restaurant that is impacted by this ordinance.
- It is unknown how many Formula-Based Fast Food Restaurants would be disallowed and consequently unknown how much future revenue will be impacted.
- This ordinance has no impact upon current revenue or expenditure levels.

ORDINANCE ____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LOMA LINDA AMENDING CHAPTER 17.02 (INTRODUCTION AND DEFINITIONS) AND ADDING SECTION 17.02.205, ADDING CHAPTER 17.110 TITLED FORMULA-BASED FAST FOOD RESTAURANT, AND SECTION 17.110.010 TO THE LOMA LINDA MUNICIPAL CODE TO ADD SPECIFIC PROVISIONS AND REGULATIONS RELATING TO FORMULA-BASED FAST FOOD RESTAURANTS.

WHEREAS, it is the desire of the City Council of the City of Loma Linda to protect public health, safety, and welfare by modifying the City of Loma Linda Municipal Code to prohibit the operation of any new Formula-Based Fast Food Restaurants that offer drive-through food service, as defined below; and

WHEREAS, Loma Linda is a vital and active City that retains a small town professional atmosphere and a strong sense of community and community character; and

WHEREAS, Loma Linda has striven to retain its small town character, unique economy, and Healthy City designation in part, by encouraging, through the City's land use regulations, the establishment of a diverse range of small businesses whose owners are involved in and support the community, both financially and otherwise; and

WHEREAS, money earned by independent businesses is more likely to circulate within the local community and City economy than money earned by Formula-Based Fast Food Restaurants, which have corporate offices and which utilize vendors located outside of Loma Linda; and

WHEREAS, drive-through food service, where patrons do not have to leave their automobile to place and receive their food order is nearly universal among Formula-Based Fast Food Restaurants, and a ban on new, and a prohibition against replacement of any existing Formula-Based Fast Food Restaurants with drive-through food service will favor the development of independent food service establishments in Loma Linda and will reduce traffic congestion, pollution, and noise, and help encourage, foster, and attract alternative ways of transportation; and

WHEREAS, Loma Linda is one of the five Blue Zones[®] in world, an area known for its health and longevity, seeks to retain and improve the conditions that led to this designation, including independent restaurants compatible with healthy food selections that are an amenity of neighborhood streets and promote health through physical activity and community engagement; and

WHEREAS, the development patterns, standardization, and uniformity of Formula-Based Fast Food Restaurants intrinsically detract and discourage a healthy physical built environment and do not promote a strong sense of community, and potentially diminish property values in adjacent residential areas; and

WHEREAS, the standardized architecture, the standardized color schemes, decor and signage of many Formula-Based Fast Food Restaurants can detract from the distinctive character of the City's neighborhoods and desired development patterns; and

WHEREAS, the advent of Formula-Based Fast Food Restaurants in the City, if not regulated, may hamper if not irreparably impede the City's goal of a diverse restaurant base with distinct neighborhood food service personalities comprised of a mix of restaurant types for the enjoyment and health of residents, workers, students, and visitors; and

WHEREAS, the City continues its efforts to meet the Greenhouse Gas (GHG) Reduction Measures by the State of California and the County of San Bernardino (City General Plan Chapter 4.6.4), recognizing that among the most significant reduction measures for GHG is the focus on mixed-use development patterns and alternative modes of transportation, all of which have advantages over conventional Formula-Based Fast Food Restaurant development and business patterns which are automobile-centered by nature; and

WHEREAS, the City Council finds that this ordinance is categorically exempt from environmental review pursuant to Sections 15060 and 15061(b) (3) of the California Environmental Quality Act ("CEQA") because adding and amending sections of the existing Land Use Code to establish further regulations on formula-based fast food restaurants cannot result in direct or reasonably foreseeable indirect adverse physical changes in the environment.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF LOMA LINDA DOES ORDAIN AS FOLLOWS:

SECTION 1. Section 17.02 (Introduction and Definitions), of the City of Loma Linda Land Use Code is amended to add and define Formula-Based Fast Food Restaurant as follows:

17.02.205 – Formula-Based Fast Food Restaurant. A national, regional, or local formula food service establishment that uses a Trademark, Logo, Service Mark or other mutually identifying name or symbol, and which maintains any Standardized Array of Merchandise, or Standard Services, Decor, Color Scheme, business methods, architecture, layout, Uniform Apparel, Signage or similar, standardized feature; and is dedicated to food service where food is consumed on or off the site and exhibits three or more of the following characteristics:

- A. Standardized menus, ingredients, and food preparation are dictated by a franchise agreement or other contractual controls that prohibit the restaurant owner/entrepreneur from deviation from the "formula", to assure a uniform "product" that will meet the expectations of consumers at other Formula-Based Fast Food Restaurants under the same Trademark or logo, (regardless of location or ownership), for such uniformity.
- B. Food orders are almost always served in seven minutes or less from time of order to delivery
- C. Food is pre-made and wrapped before customers place orders;
- D. Food is served in disposable containers and wrappers, with disposable tableware;
- E. Food consumed on the premises is ordered from a wall menu while customers are standing at a service counter;
- F. Payment is made by customers before food is consumed; and
- G. The service counter is closer to an entry/exit than is the seating/dining area.

SECTION 2. Chapter 17.110 and Section 17.110.010, of the Loma Linda Municipal Code are hereby added to read as follow:

CHAPTER 17.110

FORMULA-BASED FAST FOOD RESTAURANT

Section:

17.110.010 – Formula-Based Fast Food Restaurant. Formula-Based Fast Food Restaurants shall comply with the requirements of this Section. The provisions of this Section are intended to ensure the preservation of Loma Linda’s unique neighborhood community character and to retain a diverse economic and business establishment by restricting and prohibiting the establishment of Formula-Based Fast Food Restaurants that offer drive-through food service within all Zoning Districts and areas of the City.

A. Limitations on Use

No permit shall be issued for the establishment of a new or replacement of an existing Formula-based Fast Food Restaurant with drive-through food service within all Zoning Districts.

B. Existing Formula-Based Fast Food Restaurants with drive through food service establishments shall:

1. Be deemed an existing non-conforming use and shall be allowed to continue operation as a Formula Based Fast Food Restaurant;
2. Shall be allowed to change ownership and branding, and shall be allowed to be remodeled as long as the square footage does not increase;
3. Shall be allowed to be replaced with same sized facility at the same location as conditions warrant;
4. Shall not be subject to amortization.

C. For purposes of this definition and for the purposes of Chapter 17.110, the following words and phrases shall have the following meanings:

1. “Standardized Array of Merchandise” shall be defined as 50% or more of in-stock merchandise from a single distributor bearing uniform markings.
2. “Trademark” shall be defined as a word, phrase, symbol or design, or a combination of words, phrases, symbols or designs that identifies and distinguishes the source of the goods from one party from those of others.
3. “Service Mark” shall be defined as a word, phrase, symbol or design, or a combination of words, phrases, symbols or designs that identifies and distinguishes the source of a service from one party from those of others.
4. “Decor” shall be defined as the style of interior finish materials, which may include but is not limited to, style of furniture, wall coverings or permanent fixtures.
5. “Color Scheme” shall be defined as selection of colors used throughout the business establishment, such as on the furnishings, permanent fixtures, and wall coverings, or as used on the Facade.

6. "Facade" shall be defined as the face or front of a building, including awnings, looking onto a street or an open space.
7. "Uniform Apparel" shall be defined as standardized items of clothing including but not limited to standardized aprons, pants, shirts, smocks or dresses, hat, and pins (other than name tags) as well as standardized colors of clothing.
8. "Signage" shall be defined as a sign pursuant to Section 17.18.030(50) of the Loma Linda Municipal Code.
9. "Logo" shall be defined as is a graphical element, symbol, or icon that, together with its logotype (which is set in a unique typeface or arranged in a particular way), form a trademark or brand.
10. "Standard Services" shall be defined as mutually shared service methods which distinguish the source of a service of one party from those of others.
11. "Drive-through food service" is defined as restaurant service of food and beverages directly to a customer while the customer remains in a motor vehicle. Such service is typically characterized by a lane for customer's motor vehicles to form a queue for service; menu signage that is visible to the customer from a car as they approach in the lane; and often includes a stationary microphone and speaker that is incorporated into or near the menu signage to facilitate order placement and two-way communication with restaurant staff, enabling receipt of order before the vehicle arrives to the window through which restaurant staff collects payment and dispenses the order, all while the customer is seated in their motor vehicle. Alternative designs are possible, including two windows, one for order placement and payment, and a second for food delivery to the customer. The defining characteristic is the ability for the customer to complete the entire food and/or beverage transaction without leaving their vehicle.

SECTION 3. Effective Date. This ordinance shall take effect on the 31st day following its adoption.

IT IS HEREBY CERTIFIED that the foregoing ordinance was duly introduced at a regular meeting of the City Council of the City of Loma Linda on the ___th day of Month Year, and legally adopted on the ___th day of Month Year, by the following vote, to wit:

Council names, votes.

Planning Commission

Regular Meeting of July 17, 2013

A regular meeting of the Planning Commission was called to order by Chairman Nichols at 7:00 p.m., Tuesday, July 17, 2013, in the City Council Chambers, 25541 Barton Road, Loma Linda, California.

Commissioners Present: John Nichols, Chairman
Miguel Rojas, Vice Chairman
Nikan Khatibi
Carolyn Palmieri

Commissioners Absent: Fred Khosrowabadi

Staff Present: Konrad Bolowich, Assistant City Manager
Guillermo Arreola, Associate Planner
Richard Holdaway, City Attorney

Chairman Nichols led the Pledge of Allegiance. No items were added or deleted; no public participation comments were offered upon invitation of the Chairman.

PC-13-14 – Consideration of adoption of Administrative Hearing Procedures for Nuisance Abatement and Other Code Enforcement Proceedings

Assistant City Manager Bolowich presented the staff report indicating the Loma Linda Municipal Code required adoption of the procedures for conduct of nuisance abatement proceedings be in place. Staff developed the Administrative Hearing Procedures for Nuisance Abatement and other Code Enforcement Proceedings outlined in Exhibit A to the staff report for the Commission this evening. Nuisance hearings are considered public hearings; therefore the recommended procedures follow those same guidelines.

City Attorney Holdaway added that the recommended procedures reflect not only the City's Municipal Code Procedures, but also the general principals of common law due process. An administrative nuisance hearing is not a criminal action, is not a civil trial, the formal rules of evidence do not apply; it is an informal proceeding, subject to reasonable due process.

Chairman Nichols commented and Assistant City Manager Bolowich confirmed that pursuant to City Council action, the Planning Commission was appointed as the hearing board for these types of nuisance abatement issues and would be acting as a hearing board to fulfill that role.

Mr. Leland Lubinsky addressed the Commission, indicating that he had asked for the hearing and has the following concerns:

- He was not timely provided the written procedures for this hearing process; was told by staff that Robert's Rules of Order and City codes would apply; however, City codes did not provide procedures for the hearing and thus ensuring due process;
- Robert's Rule of Order indicate at the first organization meeting, when it comes to adopting the written procedures as those before the Commission this evening, that the Commission appoint a committee that will then seek out information needed and report back at the next meeting; cannot

at the same meeting do both. If Commission chose not to use and follow Robert's Rules of Order, he had no objection;

- The California Code indicates that a lawyer cannot be an investigator and an adjudicator. City Attorney Holdaway worked on the investigation team and has also advised staff and the Commission on the matter. There should be independent legal counsel.

City Attorney Holdaway responded, pointing out that:

- Neither City Council nor the Planning Commission has formally adopted Robert's Rules of Order or any version thereof; neither is the Planning Commission acting tonight as a Hearing Board bound by Robert's Rules of Order. Robert's Rules of Order may be referred to generically as a guideline for some procedural aspects such as how to make a motion, but is not a procedural requirement. This is an informal administrative hearing and the procedures proposed by staff are a summary of the City's Municipal Code, along with some basic rules of due process that apply to any such administrative hearing.
- The Administrative Procedures Act does not directly apply to this proceeding. The Planning Commission is not a state agency and therefore not mandated to follow "the Administrative Procedures Act". They are not a judicial body; however they are acting in a quasi-judicial capacity which does impose certain due process requirements as discussed previously and outlined in the procedures set forth in Exhibit A to the staff report.
- Mr. Holdaway indicated that he is not acting as a prosecutor nor as a judicial officer in this case, he was here to advise the Chairman and the Commission as to procedural matters; he will not be presenting the case on behalf of the City, nor arguing the case for or against a finding of a nuisance. His role was limited to the procedural aspects and general guidance typically given at any Planning Commission proceeding. If the City felt it necessary to have a prosecutor, an independent attorney could be brought in to fill that role.

Upon questions from the Commission as to his objections to the procedures, Mr. Lubinsky responded that his major objections were that he was not timely provided with the written procedures prior to this hearing and, in his opinion, the City Attorney was acting as investigator and adjudicator.

City Attorney Holdaway responded that Mr. Lubinsky was advised as to his due process rights prior to this evening; that he would be entitled to present briefs, evidence, arguments, and to be represented by counsel if he chose; the procedures set forth here were posted on the internet and Mr. Lubinsky received the same staff report before the Commission tonight this past Monday morning.

Motion by Palmieri, seconded by Khatibi and carried to adopt the Administrative Hearing Procedures for Nuisance Abatement and Other Code Enforcement Proceedings as outlined in Exhibit A to the staff report and as recommended by staff. Khosrowabadi absent.

PC-13-15 – Precise Plan Of Design (PPD) No. 13-07, Tentative Parcel Map 13-32 (No. 19452), Variance No. 13-067 – A Request To Develop An 87-Unit Apartment Project For Property At 25259-25303 Van Leuvan Street, Located In The R-3 High Density Zone. The Project Includes A Request For A Variance To Reduce To The Rear Yard Setback Requirement And Allow A Wall That Exceed 6-Foot In Height Along The Rear Property Line And A Request To Consolidate Seven Parcels Into One Parcel. The Property Has A General Plan Land Use Designation Of Very High Density Residential (0-20 Du/Ac) And Is Located In The R-3 High Density Zone. Public Hearing

Chairman Nichols noted that Staff and applicant were requesting a continuance to August 7, 2013. He opened the public hearing and invited those in attendance not able to attend on August 7 to speak. There were no comments offered by the public.

Motion by Khatibi, seconded by Palmieri and carried to continue the Public Hearing to August 7, 2013. Khosrowabadi absent.

PC-13-16 – Public Nuisance – A Hearing To Determine If A Public Nuisance Exists At APN 0281-091-22 (24800 Redlands Blvd), APN 0281-091-32 (24816 Redlands Blvd), And APN 0281-091-40 (24818 Redlands Blvd); And Consideration Of Adoption Of Written Findings And Notice To Abate. The Properties Are Located In The Evc – General Commercial Zone

Chairman Nichols opened the public hearing.

Assistant City Manager Bolowich presented the staff report and indicated that the goal with code enforcement and nuisance abatement issues is to come to a resolution with the property owner, not create an issue for the Planning Commission. He continued, presenting the following summary:

- property location, on Redlands Boulevard, west of Anderson, comprised of 3 lots with a residence (existing, non-conforming use) in existence since the City was incorporated; a bookstore, retail outlet for book sales; a building to the west of the bookstore and an accessory building to the back;
- zoning – East Valley Corridor, General Commercial Zone;
- background/timeline as outlined in the staff report;
- photos as of 7/18/13 showing the perimeter of the property depicting dead/overgrown vegetation, dead palm fronds on palm trees, outside storage of building materials, electrical issues, unpermitted electrical work, meter box on side of accessory building with box open and visible wiring, unpermitted roofing, structural issues, abandoned tools, inoperable vehicle(s), and areas where efforts have been made by the property owner to make improvements;
- graffiti issues have been addressed by the city and the property owner;
- violations as noted in the staff report, nuisance violations per Loma Linda Municipal Code, Health & Safety Code violations per the Building Code, Zoning violations and California Fire Code violations;
- remediation requested as indicated in the staff report;
- staff recommendations to the Planning Commission as outlined in the staff report.

Planning Commissioners concerns/questions included:

- was there encroachment of vegetation onto the vacant lot;
- were the improvements noted by staff the only improvements made by the property owner;
- estimate of the cost to abate;
- with regard to the structural soundness of the various buildings, was this determination made from a perimeter inspection;
- percent of remodel or rebuild that would trigger all to be brought into code compliance.

Staff responded:

- not certain as to the encroachment onto adjacent property, there were no complaints from adjacent property owners;
- only improvements visible and substantial are those noted;
- no estimate of cost to abate;
- inspectors were allowed on the property on August 22, 2012, at which time buildings were inspected for structural soundness; if owner chooses to repair the buildings, an engineering report that determines

buildings are safe and stable or that what actions taken will bring them to become safe and stable will be necessary;

- any remodel or improvements would need to be compliant with current codes, if not touching any existing building, there is not a need to bring it up to current code.

Chairman Nichols indicated that staff had provided its evidence and documentation. He then invited Mr. Lubinsky to address the Commission, indicating that the Commission would show all due respect to his testimony and rebuttals, but did ask that the proceedings stay focused on the issue before the Commission.

Leland Lubinsky, property owner, responded to staff's presentation, reviewed the photos and indicated:

- the accessory buildings were very old, however where electrical issues were noted there was no connection to electricity and there were no electrical meters on those buildings;
- upon questions regarding the existence of an engineering report regarding the structural soundness of the buildings, he indicated he had been provided a report by the insurance company after an accident, however he did not have that report nor had it been provided to staff; he plans to restore these accessory buildings which is why he maintains the roof; buildings are not rented out, nor can anyone obtain access, therefore there was no imminent danger to life;
- current photos shown by staff did not indicate dead vegetation, but instead was mulch; he hired Mowbry to provide the mulch; that Caltrans and SanBAG had dumped dead vegetation from the freeway off ramp project at the north end of his property;
- the outdoor storage was allowed under a cooperation agreement with the City Council, that cooperation agreement is ongoing, only the City Council could vote to terminate the agreement and have not; however the existence of a signed cooperation agreement has not been produced by either Mr. Lubinsky or the City;
- the dead tree was being repurposed as an arbor and was topped off so that it was not touching any structure;
- using some of the cast iron pieces as borders;
- the existing cooperation agreement indicated there was to be vegetative screening all around the property, the freeway off ramp project cut down any number of Eucalyptus trees which removed the vegetative screening that was there;
- has an issue with one of the Yucca's, the bottom is there, the top is there, the middle is not; it was stolen and there was a crime report taken;
- the report indicated that there was a supposed inoperative vehicle, vehicle is operable and is registered;
- one of the trees indicated by the City as dead was actually a summer deciduous tree, a California Buckeye.

Mr. Lubinsky presented his PowerPoint presentation depicting his garden green and in bloom; whether it is overgrown or not could be debated. He cleans the property of trash and debris from Del Taco and KFC daily.

Fire Marshal Gray responded:

- Contrary to Mr. Lubinsky's belief that any dead vegetation is mulch, mulch is solid wood that has been ground up; it does not actively burn like loose materials. It is agreed that Mr. Lubinsky in the last month has covered a number of areas on his property with freeway mulch.
- The City's Fire Prevention Bureau performs weed abatement inspections twice a year, late spring and in the fall when the fire danger is greatest. There is no need in the winter.
- The Fire Prevention Bureau has worked with Mr. Lubinsky extensively to make his property and the adjoining properties along Redlands Boulevard safer. If the ladder-type fuels such as the palm fronds found on his property were to catch fire, every other property along that area would be in danger.
- After an extensive search, the cooperation agreement referred to by Mr. Lubinsky has not been found nor has Mr. Lubinsky produced a copy.

- As to the structural soundness of the buildings, the City contracts with licensed building officials. Upon inspection of those buildings, there were noted copious amounts of exposed electrical wires and upon evidence to the contrary, it is believed that those wires are energized. Three of the four buildings were deemed by the City's building official to be structurally unsound. While commending Mr. Lubinsky for the installation of a new roof on one of the buildings, the structural damage was still there.
- Mr. Gray did agree that one of the trees noted as dead was actually a summer deciduous tree.
- The weed abatement notices have a deadline; that deadline passed with no action taken.
- The City's contract building inspector and the Fire Prevention Bureau decisions are based on the California Building Code, California Fire Code and the 1997 Uniform Code for the Abatement of Dangerous Buildings, which have been adopted by the City. Relevant sections are noted on the violation notices.
- He agrees that while the building may not be rented or easily accessible, however, if those buildings catch fire, the firefighters responding would be aggressive, quite possibly attacking a fire from the roof and therefore easily injured or killed.

Discussion ensued regarding the extreme termite infestation as noted in the Code Enforcement Notice of Violation. Mr. Lubinsky insisted that the incumbent upon the City to prove the existence of such. Assistant City Manager Bolowich indicated that the violations before the Commission this evening referenced damage to the fascia boards and eaves that would be indicative of termite damage to the wood without invasive testing procedures.

In regards to the existence of a cooperation agreement between the City Council and Mr. Lubinsky, Mr. Bolowich pointed to Exhibit K to the staff report, a "Proposed 6-Month Mitigation Plan – Cooperation Agreement" to occur in 2 phases between March 1, 1993 to June 1, 1993 and June 1, 1993 to September 1, 1993. This is the only document on record with the City. If there was a final agreement, executed by City Council that can be produced that allows a specified continued amount of outdoor storage, the City would honor that agreement. Such an agreement has not been located in the City records nor has Mr. Lubinsky proved such to the City. Exhibit L to the staff report, the minutes from the Nuisance Hearings in 1992 and 1993, indicated that Mr. Lubinsky would obtain a Redevelopment grant to complete some cosmetic improvements that would include the replacement of the metal fence with horse fence and vines. Neither of those items was completed; no record exists that any grant was obtained; no funds were dispersed and as noted in the photos, the sheet metal fence still exists. The only impact of an ongoing cooperation agreement, if one could be produced, would be the amount of outdoor storage allowed; there would be no bearing on the dead vegetation, debris, dead trees, electrical, substandard buildings and other violations before the Commission in this hearing.

City Attorney Holdaway indicated that his former partner Mr. Demchuk attended the City Council meetings in 1992 and 1993, his comments appear in the minutes of June 8, 1993 and the proposed agreement was simply a list of things Mr. Lubinsky agreed to do, with no limitation on the City's ability to move forward with code enforcement proceedings in the future. The motion in 1993 was to not make a finding of a public nuisance at that time and to stop that proceeding. He pointed out the statement made by Mr. Demchuk wherein "he suggested the matter be dismissed without a finding being made and that the City Council reserve the right to make a finding in the future in case the situation required remedy. Lubinsky concurred and recognized that the allegation could be brought up again." It appears the cooperation agreement was a good faith listing of conditions Mr. Lubinsky agreed to remedy within that 6 month period of time.

Mr. Lubinsky disagreed, indicated there was a formal agreement that was signed and allowed a certain amount of continued outdoor storage. The City has maintained that a formal agreement does not exist and Mr. Lubinsky has not been able to produce a copy. He was uncertain as to the City's position now – that the outdoor storage is still a problem or he and the City would work together to find out what the agreement was regarding outdoor storage. Mr. Lubinsky indicated that his is a commercial property; he does maintain a business license and should be allowed a certain amount of outdoor storage.

Commissioner Khatibi indicated that his understanding thus far was that Mr. Lubinsky was willing to work with staff to mitigate the issues. He thanked Mr. Lubinsky for his presentation.

Mr. Lubinsky asked to reserve the right to submit any documents to the hearing board that might be needed, i.e. the report from the structural engineer and reiterated his objection to the hearing citing inadequate time to review the protocols and the City Attorney's role in the process.

Chairman Nichols indicated that both sides had presented their evidence to the Commission and it was up to the Commission to come to some conclusions and adopt some findings or continue the item. He indicated that he was on the City Council at the time of the nuisance hearing in 1992 and 1993 and does not recall a formal agreement resulting from that proceeding. It appears the ability for staff to access the site and more accurately assess the severity of the items has not been made available; that moving forward and adopting the findings of a public nuisance would give staff the ability to more accurately make the determinations of remediation to the satisfaction of the Fire Marshal and Building Official.

Discussion ensued regarding the subjectivity language in the remediation recommendations. It was suggested to remove "to the satisfaction" language; that remediation would be up to code.

Discussion ensued regarding the time frame in which Mr. Lubinsky was to complete the remediation as recommended in the staff report. It was suggested that a phased-in time frame be established, i.e. 30 days for dead vegetation, trees and trash; 60 days to confirm there is no electrical service to the accessory building, any existing service removed and obtain permits for electrical work already completed; 90 days to remove outdoor storage and construction materials; and 180 days to bring the buildings structurally into compliance or remove.

Mr. Lubinsky indicated that in regards to the three accessory buildings not connected to electricity, he was not in favor of bringing electrical up to code prior to a need for electricity; otherwise he was ok with a phased in time frame to complete the remediation. He did ask that the remediation recommended regarding outdoor storage be held in abeyance until such time as building commences on either of the neighboring vacant properties.

Staff responded that the outdoor storage, along with the dead vegetation present a fire hazard regardless of the status of the neighboring vacant properties.

No other testimony was offered by the City or Mr. Lubinsky, nor were any comments offered by the public. Chairman Nichols closed the hearing.

Motion by Rojas, seconded by Khatibi to adopt the finding that a public nuisance exists as outlined in the staff report and to adopt the staff recommendations with the amendments as to the phased-in time frame - 30 days for dead vegetation, trees and trash; 60 days to confirm there is no electrical service to the accessory building, any existing service removed and obtain permits for electrical work already completed; 90 days to remove outdoor storage and construction materials; and 180 days to bring the buildings structurally into compliance or remove; and removal of "to the satisfaction" subjectivity language.

Discussion ensued regarding removal of the subjectivity language. Fire Marshal Gray indicated that the Building Inspector and Fire Marshal were experts in dealing with the codes, applying them fairly and equally.

Commissioner Khatibi suggested leaving the subjectivity language.

Chairman Nichols called for a vote on the motion on the floor; motion carried as stated. Khosrowabadi absent.

PC-13-17 – Approval of Minutes of May 1, 2013 and May 15, 2013

Motion by Khatibi, seconded by Rojas and carried to approve the minutes of May 1, 2013 as presented. Khosrowabadi absent.

Motion by Rojas, seconded by Palmieri and carried to approve the minutes of May 1, 2013 as presented. Khosrowabadi absent.

REPORTS BY PLANNING COMMISSIONERS

None.

REPORTS BY STAFF

Assistant City Manager Bolowich introduced the newly hired Code Compliance/Animal Control Officer Gilbert Garza.

The meeting adjourned at 10:00 p.m.

Minutes approved at the meeting of _____.

Barbara Nicholson
Deputy City Clerk