

Attachment 1B

Mitigated Negative Declaration (NOI/Initial Study)

PPD No. 10-78

June 1, 2011

DATE FILED & POSTED

CITY OF LOMA LINDA
NOTICE OF INTENT
TO ADOPT A MITIGATED NEGATIVE DECLARATION
OF ENVIRONMENTAL IMPACT

CLERK OF THE
BOARD OF SUPERVISORS
10 JUN 16 PM 4:25

FROM: CITY OF LOMA LINDA
Community Development Department
25541 Barton Road
Loma Linda, CA 92354

TO: OFFICE OF PLANNING AND RESEARCH
1400 Tenth Street, Room 121
Sacramento, CA 95814
 COUNTY CLERK
County of San Bernardino
385 North Arrowhead Avenue
San Bernardino, CA 92415

SUBJECT: Filing of Notice of Intent (NOI) to adopt a Mitigated Negative Declaration in compliance with Section 21080c of the Public Resources Code and Sections 15072 and 15073 of the CEQA Guidelines.

Project Title: PRECISE PLAN OF DESIGN (PPD) NO. 10-78 (LOMA LINDA TERRACE)

State Clearinghouse Number (if submitted to Clearinghouse): N/A

Lead Agency Contact Person: Deborah Woldruff Area Code/Telephone: 909-799-2830

Project Location (include county): The proposed project is located south of the San Timoteo Creek Channel, north of Van Leuven Street and on the west side of Poplar Street in the City of Loma Linda, County of San Bernardino.

Project Description: (PPD No. 10-78) – A request for approval to construct 152 affordable senior housing units and related improvements and amenities on a 5.46-acre site located on the west side of Poplar Street in the R-3, Multiple-Family Residence zone. The proposed site plan includes the construction of two, three-story buildings and includes a large community room/recreational area with an education facility, paved walking trails, entry water feature, a centrally located pavilion, resident gardening area, picnic tables and BBQ area, and sitting areas. In addition, the project proposes to demolish a single-family residence and detached, one-car garage constructed in 1940. The residence and garage are located at 10846 Poplar Street. The project, which is called the Loma Linda Terrace, also includes a Disposition and Development Agreement between the Loma Linda Redevelopment Agency (RDA) and the applicant to address affordable housing requirements and the disposition of the RDA-owned subject property.

The project site is not included on any lists compiled pursuant to §65962.5 of the Government Code for soil, ground water, and/or other types of contaminants.

This is to notify the public and interested parties of the City of Loma Linda's intent to adopt a Mitigated Negative Declaration for the above-referenced project. The mandatory public review period will begin on **Wednesday, June 16, 2010** and end on **Tuesday, July 6, 2010**. The NOI/Initial Study is available for public review at the public counter in the Community Development Department, 25541 Barton Road and the Loma Linda Library, 25581 Barton Road, at the east end of the Civic Center.

Following the public review period, the project and proposed Mitigated Negative Declaration will be reviewed by the **City Council** in a public hearing on **Tuesday, July 6, 2010**, at 7:00 p.m. in the Council Chambers located of the main lobby of City Hall (address listed above).

Signature: Deborah Woldruff
Deborah Woldruff, AICP

Title: Community Development Director
Date: June 16, 2010

CITY OF LOMA LINDA
ENVIRONMENTAL CHECKLIST FORM
AND INITIAL STUDY

Project Title: Precise Plan of Design (PPD) NO. 10-78 (Loma Linda Terrace)

Lead Agency Name: City of Loma Linda Community Development Department
Address: 25541 Barton Road
Loma Linda, CA 92354

Contact Person: Deborah Woldruff, AICP
Phone Number: (909) 799-2830

Project Applicant: Corporation for Better Housing
Address: 15303 Ventura Boulevard, Suite 1100
Sherman Oaks, CA 91403

General Plan Designation: High Density Residential (0 to 20 dwelling units per acre)

Zone: R-3, Multiple-Family Residence

Project Location (Address/Nearest cross-streets): The proposed project is located south of the San Timoteo Creek Channel, north of Van Leuven Street and on the west side of Poplar Street (refer to Figure 1: Regional Location Map and Figure 2: Vicinity Map).

Project Description: A request for approval to construct 152 affordable senior housing units and related improvements and amenities on a 5.46-acre site located on the west side of Poplar Street in the R-3, Multiple-Family Residence zone. The proposed site plan includes the construction of two, three-story buildings and includes a large community room/recreational area with an education facility, paved walking trails, entry water feature, a centrally located pavilion, resident gardening area, picnic tables and BBQ area, and sitting areas. In addition, the project proposes to demolish a single-family residence and detached, one-car garage constructed in 1940. The residence and garage are located at 10846 Poplar Street. The project, which is called the Loma Linda Terrace, also includes a Disposition and Development Agreement between the Loma Linda Redevelopment Agency (RDA) and the applicant to address affordable housing requirements and the disposition of the RDA-owned subject property.

Surrounding Land Uses and Setting (Briefly describe the project's surroundings): The project site is mostly vacant with the exception of a single-family residence that is proposed for demolition. The natural vegetation on the site consists of a few scattered trees and native grasses. Surrounding land uses include the recently completed and occupied Poplar Street Apartments and currently under construction Loma Linda Commons, both developments are low income housing projects and located on the east side of Poplar Street. Other uses in the area include a mix of existing single-family and multi-family residences. The San Timoteo Creek Channel and Trail are located several hundred feet north of the project site.

Figure 1 - Regional Location Map

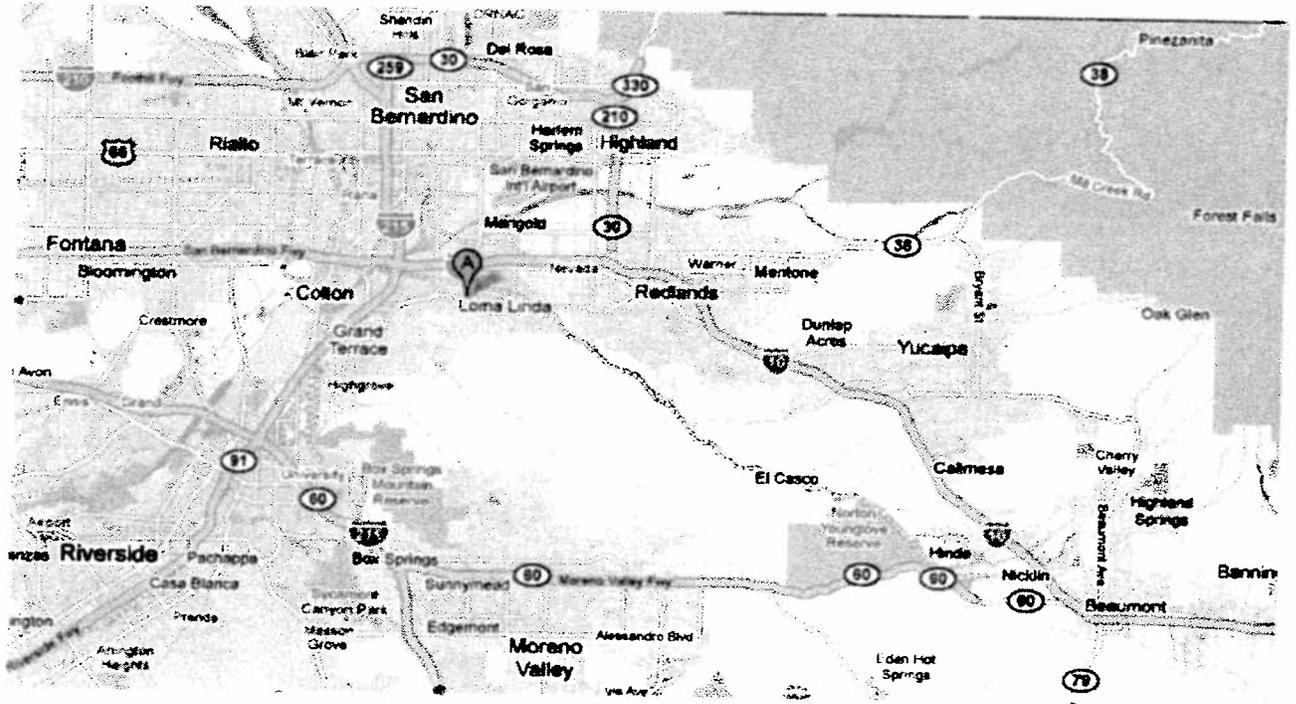


Figure 2 - Site Vicinity Map

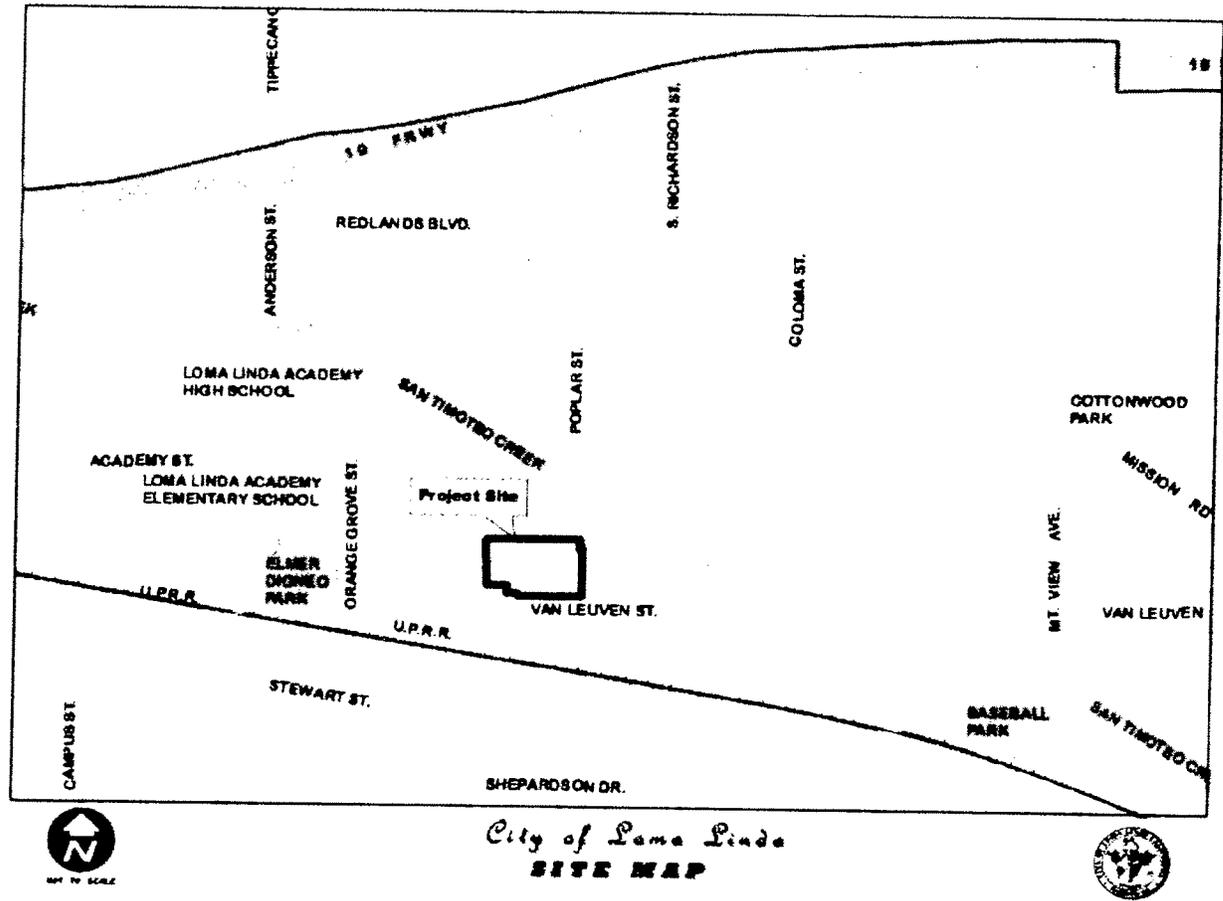


Figure 3 - Site Plan (and Floor Plans)

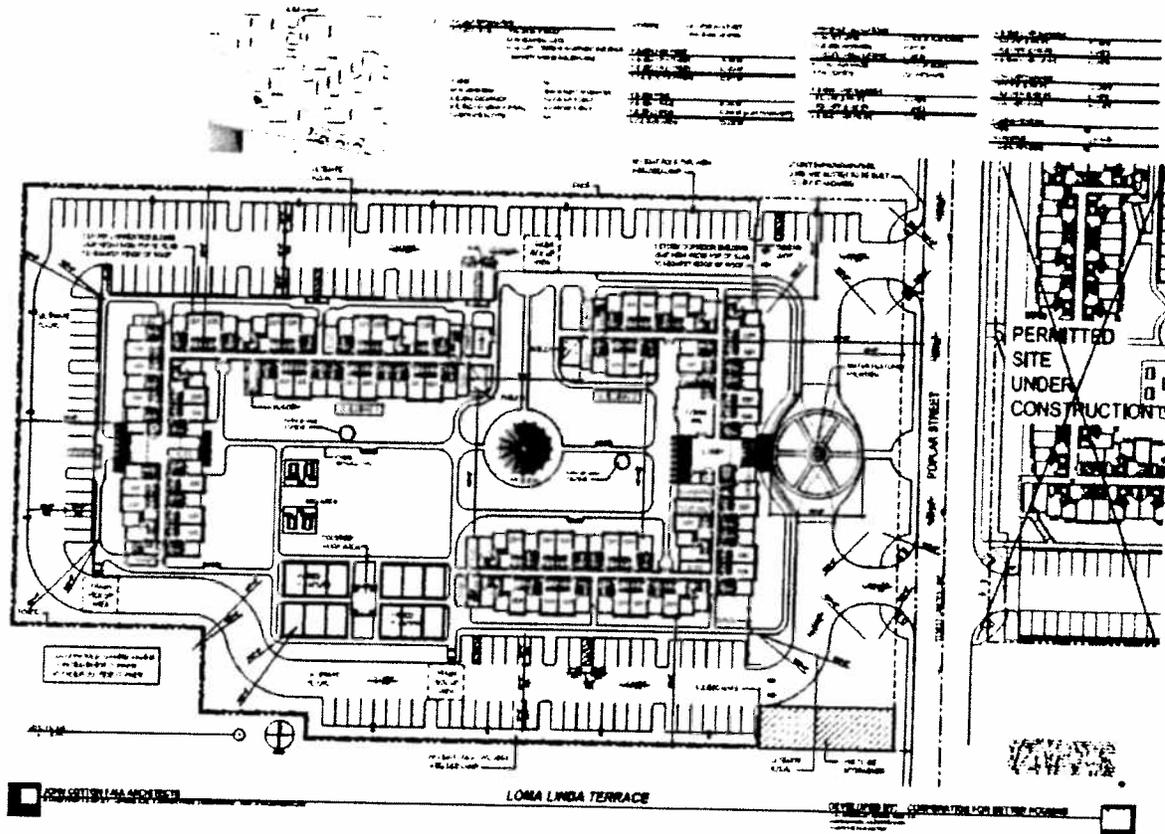


Figure 4 - Color Elevations



JOHN DUTTON FIRM ARCHITECTS
ARCHITECTS

LOMA LINDA TERRACE

DEVELOPER BY CORPORATION FOR BETTER HOUSING
CORPORATION FOR BETTER HOUSING

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"/> 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 | |

DETERMINATION

On the basis of this initial evaluation:

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

Prepared By:

Deborah Woldruff

Date: June 16, 2010

Reviewed By: Deborah Woldruff, AICP

Date: June 16, 2010

EVALUATION OF ENVIRONMENTAL IMPACTS

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
1. AESTHETICS. <i>Would the project:</i>				
a) Have a substantial affect on a scenic vista?	()	()	(✓)	()
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State Scenic Highway?	()	()	(✓)	()
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	()	()	(✓)	()
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	()	()	(✓)	()

Comments:

a-c) Less Than Significant Impact. According to the City's General Plan (May 26, 2009), the project site is not within a designated scenic vista/scenic highway view corridor. Nearby streets, including Van Leuven and Poplar Streets are not considered to be scenic routes. However, the project site is located a few hundred feet south of the San Timoteo Creek Channel (and Trail), which has been identified as one of the only remaining linkages between major east and west natural areas that provide opportunities to restore and enhance wildlife corridors and avian habitat, and allow local residents access to open space. Specifically, the San Timoteo Creek Channel and Trail provides connections to the natural areas along the Santa Ana River and the upstream San Timoteo Canyon. Efforts are currently underway to complete a habitat enhancement and restoration plan on an approximately 30-foot wide corridor (and on larger properties set aside for habit) along the San Timoteo Creek channel between Redlands Boulevard and Alessandro Road in San Timoteo Canyon. The cities of Loma Linda and Redlands, and San Bernardino County are all participants in the EPA funded Habitat Enhancement and Restoration Plan project. The restoration efforts include re-establishment and/or conservation of wildlife and avian habitats (with native trees and plants) that are linked via the channel and adjacent trail.

The 5.46-acre site is mostly vacant with the exception of a single-family residence and associated detached one-car garage that are proposed for demolition. The project will substantially change the existing visual character of the site and neighborhood, which until recently was extremely blighted and dilapidated. The project site and its neighboring sites located directly across Poplar Street were formerly occupied by single-story residences dating from the 1920s through 1950s. The residential structures were in varying states of disrepair and dilapidation and some were used by gang members as primary residences and/or for conducting criminal activities. The proposed project will be very similar in site design, architecture, construction materials, and color palette to the neighboring Poplar Street Apartments and Loma Linda Commons (currently under construction).

This project, in conjunction with the Poplar Street Apartments and the Loma Linda Commons projects, is not anticipated to result in any significant visual or aesthetic negative impacts to the site and surrounding area. The site will be developed with attractive buildings, on-site amenities including professionally designed and installed landscaping that includes many trees of varying species. Any visual or aesthetic impacts resulting from the project are anticipated to be positive in nature and neighborhood enhancing.

- d) Less Than Significant Impact. Residential lighting on-site will be limited to exterior illumination near front door entrances, parking areas, paths, and recreational areas. Proposed development would increase existing lighting at the site, due to additional illumination required. Since the nature of the project and existing uses in the surrounding area are residential, impacts of light/glare are considered less than significant. A photometric study will ensure that all on-site lighting is contained within the project boundaries. The study is required as a project Condition of Approval.

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
2. AGRICULTURAL RESOURCES. <i>Would the project:</i> 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?	()	()	()	(✓)
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	()	()	()	(✓)
c) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?	()	()	()	(✓)

Comments:

- a) No Impact. According to the General Plan Land Use Map, the site is designated High Density Residential (0 to 20 du/acre) and zoned R-3. The project site and surrounding area has not been identified or designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency. No impacts to Farmland would result.
- b) No Impact. The proposed project is located near the northwest corner of Poplar Street and Van Leuven Street. The proposed project and its location would not conflict with any agricultural land use or Williamson Act land conservation contract. There is not an existing agricultural use or Williamson Act contract on the site.
- c) No Impact. The proposed project does not involve other changes in the existing environment, which due to its location or nature, could result in conversion of Prime

Farmland, to a non-agricultural use. Under the existing General Plan, there are no agricultural land use designations, although agriculture is still an existing, non-conforming use in some areas of the City.

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
3. AIR QUALITY. <i>Would the project:</i>				
a) Conflict with or obstruct implementation of the applicable air quality plan?	()	()	()	(✓)
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	()	()	(✓)	()
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?)	()	()	(✓)	()
d) Expose sensitive receptors to substantial pollutant concentrations?	()	()	(✓)	()
e) Create objectionable odors affecting a substantial number of people?	()	()	()	(✓)

Comments:

- a) No Impact. The proposed project consists of the construction 152 affordable senior housing units and related improvements and amenities on a 5.46-acre site. The proposed plan includes the construction of two, three-story buildings and a large community room/recreational area with an education facility, paved walking trails, major water feature, a centrally located pavilion, resident gardening area, picnic tables and BBQ area, and sitting areas. The project site is within the South Coast Air Basin (SCAB) and under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD is responsible for updating the Air Quality Management Plan (AQMP). The AQMP was developed for the primary purpose of controlling emissions to maintain all federal and state ambient air standards for the district. The project would not significantly increase local air emissions and therefore would not conflict with or obstruct implementation of the plan.
- b/c) Less Than Significant Impact. The proposed site development and construction was screened using the Urban Emission Model 2007 version 9.2.2 (URBEMIS 2007) prepared by the SCAQMD. This model is used to generate emissions estimates for land use development projects. The criteria pollutants screened for included: reactive organic gases (ROG), nitrous oxides (NO_x), carbon monoxide (CO), particulates (PM₁₀ and PM_{2.5}) and carbon dioxide (CO₂) a significant greenhouse gas contributor. Two of these, ROG and NO_x, are ozone precursors. The emission levels listed reflect the estimated winter season levels, which are normally higher due to atmospheric conditions (marine

layer) and increased use of heating systems. The general construction phases for most projects include site grading and building.

Construction Emissions

Construction grading and building emissions are considered short-term, temporary emissions and are estimated in Table 1. The following construction parameters were assumed: demolition would take approximately 10 days to complete, site grading (fine grading) would take approximately 26 days, trenching and paving would take approximately 20 days and building construction (including architectural coating) would take approximately nine-months. Once construction is complete and the buildings are in use, emissions will be generated by energy utilized for on-site building heating and cooling, and vehicular traffic (Operational Emissions).

Table 1*
Construction Emissions Summary
Year 2010-2011 (Pounds Per Day)

Source	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}	CO ₂
Demolition	3.54	26.33	16.61	0.0	1.64	1.50	2,436.88
Fine Grading	8.52	33.75	22.77	0.0	4.54	2.47	2,371.71
Trenching	2.09	17.75	9.26	0.0	0.89	0.81	1,839.03
Paving	5.48	49.48	27.50	0.0	5.39	3.21	5,037.19
Building Construction	4.71	21.77	37.13	.04	1.58	1.36	5,058.59
Architectural Coating	45.75	.12	2.05	0.0	0.02	0.01	261
Highest Value (lbs/day)	45.75	49.48	22.54	0.04	5.39	3.21	5,058.59
SCAQMD Threshold	75	100	550	150	150	55	N/A
Significance	No	No	No	No	No	No	N/A

Source: URBEMIS2007

*Phases don't overlap and represent the highest concentration.

N/A: No standards have been established.

The emissions calculations for the construction phase include fugitive dust from grading and exhaust emissions from on-site equipment and worker travel. Construction emissions are calculated based on the construction of a 152 unit development on approximately 5.46 acres. The fugitive dust emissions are based on approximately six (6) acres being graded over 26 days. Construction impacts are considered short-term, temporary impacts and are not anticipated to occur for more than eight months.

As shown in Table 1, construction emissions would not exceed SCAQMD thresholds.

Compliance with SCAQMD Rules 1113, 402, and 403

Although the proposed project does not exceed SCAQMD thresholds for construction emissions, the applicant is required to comply with all applicable SCAQMD rules and regulations as the SCAB is in non-attainment status for ozone and suspended particulates (PM₁₀).

Compliance with SCAQMD Rule 1113

Architectural Coatings are coatings applied to stationary sources and their trimmings, to portable buildings, to pavements, or to curbs. Trimmings are accessories to an

architectural structure, including, but not limited to: hand railings, cabinets, bathroom and kitchen fixtures, fences, decks, rain gutters and downspouts, window screens, lamp posts, signs, concrete forms, heating and air conditioning equipment large fixed stationary tools, and other mechanical equipment.

One of the key ingredients contributing to ozone formation is solvents, which contain volatiles referred to as volatile organic compounds (VOCs). These solvents are commonly found in many architectural and industrial paints. SCAQMD has studied the cumulative VOC emissions from architectural painting operations and has found that these emissions exceed the combined emissions from a variety of industrial operations. Emissions from the application of architectural and industrial maintenance coatings during the summer months, typically known as the peak painting and smog season, are estimated to be more than 38 tons each day. VOCs from solvent and paint emissions contribute to harmful ozone formation. To reduce VOC's from architectural coating, the SCAQMD has set VOC limits for coating in Rule 1113.

To further reduce impacts from VOC emissions, the applicant will be required to implement the following conditions as required by SCAQMD:

1. **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.**
2. **The contractor shall utilize water-based or low VOC coating as well as the following conditions as required by SCAQMD:**
 - (a) **Use Super-Compliant VOC paints whenever possible.**
 - (b) **If feasible, avoid painting during peak smog season: July, August, and September.**
 - (c) **Recycle leftover paint. Take any leftover paint to a household hazardous waste center; do not mix leftover water-based and oil-based paints.**
 - (d) **Keep lids closed on all paint containers when not in use to prevent VOC emissions and excessive odors.**
 - (e) **For water-based paints, clean up with water only. Whenever possible, do not rinse the clean-up water down the drain or pour it directly into the ground or the storm drain. Set aside the can of clean-up water and take it to a hazardous waste center (www.cleanup.org).**
 - (f) **Recycle the empty paint can.**
 - (g) **Look for non-solvent containing stripping products.**
 - (h) **Use Compliant Low-VOC cleaning solvents to clean paint application equipment.**

- (i) Keep all paint and solvent laden rags in sealed containers to prevent VOC emissions.**

Additionally, the project will include Conditions of Approval to require the following: 1.) Compliance with Rule 1403 for removal of Asbestos; and, 2.) Recycling and proper disposal of all materials resulting from the proposed demolition of the single-family residence and associated one-car garage at 10846 Poplar Street.

Compliance with SCAQMD Rule 402, and 403

The project shall comply with, Rules 402 nuisance, and 403, fugitive dust, which require the implementation of Best Available Control Measures (BACM) for each fugitive dust source, and the AQMP, which identifies Best Available Control Technologies (BACT) for area sources and point sources, respectively. This would include, but not be limited to the following:

1. **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.**

During construction, exhaust emissions from construction vehicles and equipment and fugitive dust generated by equipment traveling over exposed surfaces, would increase NO_x and PM₁₀ levels in the area. Although the proposed project does not exceed SCAQMD thresholds during construction, the applicant will be required to implement the following conditions as required by SCAQMD:

2. **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.**
3. **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.**

4. **The project proponent shall ensure that construction personnel are informed of ride sharing and transit opportunities.**
5. **All buildings on the project site shall conform to energy use guidelines in Title 24 of the California Administrative Code.**
6. **The operator shall maintain and effectively utilize and schedule on-site equipment in order to minimize exhaust emissions from truck idling.**
7. **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.**

The Global Warming Solutions Act of 2006 (AB 32)

In September 2006, Governor Schwarzenegger signed Assembly Bill 32, which was created to address the Global Warming situation in California. The Act requires that the greenhouse gas (GHG) emissions in California be reduced to the levels of 1990 by 2020. This is part of a larger plan in which California's goal is emissions reduction to 80% below 1990 levels by 2050. This will be accomplished through a statewide cap on GHG emissions by 2012, which will be regulated by the California Air Resources Board (CARB). With the act in place, CARB is in charge of setting specific standards for different sources of emissions, as well as implementing these standards and monitoring whether they are being met.

The California Air Resources Board is responsible to develop regulations and market mechanisms to achieve these goals. At the end of June 2007, CARB released their "Recommendations for Designing a Greenhouse Gas Cap-and-Trade System for California." At this time the cap and trade system would be aimed at industrial and other "point of emission" sources. No regulations have been passed yet to implement the cap and trade program. At some later time the transportation sector may be included as well as the commercial and residential sectors.

Operational Emissions

According to the Institute of Transportation Engineers (ITE) Trip Generation Manual 7th edition, trips associated with the project consist of approximately 0.16 trips per dwelling unit during p.m. peak hours. Emissions associated with the project's estimated vehicle trips and general area source are listed in Table 2.

Table 2
Operational Emissions Summary
(Pounds Per Day)

Source	ROG	NO _x	CO	PM ₁₀	PM _{2.5}	CO ₂
Area Source	9.89	2.58	9.38	0.02	0.02	3,160.81
Mobile Source	6.42	7.31	65.53	9.88	1.95	5,962.74
Totals	16.31	9.89	74.91	9.90	1.97	9,123.55
SCAQMD Threshold	55	55	550	150	55	N/A
Significance	No	No	No	No	No	N/A

Source: URBEMIS 2007

N/A: No standards have been established.

As indicated in Table 2, operational emissions of the proposed project would not exceed SCAQMD thresholds.

- d) Less Than Significant Impact. Nearby sensitive receptors include residential development to the north, south and east of the site. A large vacant parcel of land is located west and adjacent to the site with residential uses beyond and across Orange Grove Street. An increase in air quality emissions produced as a result of construction activities would be short-term, below SCAQMD thresholds, and would cease once construction is complete (refer to Table 1). Dust suppression (i.e., water application) as required by the City's Development Code, would reduce 50 to 75 percent of fugitive dust emissions during construction. Impacts are anticipated to be less than significant.
- e) No Impact. The end use of the proposed project is not anticipated to generate emissions that would create objectionable odors. No impact is anticipated.

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
4. BIOLOGICAL RESOURCES. <i>Would the project:</i>				
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?	()	()	()	(✓)
b) Have a substantial adverse effect on riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	()	()	()	(✓)
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?	()	()	()	(✓)

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	()	()	()	(✓)
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	()	()	()	(✓)
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?	()	()	()	(✓)

Comments:

- a) No Impact. Critical habitat identifies specific areas that are essential to the conservation of a listed species and, with respect to areas within the geographic range occupied by the species. As shown on Figure 9.3 of the City's General Plan, the project site does not occur within the proposed critical habitat for the California gnatcatcher or any other species of concern or listed species. According to Figure 9.3 of the General Plan, the site and surrounding area is developed and includes urban landscaping.
- b) No Impact. According to Figure 9.2 of the General Plan, no riparian habitat occurs on or near the project site. Therefore, the project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service. The project site is currently developed with a single-family home and contains no such habitats.
- c) No Impact. The project would not 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, because the project site is developed and is not within an identified protected wetland, nor near any drainage.
- d) No Impact. The project would not 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, because the site and surrounding area is currently developed and there are no such corridors or nursery sites within or near the project site.
- e) No Impact. The project would not conflict with any local policies or ordinances that protect biological resources, as the site is currently developed and there are no identified biological resources that are subject to such regulation. The project would not require the removal of any trees. No impact would result.

- f) **No Impact.** The project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan, because no such plan has been adopted for the project site or surrounding area.

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
5. CULTURAL RESOURCES. <i>Would the project:</i>				
a) Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines § 15064.5?	()	()	()	(✓)
b) Cause a substantial adverse change in the significance of an archeological resource pursuant to CEQA Guidelines § 15064.5?	()	()	()	(✓)
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	()	(✓)	()	()
d) Disturb any human remains, including those interred outside of formal cemeteries?	()	(✓)	()	()

Comments:

- a-b) **No Impact.** According to CEQA Guidelines §15064.5 (b), "a substantial adverse change in the significance of a historic resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surrounding such that the significance of a historical resource would be materially impaired." In order for such a substantial adverse change to occur, a resource must possess historical significance.

The Historical Commission reviewed the Poplar Street Demolition Project on February 5, 2007, which included the proposed demolition of 13 residential structures located on both the east and west sides of Poplar Street on properties owned by the RDA. The subject property (10846 Poplar Street) was one of the 13 properties included in the review. The Historical Commission discussed that all of the structures were in pretty bad shape and that the neighborhood had been badly damaged by the 1979 flood. It was acknowledged that the neighborhood never fully recovered from the effects of the flood.

As part of their review of the demolition project, the Historical Commission had benefit of a cultural resources report, (Historical/Archaeological Resources Survey Report, Loma Linda/Poplar Street Project, CRM TECH, January 11, 2006) was prepared for the RDA properties on Poplar Street. The Report concluded that none of the historic-period buildings or archaeological features noted within the project area during the study qualified as "historical resources," (as defined by CEQA). Based on these findings, the Report concluded that the proposed demolition of 13 residential structures would have no impact on any known historical resource, and no further cultural resources investigation was warranted. Based on the preceding, the proposed demolition project, which included the property at 10846 Poplar Street, was approved by the Historical Commission with no requirement for a Certificate of Appropriateness.

- c) Less Than Significant With Mitigation Incorporated. The CRM TECH Report indicated that a field survey failed to yield any evidence of prehistoric land-use within the project area. The paleontological overview noted that the project area consists of surficial exposures of younger alluvium that is not consistent with fossil bearing deposits. However, older Quaternary deposits are present to the west and may extend beneath the younger alluvium within the project area. The Report concluded that there may still be some potential for occurrence, particularly during grading activities required for construction of the building foundation. Therefore, necessary measures should be taken to ensure impacts are minimized. The following mitigation measure shall be implemented by the construction contractor:

CR-1: Should paleontological resources be uncovered during grading, a qualified vertebrate paleontologist shall be contracted to perform a field survey to determine and record any nonrenewable paleontologic resources found on-site. The paleontologist will determine the significance, and make recommendations for appropriate mitigation measures in compliance with the guidelines of the California Environmental Quality Act.

Implementation of the above mitigation measure would reduce impacts to potential paleontological resources to a less than significant level. The preceding mitigation measure was also suggested in the San Bernardino County, Historical Resources Review, (June 11, 2010), that is maintained in the project file (PPD No. 10-78).

- d) Less Than Significant With Mitigation Incorporated. Construction activities, particularly grading, soil excavation and compaction, could potentially affect or eliminate existing and unknown potential archaeological resources such as human remains. The following mitigation measure shall be implemented:

CR-2: 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.

Implementation of the above mitigation measure would reduce potential impacts to any human remains (should they be found on the site) to a less than significant level. The preceding mitigation measure was also suggested in the San Bernardino County, Historical Resources Review, (June 11, 2010), that is maintained in the project file (PPD No. 10-78).

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
6. GEOLOGY AND SOILS. <i>Would the project:</i>				
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.	()	()	()	(✓)
ii) Strong seismic ground shaking?	()	()	(✓)	()
iii) Seismic-related ground failure, including liquefaction?	()	()	(✓)	()
iv) Landslides?	()	()	()	(✓)
b) Result in substantial soil erosion or the loss of topsoil?	()	()	(✓)	()
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?	()	()	(✓)	()
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	()	()	(✓)	()
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	()	()	()	(✓)

Comment:

- a) The City of Loma Linda is situated within the northern Peninsular Ranges Geomorphic Province of California. Locally, the City lies near the transition zone between the Transverse Ranges Geomorphic Province to the north and the Peninsular Ranges Geomorphic Province to the south. The Peninsular Ranges are a northwest-southeast oriented complex of blocks separated by similarly trending faults which extend 125 miles from the Transverse Ranges to south of the California/Mexican border and beyond another 775 miles to the tip of Baja California.
- i) No Impact. According to Figure 10.1 of the General Plan (May 26, 2009), the project site and surrounding area does not occur within an Alquist-Priolo Earthquake Fault Zone or special study zone. The nearest fault to the project site is the Loma Linda fault which was formerly included as an Alquist-Priolo Zone, but

trenching showed no evidence of Holocene rupture of the fault, and it was removed from the Alquist-Priolo Zone. The Loma Linda fault displaces the Plio-Pleistocene San Timoteo Formation south of the City of Loma Linda and has been traced along a northwest trend by magnetic and seismic evidence. The elevated topography of Loma Linda Hill, located northwest of the site, in relation to surrounding areas is apparently the result of ancient movement along this fault. The northeast-facing descending hillside located southwest of the site is probably a highly modified (eroded) scarp of the Loma Linda fault. South of Loma Linda, the Loma Linda fault displaces the sediments of the Pleistocene-age San Timoteo. North of Loma Linda, this fault forms a partial barrier to groundwater movement but is apparently overlain by more than 100 feet of un-faulted alluvial sediments. The Loma Linda fault does not represent a significant seismic hazard to the site. No impacts from fault rupture are anticipated.

- ii) Less Than Significant Impact. The San Jacinto fault zone is a system of northwest-trending, right-lateral, strike-slip faults, and is the closest known active fault to the project site, located approximately one and one-half mile southwest of the project site, and is considered the most important fault to the site with respect to the hazard of seismic shaking and ground rupture. More large historic earthquakes have occurred on the San Jacinto Fault than any other fault in Southern California. Therefore severe seismic shaking can be expected during the lifetime of the proposed project. Construction of the 152-unit apartment complex in accordance with applicable requirements for development within Seismic Zone 4 as listed within the California Building Code would ensure that potential impacts are reduced to the maximum extent possible.
- iii) Less Than Significant Impact. Liquefaction occurs primarily in saturated, loose, fine to medium grained soils in areas where the groundwater table is within 50 feet of the surface. According to the General Plan EIR, moderate to moderately high susceptibility for liquefaction hazards occurs in the northwestern portion of the City and in the southern portion of the City near Reche Canyon. The project site is located within the central portion of the city, and as shown on General Plan Figure 10.1, it occurs within the liquefaction hazard zone. Based on a soils investigation prepared for the RDA properties located on the east side of Poplar (Krazan & Associates, January 2008), the potential for liquefaction in the general vicinity is low. The Study also found that the density of the underlying soils and the depth to groundwater would preclude the occurrence of liquefaction and other shallow groundwater-related hazards. As standard requirement of the City, the project will be conditioned to submit a site specific soils investigation report as part of the building and construction plan check process. No significant impacts are anticipated.
- iv) No Impact. The occurrence of landslides is considered minimal because the project site is relatively flat with a gentle slope toward the northwest, and is not on or near a geologic formation that would cause landslides.

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

The State of California is authorized to administer various aspects of the National Pollutant Discharge Elimination System (NPDES). Construction activities covered under the State's General Construction permit include removal of vegetation, grading, excavation, or any other activity that causes the disturbance of one acre or more. The General Construction permit requires developments of one acre or more to reduce or eliminate non-storm water discharges into storm water systems, and to develop and implement a Storm Water Pollution Prevention Plan (SWPPP). The Regional Water Quality Control Board (RWQCB), Santa Ana Region has issued an area-wide NPDES Storm Water Permit for the County of San Bernardino, the San Bernardino County Flood Control District, and the incorporated cities of San Bernardino County within the Santa Ana Region. The City of Loma Linda then requires implementation of measures for a project to comply with the area-wide permit requirements. The SWPPP would include Best Management Practices (BMP's) to prevent construction of the project from polluting surface waters. This is a standard condition of approval applicable to this project. BMP's would include, but would not be limited to street sweeping of adjacent roads during construction, and the use of hay bales or sand bags to control erosion during the rainy season. These are discussed in greater detail in Section 8, Hydrology and Water Quality, of this Initial Study.

- c-d) Less Than Significant Impact. As indicated by the soils investigation prepared for the east side of Poplar Street (Krazan & Associates, January 2008) construction in the area generally is feasible from a geotechnical standpoint provided that standard soil preparations be performed prior to building construction. No impacts from soil that is unstable, or that would become unstable as a result of the project, and that could potentially result in a landslide, lateral spreading, subsidence, liquefaction or collapse are anticipated. As stated previously, the project will be conditioned to submit a site specific soils investigation report as part of the building and construction plan check process.
- e) No Impact. The existing residence on-site is connected to and served by the City's sewer system. The proposed project would also be served by the City's sewer system. No septic tanks or alternative wastewater disposal is proposed.

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
7. GREENHOUSE GAS EMISSIONS. <i>Would the project:</i> a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	()	()	(✓)	()

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	()	()	(✓)	()

Comments

a,b) Less Than Significant Impact In September 2006 Governor Schwarzenegger signed Assembly Bill 32, The Global Warming Solutions Act of 2006. The Act requires that by the year 2020, the Greenhouse Gas (GHG) emissions generated in California be reduced to the levels of 1990. This is part of a larger plan in which California's objective for the year 2050 is to reduce state-wide emissions by 80% below 1990 levels. This will be accomplished through a statewide cap on GHG emissions by 2012, which will be regulated by the California Air Resources Board (CARB). The CARB is responsible for setting specific standards for different sources of emissions, as well as implementing these standards and monitoring whether they are being met. However, regulations have not yet been authorized to implement the cap and trade program. Additionally, although thresholds of significance guidelines have been developed; standards or significance thresholds have not yet been established by the MDAQMD or the CARB.

Per CEQA guidelines, project emissions are treated as new emissions for new projects. For standard air emissions, air quality impacts are evaluated for significance on an air basin or even at a neighborhood level. Greenhouse gas emissions are different in that the perspective is global, not local. Therefore these emissions for certain types of projects could be considered as not necessarily new emissions if the project is primarily population driven. Many gases make up the group of pollutants that are believed to contribute to global climate change. However three gases are currently evaluated Carbon dioxide (CO₂) Methane (CH₄) and Nitrous oxide (N₂O). SCAQMD provides guidance methods and/or Emission Factors. Of the three, Carbon Dioxide is the largest contributor by volume (383 ppm) compared to Methane (1,745 ppb) and Nitros Oxide (314 ppb). As such, the project GHG emissions (shown in Table 4) concentrates on Carbon Dioxide (CO₂) out put. The Governor's Office of Planning and Research has published, but not yet adopted amendments to the state CEQA guidelines to address GHG emissions. An interim threshold of 10,000 MTCO₂E per year (cumulative annual output) has been adopted by SCAQMD as potentially significant to global warming. Based on the URBEMIS emissions output model and the adopted thresholds, the project GHG emissions are less than significant.

**Table 4
 Greenhouse Gas Emissions
 "Annually"**

Source	CO ₂		
Demolition	10.97		
Fine Grading	41.50		
Trenching	5.52		
Paving	11.99		
Building Construction	445.12		
Architectural Coating	5.74		
Operational Emissions	1055.42		
Area Source Emissions	599.09		
Total Value (tons/annually)	2175.35		
Total MTCO₂E (annually)		2175.35	
Threshold		10,000 ⁴	
Significant		N/A	

¹ URBEMIS 2007 model outputs

² Interim SCAQMD thresholds of 10,000 MTCO₂E/year

Please refer to Section 3 of the Initial Study for a detailed analysis of the air quality, emissions and related mitigations applicable to the proposed project.

To reduce California's GHG emissions to the levels proposed in Executive Order S-3-05, the California EPA Climate Action Team developed a report that outlines strategies for meeting the Governor's targets. Use of the strategies to determine consistency are the most appropriate to use at this time as the report "proposes a path to achieve the Governor's targets that will build on voluntary actions of California businesses, local government and community actions, and State incentive and regulatory programs" (CA 2007). AB 32 requires that a list of emission reduction strategies be published to achieve the goals set out in AB 32. However, until those reduction strategies are published, emission reduction strategies to meet Executive Order S-3-05 will be relied upon.

Compliance with GHG voluntary reduction strategies (as applied to typical residential developments), shown in Table 12 would allow the operation to be in compliance to reduce global climate change.

**Table 12
 Greenhouse Gas Emission Reduction Strategies**

Strategy	Project Compliance
Vehicle Climate Change Standards AB 1493 (Pavley) required the state to develop and adopt regulations that achieve the maximum feasible and cost-effective reduction of climate change emissions emitted by passenger vehicles and light duty trucks. Regulations were adopted by the ARB in September 2004.	Compliant. These are CARB enforced standards; vehicles that access the project that are required to comply with the standards will comply with the strategy.
Other Light Duty Vehicle Technology New standards would be adopted to phase in beginning in the 2017 model year	
Diesel Anti-Idling In July 2004, the CARB adopted a measure to limit diesel-fueled commercial motor vehicle idling.	Compliant. These are CARB enforced standards; heavy duty construction equipment/vehicles that are used for site grading/construction

Strategy	Project Compliance
	on the project site that are required to comply with the standards, will comply with the strategy.
<p>Achieve 50% Statewide Recycling Goal Achieving the State's 50 percent waste diversion mandate as established by the Integrated Waste Management Act of 1989, (AB 939, Sher, Chapter 1095, Statutes of 1989), will reduce climate change emissions associated with energy intensive material extraction and production as well as methane emission from landfills. A diversion rate of 48% has been achieved on a statewide basis. Therefore, a 2% additional reduction is needed.</p>	<p>Compliant. The project proposes to minimize waste through construction practices and design features.</p> <p>Construction generated waste will have to adhere to a Waste Management Plan. This usually means that lumber, cardboard, and concrete waste is hauled off site and recycled, and only the remaining non-recycled trash is disposed of.</p> <p>After construction the waste would be handled two different ways. The residents would individually separate garbage/trash waste and recycle paper and cardboard into individual containers as handled by a County contracted waste hauler.</p>
<p>Zero Waste - High Recycling Additional recycling beyond the State's 50% recycling goal.</p>	
<p>Building Energy Efficiency Standards in Place and in Progress Public Resources Code 25402 authorizes the CEC to adopt and periodically update its building energy efficiency standards (that apply to newly constructed buildings and additions to and alterations to existing buildings).</p>	<p>Compliant. The project will comply with the most recent Title 24 standards.</p>
<p>California Solar Initiative The solar initiative includes installation of 1 million solar roofs or an equivalent 3,000 MW by 2017 on homes and businesses, increased use of solar thermal systems to offset the increasing demand for natural gas, use of advanced metering in solar applications, and creation of a funding source that can provide rebates over 10 years through a declining incentive schedule.</p>	<p>Compliant. Photovoltaic cells are not feasible for this project because of the area's propensity for high Santa Ana winds and the potential for inclement weather (fog and cloud cover).</p>
<p>Green Buildings Initiative Green Building Executive Order, S-20-04 (CA 2004), sets a goal of reducing energy use in public and private buildings by 20 percent by the year 2015, as compared with 2003 levels. The Executive Order and related action plan spell out specific actions state agencies are to take with state-owned and -leased buildings. The order and plan also discuss various strategies and incentives to encourage private building owners and operators to achieve the 20 percent target.</p>	<p>Compliant. The applicant would use thicker insulation when feasible to reduce heating and cooling demand.</p>
<p>Smart Land Use and Intelligent Transportation Systems (ITS) Smart land use strategies encourage jobs/housing proximity, promote transit-oriented development, and encourage high-density residential/commercial development along transit corridors.</p> <p>ITS is the application of advanced technology systems and management strategies to improve operational efficiency of transportation systems and movement of people, goods and services.</p> <p>Governor Schwarzenegger is finalizing a comprehensive 10-year strategic growth plan with the intent of developing ways to promote, through state investments, incentives and technical assistance, land use, and technology strategies</p>	<p>Compliant. The project would provide housing to the local community.</p>

Strategy	Project Compliance
<p>that provide for a prosperous economy, social equity, and a quality environment.</p> <p>Smart land use, demand management, ITS, and value pricing are critical elements in this plan for improving mobility and transportation efficiency. Specific strategies include: promoting jobs/housing proximity and transit-oriented development; encouraging high density residential/commercial development along transit/rail corridor; valuing and congestion pricing; implementing intelligent transportation systems, traveler information/traffic control, incident management; accelerating the development of broadband infrastructure; and comprehensive, integrated, multimodal/intermodal transportation planning.</p>	

Source: As applicable via CA 2007.

Applying these voluntary reduction strategies to the proposed project shall be at the discretion of the developer and lead agency. In addition, the adopted project mitigations will be incorporated into the project's Conditions of Approval.

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>8. HAZARDS AND WASTE MATERIALS. <i>Would the project:</i></p>				
<p>a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?</p>	()	()	(✓)	()
<p>b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident considerations involving the release of hazardous materials into the environment?</p>	()	()	(✓)	()
<p>c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 1/4 mile of an existing or proposed school?</p>	()	()	()	(✓)
<p>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?</p>	()	()	()	(✓)

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 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?	()	()	()	(✓)
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?	()	()	()	(✓)
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	()	()	()	(✓)
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?	()	()	()	(✓)

Comments:

- a-b) Less Than Significant Impact. Construction activities would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, because construction of the apartments would not involve such activities. Similarly, post-construction activities would not involve the routine transport or use of hazardous materials. It is expected that residents would keep paint, pesticides, solvents, and/or cleaning solutions on-site. However, quantities of these items are generally small and purchased in containers designed for home use and storage. Impacts from the potential release of hazardous materials are considered less than significant.
- c) No Impact. The project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste. No impacts would result to students at the Loma Linda University and Loma Linda Academy located approximately one-half mile southwest of the site.
- d) No Impact. During a recent site visit, no hazardous materials (e.g. drums, illegal dumping) were observed on-site. Based on past uses of the site (i.e., residential), construction and post-construction activities of the proposed project would not disturb any hazardous materials known to occur on-site because there are none present.
- e) No Impact. The site is not located within an airport land use plan and is not within two miles of a public airport. The nearest airports are the San Bernardino International Airport and the Redlands Municipal Airport, located approximately three miles north and six miles northeast of the site, respectively. According to General Plan Figure 10.4, the project site is located outside of the San Bernardino International Airport influence area. The proposed expansion would not create a safety hazard to people or aircraft.

- f) No Impact. There are no private airstrips within the vicinity of the project site.
- g) No Impact. The California Emergency Services Act requires the City to manage and coordinate the overall emergency and recovery activities within its jurisdictional boundaries. The City's Emergency Operations Plan includes policies and procedures to be administered by the City in the event of a disaster. During disasters, the City of Loma Linda is required to coordinate emergency operations with the County of San Bernardino. Policies within the City's General Plan (May 26, 2009) and updates to the City's Emergency Operations Plan, as required by State law, would ensure that the proposed project will not interfere with adopted policies and procedures. The proposed project does not include removal of the existing access points located along the west side of Poplar Street. No impact is anticipated.
- h) No Impact. The City of Loma Linda has defined areas susceptible to wildland fires by a boundary identified as the Urban Wildland Interface division line. According to General Plan Figure 10.3, the greatest fire hazard can be expected to come from the adjacent hills and canyons in the southern portion of the City. The project site is located over 5,500 feet north of the nearest identified hazardous fire area. The project site is located within an urbanized area and is surrounded by development. The project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires.

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
9. HYDROLOGY AND WATER QUALITY. <i>Would the project:</i>				
a) Violate any water quality standards or waste discharge requirements?	()	()	()	(✓)
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	()	()	()	(✓)
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?	()	()	()	(✓)
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 that would result in flooding on- or off-site?	()	()	()	(✓)

Issues and Supporting Information Sources:		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
e)	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	()	()	()	(✓)
f)	Otherwise substantially degrade water quality?	()	()	()	(✓)
g)	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	()	()	()	(✓)
h)	Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?	()	()	()	(✓)
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?	()	()	()	(✓)
j)	Inundation by seiche, tsunami, or mudflow?	()	()	()	(✓)

Comments:

a,f) No Impact. The proposed project would disturb an approximately 5.46-acre site and therefore would be subject to the National Pollutant Discharge Elimination System (NPDES) permit requirements. The State of California is authorized to administer various aspects of the NPDES. Construction activities covered under the State's General Construction permit include removal of vegetation, grading, excavating, or any other activity that causes the disturbance of one acre or more. The General Construction permit requires recipients to reduce or eliminate non-storm water discharges into stormwater systems, and to develop and implement a Storm Water Pollution Prevention Plan (SWPPP). The purpose of a SWPPP is to: 1) identify pollutant sources that may affect the quality of discharges of stormwater associated with construction activities; and 2) identify, construct and implement stormwater pollution control measures to reduce pollutants in stormwater discharges from the construction site during and after construction.

The RWQCB has issued an area-wide NPDES Storm Water Permit for the County of San Bernardino, the San Bernardino County Flood Control District, and the incorporated cities of San Bernardino County. The City of Loma Linda then requires implementation of measures for a project to comply with the area-wide permit requirements. A SWPPP is based on the principles of Best Management Practices (BMPs) to control and abate pollutants. The SWPPP must include BMPs to prevent project-related pollutants from impacting surface waters. These would include, but are not limited to street sweeping of paved roads around the site during construction, and the use of hay bales or sand bags to control erosion during the rainy season. BMPs may also include or require:

- **The contractor to avoid applying materials during periods of rainfall and protect freshly applied materials from runoff until dry.**

- **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.**
- **All equipment and vehicles shall be serviced off-site.**

The following standard requirement will be added as a Condition of Approval to the project. Implementation of the Condition would reduce the potential for stormwater discharges during grading and construction:

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

- b) No Impact. The City obtains all of its water from groundwater wells in the Bunker Hill Basin, an aquifer underlying the San Bernardino Valley. Groundwater in the Bunker Hill Basin is replenished by rainfall and snowmelt from the San Bernardino Mountains. The proposed project would not deplete groundwater supplies nor would it interfere with recharge since it is not within an area designated as a recharge basin or spreading ground. The proposed residential development would receive water supply directly from the City of Loma Linda whose source of supply is groundwater.
- c, d) No Impact. The proposed project would cause changes in absorption rates, drainage patterns, and the rate and amount of surface water runoff since a majority of the site is vacant with only two remaining residential structures (single-family residence and one-car garage) on-site. The proposed project would include additional paved areas and greater building coverage on-site; however, the project will not alter the course of any stream or river. The project design includes landscaping of all non-hardscape areas to prevent erosion. The Building Official and City Engineer would approve a grading and drainage plan prior to the issuance of grading permits. Review and approval of the drainage plan will ensure that project design will not result in substantial erosion, siltation, or flooding on- or off-site.
- g) No Impact. No evidence of recent significant flooding at the site was observed during the geologic field reconnaissance or on the aerial photographs reviewed. The site is not located within (or in proximity to) a 100-year or 500-year flood zone as designated by the Federal Emergency Management Agency (November 19, 2007). The project will not place unprotected 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 maps.
- h) No Impact. According to General Plan Figure 10.2, the project site is located within Zone X, which identifies areas determined to be outside of the 500-year floodplain.

- i) No Impact. The San Bernardino County Flood Control District covers the entire County (including the incorporated cities), and provides planning, design, construction, and operation of flood control facilities. Storm drain systems have been constructed throughout the City of Loma Linda to accommodate the increased runoff resulting from development and to protect developed areas within the City from potential localized flooding. The San Bernardino County Flood Control District has developed an extensive system of facilities, including dams, conservation basins, channels and storm drains to intercept and convey flood flows away from developed areas. No portion of the City occurs within the inundation area of the Seven Oaks Dam. No impacts would result.
- j) No Impact. Due to the distance inland from the Pacific Ocean and any other significant body of water, tsunamis and seiching are not potential hazards; therefore impacts from seiche and tsunami are not anticipated.

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
10. LAND USE AND PLANNING. <i>Would the project:</i>				
a) Physically divide an established community?	()	()	()	(✓)
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	()	()	()	(✓)
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	()	()	()	(✓)

Comments:

- a-b) No Impact. The project is currently vacant with some native grasses and scattered Pepper trees. Surrounding land uses include the recently completed and occupied 44-unit Poplar Street Apartments and the 120-unit Loma Linda Commons that is currently under construction. Other uses in the surrounding area include a mix of existing single-family and multi-family residential developments. The project site is designated on the General Plan land use map as High Density Residential (0-20 du/acre) and zoned as R-3, Multiple Family Residence. The proposed development is consistent with the residential uses and density permitted within the land use designation and zoning. The project would not physically divide an established community or conflict with any applicable land use plans/policies. No impacts to the established community are anticipated.
- c) No Impact. The project would not conflict with any applicable habitat conservation plan or natural community conservation plan, because there is no habitat conservation plan or natural community conservation plan adjacent to the project site and no habitat conservation lands are required to be purchased as mitigation for the proposed project.

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
11. MINERAL RESOURCES. <i>Would the project:</i>				
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?	()	()	()	(✓)
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?	()	()	()	(✓)

Comments:

- a) No Impact. According to the California Department of Conservation, Division of Mines and Geology, the project site and surrounding area are designated as Mineral Resource Zone 3 (MRZ-3). This designation is given to areas containing mineral deposits, the significance of which cannot be evaluated from available data due to urbanization. The proposed project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State due to existing urbanization and limited site accessibility.
- b) No Impact. The project would not 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, because there are no identified locally important mineral resources within the project area.

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
12. NOISE. <i>Would the project result in:</i>				
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?	()	()	(✓)	()
b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?	()	()	()	(✓)
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	()	()	(✓)	()
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	()	()	(✓)	()

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 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?	()	()	()	(✓)
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?	()	()	()	(✓)

Comments:

a,c) Less Than Significant Impact. Noise can be measured in the form of a decibel (dB), which is a unit of measure for describing the amplitude of sound. The predominant rating scales for noise in the State of California are the Equivalent-Continuous Sound Level (L_{eq}), and the Community Noise Equivalent Level (CNEL), which are both based on the A-weighted decibel (dBA). L_{eq} is defined as the total sound energy of time-varying noise over a sample period. CNEL is defined as the time-varying noise over a 24-hour period, with a weighting factor of 5 dBA applied to the hourly L_{eq} for noises occurring from 7:00 p.m. to 10:00 p.m. (defined as relaxation hours) and 10 dBA applied to events occurring between 10:00 p.m. and 7:00 a.m. defined as sleeping hours). The State of California's Office of Noise Control has established standards and guidelines for acceptable community noise levels based on the CNEL and L_{dn} rating scales. The purpose of these standards and guidelines is to provide a framework for setting local standards for human exposure to noise. Residential development, schools, churches, hospitals, and libraries have a normally acceptable community noise exposure range of 60 dBA CNEL to 70 dBA CNEL.

The major noise source for the site and surrounding area is Van Leuven Street located approximately 170 feet south of the site; the actual distance from the site to the center line of Van Leuven Street ranges from 170 to 260 feet. Noise measurements conducted as part of the City's General Plan EIR, indicated the specific measurements along Van Leuven Street for the area between Poplar Street and Mountain View Avenue are 60 CNEL at a distance of 71 feet from the roadway centerline. Since the project site occurs at least 170 feet north of Van Leuven Street, future residential units would not be exposed to noise levels in excess of State established standards.

- b) No Impact. Construction and post-construction activities of the 152-unit apartment development would not require the use of equipment which would generate excessive ground borne vibration or ground-borne noise levels. No impacts from ground-borne noise or vibration are anticipated.
- d) Less Than Significant Impact. Construction activities would temporarily increase ambient noise levels for the surrounding area. Existing residential development occurs north, east and south of the site. The City's noise ordinance requires construction activities to be limited to the hours between 7:00 a.m. to 10:00 p.m., Monday through Friday, with no heavy construction occurring on weekends or national holidays.

Typically, staff or the Planning Commission further limits construction activities to between the hours of 7:00 a.m. to 7:00 p.m. as a Condition of Approval. Additionally, all equipment is required to be properly equipped with standard noise muffling apparatus. Adhering to the City's noise ordinance would ensure impacts from temporary construction noise would be less than significant.

- e) **No Impact.** The site is not located within an airport land use plan and is not within two miles of a public airport. The nearest airports are the San Bernardino International Airport and the Redlands Municipal Airport, located approximately three miles north and six miles northeast of the site, respectively. According to General Plan Figure 10.4, the project site is located outside of the San Bernardino International Airport influence area. Future residents would not be exposed to any excessive noise from airport activities.
- f) **No Impact.** There are no private airstrips within the vicinity of the project site. No significant impacts from aircraft noise are anticipated.

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
13. POPULATION AND HOUSING. <i>Would the project:</i>				
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)?	()	()	()	(✓)
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	()	()	()	(✓)
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	()	()	()	(✓)

Comments:

- a) **No Impact.** Construction at the site would be short-term and would not create any new long-term construction jobs. The proposed project would provide housing for approximately 205 people (1.35 persons per age restricted household). According to the General Plan EIR, Table 4.12 F, the City's projected population (37,000), housing and employment levels upon build out would be less than the SCAG projections for the year 2025. The proposed project is consistent with the General Plan and therefore, would not induce substantial population growth in an area, either directly or indirectly.
- b) **No Impact.** The project site is consists of 16 lots of which 15 are vacant and an existing single-family residence and detached, one-car garage (proposed for demolition) occupy the remaining lot. The construction of 152 residential units will not displace any existing residential units. Therefore, the project will not necessitate the construction of replacement housing. No impacts are anticipated.

- c) No Impact. The proposed project would not displace any people, or necessitate the construction of replacement housing elsewhere. As stated previously, the majority of the site is vacant and the remaining single-family residence and associated garage are proposed for demolition. No impacts are anticipated

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
14. PUBLIC SERVICES. <i>Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:</i>				
a) Fire protection?	()	()	(✓)	()
b) Police protection?	()	()	(✓)	()
c) Schools?	()	(✓)	()	()
d) Parks?	()	(✓)	()	()
e) Other public facilities?	()	()	()	(✓)

Comments:

- a) Fire Protection - Less Than Significant Impact. Fire protection is provided by the City of Loma Linda Fire Department. Fire Station 252 serves the City and is located at 10520 Ohio Street less than 1,500 feet north of the project site one street west. The Community Development Department and Fire Department enforce fire standards during review of building plans and inspections. The City maintains a joint response/automatic aid agreement with the fire departments in neighboring cities including Colton, Redlands, and San Bernardino. The Fire Department also participates in the California Master Mutual Aid Agreement. The proposed project would be required to provide adequate fire access.

With an estimated population of 21,912 people, the current ratio of full-time firefighters to citizens is approximately 1:1,096. The proposed 152-unit affordable senior housing development would generate approximately 205 residents. To continue to provide fire protection at the average ratio of one (1) full-time firefighter per 1,096 people, the proposed project would require approximately 0.99 firefighters. Additionally, development impact fees are collected at the time of building permit issuance. Based on the preceding, the Loma Linda Fire Department would be able to provide services for the proposed residential development. Less than significant impacts are anticipated.

- b) Police Protection - Less Than Significant Impact. The San Bernardino County Sheriff's Department (SBSD) provides police protection for the City. The SBSB currently has 12 sworn officers assigned to the City. With an estimated population of 21,912 people, the ratio of officers to citizens is approximately 1:1,826.

The proposed 152-unit affordable senior apartment project would generate service need for approximately 205 people. Assuming housing would create new residents for the City, the project would result in a demand increase of 0.19 officers to maintain the City's current level of service. The San Bernardino County Sheriff's Department reviews its needs on a yearly basis and adjusts service levels as needed to maintain an adequate level of public protection. Additionally, development impact fees are collected at the time of building permit issuance. Therefore, impacts to law enforcement are anticipated to be less than significant.

- c) Schools - Less Than Significant With Mitigation Incorporated. School services within the City of Loma Linda are provided by the Redlands Unified School District and the Colton Joint Unified School District. The proposed 152-unit affordable senior apartment project would generate approximately 205 new residents. The City mitigates impacts on school services through the collection of development fees. Under Section 65995 of the California Government Code, school districts may charge development fees to help finance local school services. However, the code prohibits State or local agencies from imposing school impact fees, dedications, or other requirements in excess of the maximum allowable fee, which is currently \$2.97 per square foot of new residential development and \$0.47 per square foot of new commercial development. The following mitigation measure would ensure impacts are reduced to a less than significant level:

PS-1: Prior to issuance of building permits, the developer shall pay school impact fees as required by the Redlands Unified School District.

- d) Parks - Less Than Significant With Mitigation Incorporated. The proposed project would generate approximately 205 residents. Assuming that the project would be filled by new residents, an additional 0.5 acres (or 21,280 square-feet) of additional parkland would be required for the City to maintain its policy of five acres of parkland per 1,000 residents. As discussed in Section 14 (below) of this Initial Study, the proposed project would contribute to the City's current insufficient parkland ratio. The proposed development includes construction of an on-site walking/exercise path, community garden plots, large pavilion, barbeque areas, and outdoor, shaded seating areas. However, to ensure impacts to City parks are reduced to a less than significant level the following mitigation measure shall be implemented:

PS-2: Prior to the issuance of building permits, the developer shall pay development impact fees established for development within the City of Loma Linda.

- e) Library Facilities - Less Than Significant Impact. The City of Loma Linda library facilities are part of the San Bernardino County Library System. In November 2001, the County of San Bernardino released a library facilities study that analyzed future needs of library facilities in the County through the year 2021. According to this study, the City of Loma Linda Branch Library would need to expand and renovate its existing facility to accommodate future growth. The study proposed a building size of 14,974 square feet and recommended that the expanded facility include the following: 1) a collection size of 58,140 items, including 194 current periodical subscriptions; 2) a total of 88 reader spaces, including 14 machine stations (8 for adult, 6 for children), a 10-seat quiet room, and two (2) group study rooms; 3) public meeting areas with seating for 48, including a 40 seat multipurpose meeting room, a conference room seating 8; and 4) a full-time

equivalent staff of 12.25, including 0.75 full-time maintenance personnel, plus 2.0 full-time volunteers.

On May 28, 2008, the City of Loma Linda completed the expansion for the San Bernardino County Library System by adding 9,000 square feet to the existing 6,081 square foot library (15, 081 total square footage). With the expansion and recommended improvements to the facility, the Loma Linda Branch Library will support the additional 152-unit affordable senior apartment project. Therefore, the project will result in less than significant impacts to library services.

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
15. RECREATION. <i>Would the project:</i> a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	()	()	(✓)	()
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?	()	()	(✓)	()

Comments:

a-b) Less Than Significant Impact. The City of Loma Linda owns and administers over 90.33 acres developed park land of parks and over 1,700 acres of open space with an active trail system for hikers, runners, bicyclists, and equestrians. The City has adopted a population to parkland acreage ratio of five acres per 1,000 population. With an estimated population of 21,912 people and a total of 90.33 acres of parkland, the City currently has a developed park ratio of 4.10 acres per 1,000 population and 77.2 acres of usable open space per 1,000 people. The City provides approximately 81.7 acres of developed parks and usable open space per 1,000 people. As a result, the strict requirement of developed parkland falls short of the park ratio of five acres per 1,000 population. However, the combination of developed parkland and usable open space greatly exceeds the requirement of five acres per 1,000 population.

The proposed project would generate approximately 205 people. Assuming that the apartments would be filled by new residents, an additional 0.5 acres (or 21,280 square-feet) of parkland would be required for the City to maintain its policy of five acres of developed parkland per 1,000 residents. Therefore, the proposed project would minimally contribute to the City's current developed parkland deficit. The proposed development includes construction of an on-site walking/exercise path, community garden plots, large pavilion, barbeque areas, and outdoor, shaded seating areas for residents' use. Mitigation contained in Section 13 of this Initial Study would ensure potential impacts to parks are reduced to a less than significant level.

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
16. TRANSPORTATION/TRAFFIC. <i>Would the project:</i> 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?	()	(✓)	()	()
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?	()	(✓)	()	()
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?	()	()	()	(✓)
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	()	()	(✓)	()
e) Result in inadequate emergency access?	()	()	()	(✓)
f) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	()	()	()	(✓)

Comments:

a, b) Less Than Significant With Mitigation Incorporated. In November 2005, a Traffic Study was prepared for the two, affordable housing projects on the east side of Poplar Street (Transportation Engineering and Planning, Inc.). The traffic study contains documentation of the (then) existing traffic conditions, traffic generated by the projects, distribution of the project traffic to roads outside the projects, and an analysis of future traffic conditions in the area. The Report is referenced herein because the traffic conditions in the study area, which includes the proposed project on the west side of Poplar Street, have not changed much since 2005.

The Report specifically studied the intersections, as follows: Redlands Boulevard/Poplar Street; Poplar Street/Park Avenue; Poplar Street/Cottage Avenue; and, Poplar Street/Van Leuven Street. The latter three intersections were projected to operate at an acceptable LOS during peak hours for existing conditions plus proposed project traffic conditions. According to the ITE Trip Generation Manual, the foregoing project (PPD No. 10-78, Loma Linda Terrace) will generate nine (9) vehicle trips in the a.m. peak hour and

17 in the p.m. peak hour. Public Works Department staff has confirmed that the trips generated by this project are minimal and also that the combined trips from all three affordable housing projects on Poplar Street will not result in significant impacts to the neighborhood streets in the area. The three intersections mentioned above will still operate at acceptable levels during peak hours.

More significantly, the existing traffic conditions within the study area (at the time) included an unacceptable level of service (LOS F) during the evening peak hour for the Redlands Boulevard/Poplar Street intersection. This condition remains in effect as corroborated by the Traffic Study prepared for the General Plan EIR, which calls for signalization of the intersection. The intersection is scheduled for signalization in FY 2010/2011 Capital Improvement Program (CIP). Once installed, the intersection will operate at a LOS of C or better. The project proponent for the east side of Poplar Street was required to pay fair share contributions in the amount of approximately \$8,000 to offset signalization of Redlands Boulevard/Poplar Street intersection (based on traffic signal costs of \$250,000.) Payment of fair share contributions (mitigation) for this project will ensure that traffic impacts are less than significant.

TT-1: The project proponent shall pay a fair share contribution of approximately \$8,000 to offset signalization of the Redlands Boulevard/Poplar Street intersection (based on signal costs of \$250,000) prior to obtaining occupancy of the site.

The applicant is required to complete off-site improvements along the frontage of the project site similar to those completed on the east side of Poplar Street. The future widening of Poplar Street and the bridge and related improvements (i.e., sidewalk, curb, and gutter; bridge widening) from the northern edge of the project to Redlands Boulevard are not the responsibility of the project and will be addressed by the City at a later date. Currently, the improvements to Poplar Street and the bridge are included in Year Five of the City's 5-Year CIP. For the short term, Public Works Department staff has determined that the roadway currently is able to handle the capacity of existing traffic in the area and traffic volumes added by the three affordable projects.

The project would not conflict with any City ordinances or requirements, or the Regional Congestion Management Plan. No significant impacts are anticipated with the payment of local and regional development impact mitigation fees.

- c) No Impact. The site is not located within an airport land use plan and is not within two miles of a public airport. The nearest airports are the San Bernardino International Airport and the Redlands Municipal Airport, located approximately three (3) miles north and six (6) miles northeast of the site, respectively. According to General Plan Figure 10.4, the project site is located outside of the San Bernardino International Airport influence area. The proposed affordable senior apartment project would not change air traffic patterns or create a safety hazard to people or aircraft. No impacts are anticipated.
- d) Less Than Significant Impact. The proposed project would not create or substantially increase hazardous conditions due to its design. There are no sharp curves or incompatible uses that would interfere with traffic flow. The Redlands Boulevard/Poplar Street intersection is scheduled for signalization in 2010 or 2011 as part of the 2010/2011 Fiscal Year Capital Improvement Plan (CIP). The current LOS F at that intersection will improve to an LOS C or greater. In addition, the project will be required

to construct street improvements along the frontage of the site that include street widening, curb, gutter, and sidewalk. Similar street improvements have already been constructed on the east side of Poplar Street as a result of the Poplar Street Apartments and Loma Linda Commons projects.

The remainder of Poplar Street is slated for street and bridge widening, which will include curbs, gutters, and sidewalks, in the 5-Year CIP. Based on the preceding, the project is anticipated to result in less than significant impacts.

- e) No Impact. The proposed project includes two access points along Poplar Street. The two driveways provide a loop access through the site. The City Fire Department reviewed the project plans and determined that adequate access is for emergency vehicles and apparatus is available. No impacts are anticipated.
- f) No Impact. Existing bus stops are located on the north and south sides of Redlands Boulevard near Richardson Street. The project site occurs along the east side of Poplar Street, north of Van Leuven Street. The proposed project would not change the existing traffic ingress/egress of any exterior roadways. Therefore, no impacts to bus patrons or cyclists are anticipated.

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
17. UTILITIES AND SERVICE SYSTEMS. <i>Would the project:</i>				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	()	()	()	(✓)
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	()	()	()	(✓)
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?	()	()	()	(✓)
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	()	()	()	(✓)
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?	()	()	()	(✓)

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	()	()	()	(✓)
g) Comply with Federal, State, and local statutes and regulations related to solid waste?	()	(✓)	()	()

Comments:

- a) No Impact. The City of Loma Linda's wastewater is treated by the City of San Bernardino through a Joint Powers Agreement. The City of San Bernardino operates both a secondary and a tertiary plant that discharge effluent to the Santa Ana River. Based on final calibrated field flow measurements for residential land uses as listed in the City's Sanitary Sewer Master Plan, the project is projected to generate 16,175 gallons per day (gpd) (152 unit apartments at 1.34 persons per unit and 78.9 gpd per person) of wastewater. Over six million gallons per day (MGD) of capacity exists at both City of San Bernardino plants. The proposed project will generate wastewater that can be discharged to a municipal system. The project is required to meet the requisites of the Santa Ana Regional Water Quality Control Board regarding wastewater. No impacts are projected.
- b) No Impact. As previously stated, the City of San Bernardino is under contract to provide wastewater treatment services to the City of Loma Linda. Based on a projected wastewater of 16,175 gallons per day, the proposed project would not require the expansion of existing facilities. The project site is currently served by existing City of Loma Linda sewer lines located along Poplar Street. The proposed project includes connection to the existing system. According to the Public Works Department, sufficient capacity exists in the Poplar Street sewer line.
- c) No Impact. The project site and surrounding area is currently served by existing storm drains. As part of the building and construction plan check process, the City Engineer will review the project drainage plan to ensure the system will have sufficient carrying capacity to meet the proposed project demands. No impact is anticipated.
- d) No Impact. The production and distribution of water within the City of Loma Linda is provided by the City's Department of Public Works, Water Division. The City's groundwater is supplied from six wells. The production capacity of these wells totals 7,900 gallons per minute. In addition to the groundwater wells, the City has two emergency connections with the City of San Bernardino and one with the City of Redlands. The City has the ability to finance and construct required facilities necessary to obtain the water supply to meet planned growth through the collection of development fees and the use of other funding methods. As such, no impacts are anticipated.
- f) No Impact. The City contracts with Republic Services to provide solid waste collection services. Solid waste not diverted to recycling or composting facilities is transported to the San Timoteo Sanitary Landfill located in the City of Redlands. The San Timoteo Sanitary Landfill is permitted to receive up to 1,000 tons per day, and has an estimated closure date of May 2016. The proposed development is expected to generate approximately 0.40 tons per day (152 units times 5.31 pounds per unit per day) of solid

waste, representing approximately 0.0004 percent of the maximum permitted tonnage received at the landfill. Therefore, the proposed project is not expected to generate a significant amount of waste, and would not be served by a landfill with insufficient permitted capacity. No impacts are anticipated.

- g) Less Than Significant With Mitigation Incorporated. As required by Assembly Bill 939 (AB939) of the California Integrated Waste Management Act, all cities and counties within the state must divert 50 percent of their wastes from landfills by the year 2000. According to tonnage reports, the City has not yet met the 50 percent diversion mandate. Construction & Demolition debris represents a large portion of materials being disposed of at landfills. To achieve the State-mandated diversion goal, the City has implemented a variety of programs that seek to reduce the volume of solid waste generated, encourage reuse, and support recycling efforts. City programs include the distribution of educational materials to local schools and organizations. The City also requires all applicable projects to comply with Resolution No. 2129 Construction and Demolition Recycling/Reuse Policy as adopted by the City Council. To ensure the proposed project contributes towards the diversion mandate, the following mitigation measure shall be implemented:

U-1: The project proponent shall comply with City adopted policies regarding the reduction of construction and demolition (C&D) materials.

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
18. MANDATORY FINDINGS OF SIGNIFICANCE				
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?	()	()	()	(✓)
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	()	(✓)	()	()
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	()	(✓)	()	()

Comments:

- a) **No Impact.** Critical habitat maps identify specific areas that are essential to the conservation of a listed species and, with respect to areas within the geographic range occupied by the species. As shown on General Plan Figure 9.3, the project site does not occur within the proposed critical habitat for the California gnatcatcher or any other species of concern or listed species. According to Figure 9.3, the site is surrounded by existing development and includes urban landscaping.

According to General Plan Figure 9.2, no riparian habitat occurs on the project site. The San Timoteo Creek Channel and Trail area, which is within close proximity to the site, is currently being planted with approximately 20- to 30-foot wide nodes of native trees and plants intended to create avian habitat in support of the Pacific Flyway. The proposed project will not affect the habitat nodes the plan was intended to support avian life within an urbanized area. Therefore, the project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service. The project site is currently vacant with the exception of a single-family residence and detached garage and contains no such habitats.

- b) **Less Than Significant Impact With Mitigation Incorporated.** The proposed 152-unit affordable senior apartment project would provide housing for approximately 205 people (1.34 persons per household). While future increases in population and housing will occur within the City, the rate of growth would be consistent with the SCAG forecasted rates. Since population growth is anticipated by SCAG, the proposed project would not cumulatively result in substantial unanticipated population growth. Although not significant on its own, the project would contribute to cumulative air emissions in the region, as would all future development in the region.

The General Plan EIR was prepared to determine if any significant adverse environmental effects would result from implementation of the proposed General Plan policies and programs. The EIR concluded that the General Plan would result in unavoidable significant impacts to air quality, biological resources, water supply, traffic and circulation and open space. Mitigation measures (as General Plan Implementation Measures) were adopted for each of these resources; however they would not reduce impacts to less than significant levels. As such, the City adopted a statement of overriding considerations to balance the benefits of development under the General Plan against the significant unavoidable adverse impacts (CEQA Guidelines Section 15092 and 15096(h)). No further discussion or evaluation of cumulative impacts is required.

- c) **Less Than Significant Impact With Mitigation Incorporated.** Proposed development of the site would not cause substantial long-term adverse effects on human beings, either directly or indirectly. Construction activities would temporarily increase ambient noise levels in the surrounding area. The City's noise ordinance requires construction activities to be limited to the hours between 7:00 a.m. to 10:00 p.m. Monday through Friday, with no heavy construction occurring on weekends or national holidays. The project has been conditioned to further limit construction activities to between 7:00 a.m. and 6:00 p.m. As a requirement of the project, all equipment would be properly equipped with standard noise muffling apparatus. Adherence to the City's Zoning Code requirements and conditions of approval, and implementation of mitigation measures within this Initial

Study would ensure the project would not result in direct or indirect substantial adverse effects on human beings.

EARLIER ANALYSES

Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, one or more effects have been adequately analyzed in an earlier EIR or Mitigated Negative Declaration per Section 15063(c)(3)(D). The effects identified above for this project were within the scope of and adequately analyzed in the following earlier document(s) pursuant to applicable legal standards, and such effects were addressed by mitigation measures based on the earlier analysis. The following earlier analyses were utilized in completing this Initial Study and are available for review in the City of Loma Linda, Community Development Department:

- City of Loma Linda General Plan (May 26, 2009);
- City of Loma Linda Addendum (April 8, 2009) to the Final Certified Program Environmental Impact Report for the General Plan Update Project;
- City of Loma Linda Final Certified Program Environmental Impact Report (July 2006) for the General Plan Update Project;
- City of Loma Linda General Plan Existing Setting Report (June 5, 2002);
- Historical/Archaeological Resources Survey Report, Loma Linda/Poplar Street Project, CRM TECH, January 11, 2006;
- Historical Resources Review for PPD No. 10-78 (Loma Linda Terrace), San Bernardino County Museum, Archaeological Information Center, (June 11, 2010);
- Institute of Traffic Engineers (ITE) Trip Generation, 7th Edition, Volume 2 of 3 (2003)
- LLMC, Title 17, Zoning;
- Soils Investigation Report, Loma Linda/Poplar Street Project, Krazan & Associates, (January 2008);
- Traffic Report for Loma Linda/Poplar Street Project, Transportation Engineering and Planning, Inc. (November 2005); and,
- Windshield Survey and Preliminary Architectural/Historical Inventory of Loma Linda, California, Hatheway & McKenna (January 1988).

ATTACHMENTS

1. URBEMIS 2007 Version 9.2.2 – Detail Report for Summer Construction Unmitigated Emissions (Pounds/Day)
2. URBEMIS 2007 Version 9.2.2 – Combined Summer Emissions Reports (Pounds/Day)

Attachment 1

URBEMIS 2007 Version 9.2.2 – Detail Report
for Summer Construction Unmitigated Emissions
(Pounds/Day)

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Time Slice 9/6/2010-9/13/2010 Active Days: 6	5.13	42.80	22.77	0.00	2.41	2.13	4.54	0.51	1.96	2.47	4,210.75
Fine Grading 08/13/2010- 09/30/2010	3.04	25.05	13.51	0.00	2.41	1.25	3.66	0.50	1.15	1.66	2,371.71
Fine Grading Dust	0.00	0.00	0.00	0.00	2.40	0.00	2.40	0.50	0.00	0.50	0.00
Fine Grading Off Road Diesel	3.00	24.99	12.46	0.00	0.00	1.25	1.25	0.00	1.15	1.15	2,247.32
Fine Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading Worker Trps	0.03	0.06	1.05	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00
Trenching 09/06/2010-09/13/2010	2.09	17.75	9.26	0.00	0.01	0.88	0.89	0.00	0.81	0.81	1,839.03
Trenching Off Road Diesel	2.06	17.69	8.22	0.00	0.00	0.88	0.88	0.00	0.81	0.81	1,714.64
Trenching Worker Trps	0.03	0.06	1.05	0.00	0.01	0.00	0.01	0.00	0.00	0.00	124.39
Time Slice 9/14/2010-9/17/2010 Active Days: 4	3.04	25.05	13.51	0.00	2.41	1.25	3.66	0.50	1.15	1.66	2,371.71
Fine Grading 08/13/2010- 09/30/2010	3.04	25.05	13.51	0.00	2.41	1.25	3.66	0.50	1.15	1.66	2,371.71
Fine Grading Dust	0.00	0.00	0.00	0.00	2.40	0.00	2.40	0.50	0.00	0.50	0.00
Fine Grading Off Road Diesel	3.00	24.99	12.46	0.00	0.00	1.25	1.25	0.00	1.15	1.15	2,247.32
Fine Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading Worker Trps	0.03	0.06	1.05	0.00	0.01	0.00	0.01	0.00	0.00	0.00	124.39
Time Slice 9/20/2010-9/30/2010 Active Days: 9	8.52	49.48	27.50	0.02	2.46	2.93	5.39	0.52	2.69	3.21	5,037.19
Asphalt 09/20/2010-09/30/2010	5.48	24.43	13.99	0.01	0.05	1.67	1.73	0.02	1.54	1.56	2,665.48
Paving Off-Gas	2.21	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	2.48	14.87	8.27	0.00	0.00	1.28	1.28	0.00	1.18	1.18	1,131.92
Paving On Road Diesel	0.72	9.44	3.62	0.01	0.04	0.39	0.43	0.01	0.36	0.37	1,284.78
Paving Worker Trps	0.07	0.12	2.10	0.00	0.01	0.01	0.02	0.00	0.01	0.01	248.79
Fine Grading 08/13/2010- 09/30/2010	3.04	25.05	13.51	0.00	2.41	1.25	3.66	0.50	1.15	1.66	2,371.71
Fine Grading Dust	0.00	0.00	0.00	0.00	2.40	0.00	2.40	0.50	0.00	0.50	0.00
Fine Grading Off Road Diesel	3.00	24.99	12.46	0.00	0.00	1.25	1.25	0.00	1.15	1.15	2,247.32
Fine Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading Worker Trps	0.03	0.06	1.05	0.00	0.01	0.00	0.01	0.00	0.00	0.00	124.39

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Time Slice 10/4/2010-12/31/2010 Active Days: 65	4.71	21.77	<u>37.13</u>	0.04	0.15	1.43	1.58	0.05	1.31	1.36	<u>5,058.59</u>
Building 10/04/2010-06/06/2011	4.71	21.77	37.13	0.04	0.15	1.43	1.58	0.05	1.31	1.36	5,058.59
Building Off Road Diesel	3.65	16.55	11.20	0.00	0.00	1.19	1.19	0.00	1.10	1.10	1,621.20
Building Vendor Trips	0.34	3.87	2.99	0.01	0.03	0.16	0.19	0.01	0.15	0.16	714.65
Building Worker Trips	0.72	1.35	22.94	0.03	0.13	0.07	0.20	0.05	0.06	0.11	2,722.75
Time Slice 1/3/2011-6/6/2011 Active Days: 111	4.35	<u>20.40</u>	<u>34.97</u>	<u>0.04</u>	<u>0.15</u>	<u>1.35</u>	<u>1.51</u>	<u>0.05</u>	<u>1.24</u>	<u>1.30</u>	<u>5,058.01</u>
Building 10/04/2010-06/06/2011	4.35	20.40	34.97	0.04	0.15	1.35	1.51	0.05	1.24	1.30	5,058.01
Building Off Road Diesel	3.39	15.67	10.85	0.00	0.00	1.14	1.14	0.00	1.05	1.05	1,621.20
Building Vendor Trips	0.31	3.49	2.77	0.01	0.03	0.14	0.17	0.01	0.13	0.14	714.66
Building Worker Trips	0.66	1.24	21.35	0.03	0.13	0.07	0.20	0.05	0.06	0.11	2,722.16
Time Slice 6/20/2011-8/18/2011 Active Days: 44	<u>45.75</u>	0.12	2.05	0.00	0.01	0.01	0.02	0.00	0.01	0.01	261.00
Coating 06/20/2011-08/18/2011	45.75	0.12	2.05	0.00	0.01	0.01	0.02	0.00	0.01	0.01	261.00
Architectural Coating	45.68	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.06	0.12	2.05	0.00	0.01	0.01	0.02	0.00	0.01	0.01	261.00

Phase Assumptions

- Phase: Demolition 8/2/2010 - 8/12/2010 - Default Demolition Description
 Building Volume Total (cubic feet): 0
 Building Volume Daily (cubic feet): 0
 On Road Truck Travel (VMT): 0
 Off-Road Equipment:
 1 Concrete/Industrial Saws (10 hp) operating at a 0.73 load factor for 8 hours per day
 1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 8 hours per day
 3 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day

Phase: Fine Grading 8/13/2010 - 9/30/2010 - Default Fine Site Grading/Excavation Description
 Total Acres Disturbed: 5.65
 Maximum Daily Acreage Disturbed: 0.12
 Fugitive Dust Level of Detail: Default
 20 lbs per acre-day

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On Road Truck Travel (VMT): 0

Off-Road Equipment:

- 1 Graders (174 hp) operating at a 0.61 load factor for 6 hours per day
- 1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 6 hours per day
- 1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day
- 1 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day

Phase: Trenching 9/6/2010 - 9/13/2010 - Default Trenching Description
Off-Road Equipment:

- 2 Excavators (168 hp) operating at a 0.57 load factor for 8 hours per day
- 1 Other General Industrial Equipment (238 hp) operating at a 0.51 load factor for 8 hours per day
- 1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 0 hours per day

Phase: Paving 9/20/2010 - 9/30/2010 - Default Paving Description
Acres to be Paved: 7.6

Off-Road Equipment:

- 4 Cement and Mortar Mixers (10 hp) operating at a 0.56 load factor for 6 hours per day
- 1 Pavers (100 hp) operating at a 0.62 load factor for 7 hours per day
- 2 Paving Equipment (104 hp) operating at a 0.53 load factor for 6 hours per day
- 1 Rollers (95 hp) operating at a 0.56 load factor for 7 hours per day

Phase: Building Construction 10/4/2010 - 6/6/2011 - Default Building Construction Description
Off-Road Equipment:

- 1 Cranes (399 hp) operating at a 0.43 load factor for 6 hours per day
- 2 Forklifts (145 hp) operating at a 0.3 load factor for 6 hours per day
- 1 Generator Sets (49 hp) operating at a 0.74 load factor for 8 hours per day
- 1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day
- 3 Welders (45 hp) operating at a 0.45 load factor for 8 hours per day

Phase: Architectural Coating 6/20/2011 - 8/18/2011 - Default Architectural Coating Description
Rule: Residential Interior Coatings begins 1/1/2005 ends 6/30/2008 specifies a VOC of 100
Rule: Residential Interior Coatings begins 7/1/2008 ends 12/31/2040 specifies a VOC of 50
Rule: Residential Exterior Coatings begins 1/1/2005 ends 6/30/2008 specifies a VOC of 250
Rule: Residential Exterior Coatings begins 7/1/2008 ends 12/31/2040 specifies a VOC of 100
Rule: Nonresidential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

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Rule: Nonresidential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Attachment 2

URBEMIS 2007 Version 9.2.2 – Combined
Summer Emissions Reports
(Pounds/Day)

Urbemis 2007 Version 9.2.2

Detail Report for Summer Area Source Unmitigated Emissions (Pounds/Day)

File Name: C:\Documents and Settings\apenafloida\Application Data\Urbemis\Version9a\Projects\Corporation For Better Housing - 152 Senior Housing.urb9
 Project Name: Corporation For Better Housing - 152 Unit Affordable Senior Apartments
 Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006
 Off-Road Vehicle Emissions Based on: OFFROAD2007

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	0.19	2.48	1.05	0.00	0.00	0.00	3,160.81
Hearth - No Summer Emissions							
Landscape	1.35	0.10	8.33	0.00	0.02	0.02	13.70
Consumer Products	7.80						
Architectural Coatings	0.55						
TOTALS (lbs/day, unmitigated)	9.89	2.58	9.38	0.00	0.02	0.02	3,174.51

Area Source Changes to Defaults

Urbemis 2007 Version 9.2.2

Detail Report for Summer Operational Unmitigated Emissions (Pounds/Day)
Housing.urb9

Project Name: Corporation For Better Housing - 152 Unit Affordable Senior Aparments

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

OPERATIONAL EMISSION ESTIMATES (Summer Pounds Per Day, Unmitigated)

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Retirement community	6.42	7.31	65.53	0.06	9.88	1.95	5,962.74
TOTALS (lbs/day, unmitigated)	6.42	7.31	65.53	0.06	9.88	1.95	5,962.74

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2011 Temperature (F): 80 Season: Summer

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Retirement community	30.40	3.71	dwelling units	152.00	563.92	5,697.17
					563.92	5,697.17

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	49.0	2.0	97.6	0.4

Vehicle Type	Vehicle Fleet Mix			Diesel
	Percent Type	Non-Catalyst	Catalyst	
Light Truck < 3750 lbs	10.9	3.7	90.8	5.5
Light Truck 3751-5750 lbs	21.7	0.9	98.6	0.5
Med Truck 5751-8500 lbs	9.5	1.1	98.9	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.6	0.0	75.0	25.0
Lite-Heavy Truck 10,001-14,000 lbs	0.6	0.0	50.0	50.0
Med-Heavy Truck 14,001-33,000 lbs	1.0	0.0	20.0	80.0
Heavy-Heavy Truck 33,001-60,000 lbs	0.9	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	3.5	77.1	22.9	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	1.0	10.0	80.0	10.0

Travel Conditions

	Residential			Commercial	
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work
Urban Trip Length (miles)	12.7	7.0	9.5	13.3	7.4
Rural Trip Length (miles)	17.6	12.1	14.9	15.4	9.6
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	32.9	18.0	49.1		
					Customer
					8.9
					12.6
					30.0

% of Trips - Commercial (by land use)

Operational Changes to Defaults