

# Staff Report

# City of Loma Linda

From the Department of Community Development

## PLANNING COMMISSION MEETING OF JUNE 15, 2011

**TO:** PLANNING COMMISSION

**FROM:** KONRAD BOLOWICH, DIRECTOR



**SUBJECT:** TENTATIVE PARCEL MAP (TPM) NO. 10-205 AND CONDITIONAL USE PERMIT (CUP) NO. 10-203

### SUMMARY

The project applicant is proposing to subdivide an existing 7.7 acre parcel into seven individual lots to construct a new neighborhood business center. The proposed project includes a total of 73,000 square feet of building area divided into four separate pads. The single-story commercial buildings will access from both Barton Road and Mountain View Avenue. On site improvements will include 369 parking spaces, and the associated landscaping and lighting facilities. The project is located at 25701 Barton Road in a Neighborhood Business (C-1) Zone (Attachment A).

### RECOMMENDATION

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

1. Adopt the Mitigated Negative Declaration (Attachment B);
2. Approve TPM No. 10-205, CUP No. 10-203 based on the findings, and subject to the Conditions of Approval (Attachment C);

### PERTINENT DATA

|               |  |
|---------------|--|
| Applicant:    | Terra Linda Commercial LLC                     |
| General Plan: | Commercial                                     |
| Zoning:       | Neighborhood Business (C-1)                    |
| Site:         | 7.7 acre site                                  |
| Topography:   | Sloping south to north                         |
| Vegetation:   | Orange trees along the perimeter of the parcel |

## **BACKGROUND AND EXISTING SETTING**

### **Background**

The application for the project was submitted on December 23, 2010 and was reviewed by the administrative review committee (ARC) on December 30, 2010. The ARC deemed the project complete for processing pursuant to the California Permit Streamlining Act but required the generation of a local traffic study (among other comments) to address potential traffic impacts to the surrounding intersections. The traffic study was completed on May 10, 2011 and the findings were incorporated into the Initial Study document.

### **Existing Setting**

The project site has been vacant for over thirty years. Properties to the south are zoned Multi-Family Residence (R-3). The existing commercial property to the east is zoned Neighborhood Business (C-1). To the west is the Loma Linda Health Center which is zoned Administrative Professional Offices (AP). To the north is the Rite Aide and Loma Linda Plaza which are both zoned Neighborhood Business (C-1).

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

On May 24, 2011, staff completed the Initial Study pursuant to CEQA and issued a Notice of Intent (NOI) to Adopt a Mitigated Negative Declaration (Attachment B). The mandatory CEQA public review began on May 24, 2011 and ended on June 13, 2011. No comments on the environmental documents have been received to date.

## **ANALYSIS**

### **Project Description**

As previously stated, the proposed project is a request to subdivide an 7.7 acre site into seven parcels (buildings) for the development of approximately 73,000 square feet of commercial space constructed over four separate pads. The square footage for the seven buildings are divided, as follows:

- Major 1            30,000 square feet
- Major 2            12,600 square feet
- Major 3            7,000 square feet
- Shops/Food       8,400 square feet
- Shops 2            7,000 square feet
- Fast Food          3,858 square feet
- Bank                4,195 square feet

The project is a single-story design and exhibits a contemporary modern style with some influences of mission style architecture. With exception to the proposed bank building entrance which incorporates a gabled terracotta tile roof, the majority of structures are designed with flat roofs (in keeping with the modern style) which helps minimize the visual impacts to the site. The structures will also incorporate stone

veneer, metal trim, and vertical and horizontal score lines extenuating the contemporary modern style.

### **Public Comments**

Public notices for this project were posted and mailed to parcel owners within 300 feet of the project site on June 2, 2011. As of writing this report, no comments have been received by staff about the proposed project.

### **Site Analysis**

The project site is a rectangular shaped lot with dimensions of approximately 600 feet in width by approximately 540 feet in length (Attachment D). Per Zoning Code §17.44.060 setbacks in the C-1 Zone are as follows:

- Front yard- No building may be constructed closer than twenty feet to the established planned right-of-way.
- Side yards- None
- Rear yard- When any lot or parcel in the C-1 Zone abuts R-zoned property, such lot or parcel shall observe and maintain a twenty-five foot rear yard.

The site plan indicates at least a 70 foot front yard building (fast food building) setback along Barton Road. The setback to the side property line is approximately 40 feet on the east side of the property and nearly 70 feet on the west side. The rear-yard setback is identified at over 50 feet from the Brittany Place townhouse community. As a result, this project meets the minimum setback requirements.

The site plan indicates two points of ingress and egress on both Barton Road and Mountain View Avenue. The site plan also shows a driveway access to the property to the east for potential reciprocal access between the properties. This will enhance on site traffic circulation between these two separate parcels once the subject property develops.

The site plan indicates that there are 368 parking spaces provided, which include 16 accessible parking spaces. A reference to Zoning Code §17.24.070 provides parking requirements for the various commercial uses. Based on the proposed uses and the Loma Linda Parking Ordinance, the proposed project will require a minimum 282 parking spaces. As proposed, the project will provide more than adequate parking for the neighborhood business center.

### **Landscape Design**

The landscape plan indicates the use of grass, ground covers, shrubs and trees throughout the project. Fruitless Olive, Chinese Pistache and Orange trees are proposed for the shade trees. Street trees include the Golden Rain tree and additional Fruitless Olive trees. The landscaping will incorporate most of the existing poplar trees on site, especially on the south side of the property. Some of the existing orange trees will remain in place while others (like the ones on the south side) will be replanted. The

various shrubs and accent plants include, among other things, the Dwarf Myrtle, Pink Muhly, Century Plant, Woolly Blue Curlys, and New Zealand Flax.

Approximately 15% (from the total site) of landscaping will be provided. A variety of 24-inch and 36-inch box trees will be utilized, as well as one and five gallon shrubs. The off-site landscaping will compliment landscaping of the adjacent sites.

## Findings

### Tentative Parcel Map Findings

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

The proposed office condominium project does not meet the intent of Guiding Policies found in Section 2.2.8.9 Special Planning Area I of the recently approved General Plan. For example, more attention to pedestrian oriented character, architecture and amenities could facilitate a community gathering place. With the amount of site visibility along Barton Road, the inclusion of some retailers and service providers as tenants in the complex could generate sales tax revenue for the City and help to reduce vehicle trip generation. Loma Linda Municipal Code, Chapter 17.44 states under permitted uses that office uses are limited to no more than 15 percent of floor area and was meant to apply to the Loma Linda and Mountain View Plazas. While office uses are permitted in the C-1 zone, the purpose of the C-1 Zone is to provide retail opportunities, convenience retail sales and related business enterprises.

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

Except for the existing orange trees, no natural vegetation or wildlife is present on the site of the proposed neighborhood business center. The General Plan Program Environmental Impact Report (EIR) indicates that there are no critical habitats identified in the project area. As a result, development of the subject property is not anticipated to result in any substantial environmental damage or injure fish and wildlife or their habitat.

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

The design of the project and the use of the commercial development will not cause any serious public health problem because the proposed commercial use is compatible with the surrounding area and is consistent with the development requirements of the Municipal Code and General Plan. An initial study was generated for the analysis of any potential impacts that may result from the construction of the project. There were no significant impacts identified that can not be effectively mitigated. The proposed improvements are not likely to cause serious public health problems.

## Conditional Use Permit Findings

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

1. *That the use applied for at the location set forth in the application is properly one for which a conditional use permit is authorized by this title.*

The Loma Linda Municipal Code (LLMC), Section 17.44.030 (B), requires a Conditional Uses Permit for drive-in businesses (as defined in 17.30.140). The proposed commercial use (including the fast food drive-thru restaurant) meets the LLMC requirements to establish the various commercial and service oriented uses on site.

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

The proposed commercial use is desirable for the development of the community and in harmony with various elements of the General Plan. The project is consistent with General Plan Section 2.2.4.1, Commercial/Office Guiding Policy, that encourages the development of commercial uses to better serve the community and to keep the sales tax revenues from going elsewhere. The proposed retail uses are specifically permitted in the Neighborhood Commercial (C-1) zone and would not be detrimental to existing uses in the immediate vicinity and surrounding area.

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

The subject parcel is adequate in size and shape to accommodate the proposed use. The lot coverage of the new commercial uses is 22 percent of project site. The building conforms to required setbacks found in the C-1 zoning designation in the Municipal Code. Therefore, the project site can accommodate the proposed use which is compatible with the existing land uses along Barton Road and Mountain View Avenue.

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

The project site has access from Barton Road and Mountain View Avenue, which can accommodate the type and quantity of traffic generated by this use. The project has been designed to incorporate vehicular access to the adjacent

commercial site to the east. A total of 368 parking spaces are proposed to accommodate the proposed 73,000 square feet of commercial space. The proposed project and related on and off-site improvements would not conflict with other uses immediately adjacent to the project site.

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

The public health, safety, and general welfare will be protected through implementation of the Conditions of Approval, which will ensure that the commercial center is compatible with the neighborhood and City's Development Code. Additionally, the project will meet the minimum development standards required by the latest adopted Building Code.

## **CONCLUSION**

All elements of the project are consistent with the General Plan. The project is also in compliance with the C-1 zoning regulations. The applicant has worked closely with staff and has made every effort possible to provide the most appropriate layout, design, and architecture for this project. The commercial use is compatible with the existing and future uses in the surrounding area. The NOI/Initial Study was prepared pursuant to CEQA and the CEQA Guidelines and mitigation measures have been incorporated into the project as Conditions of Approval.

Respectfully submitted by,

Allan Penaflorida  
Assistant Planner

## **ATTACHMENTS**

- A. Site Location Map
- B. Mitigated Negative Declaration (NOI/Initial Study)
- C. Conditions of Approval
- D. Project Plans

*I:\Project Files\CUP\2010\CUP10-203 Center Point\ PC 06-15-11SR.doc*

# **Attachment A**

## **Site Location Map**

**TPM No. 10-205 and CUP No. 10-203**

**June 15, 2011**

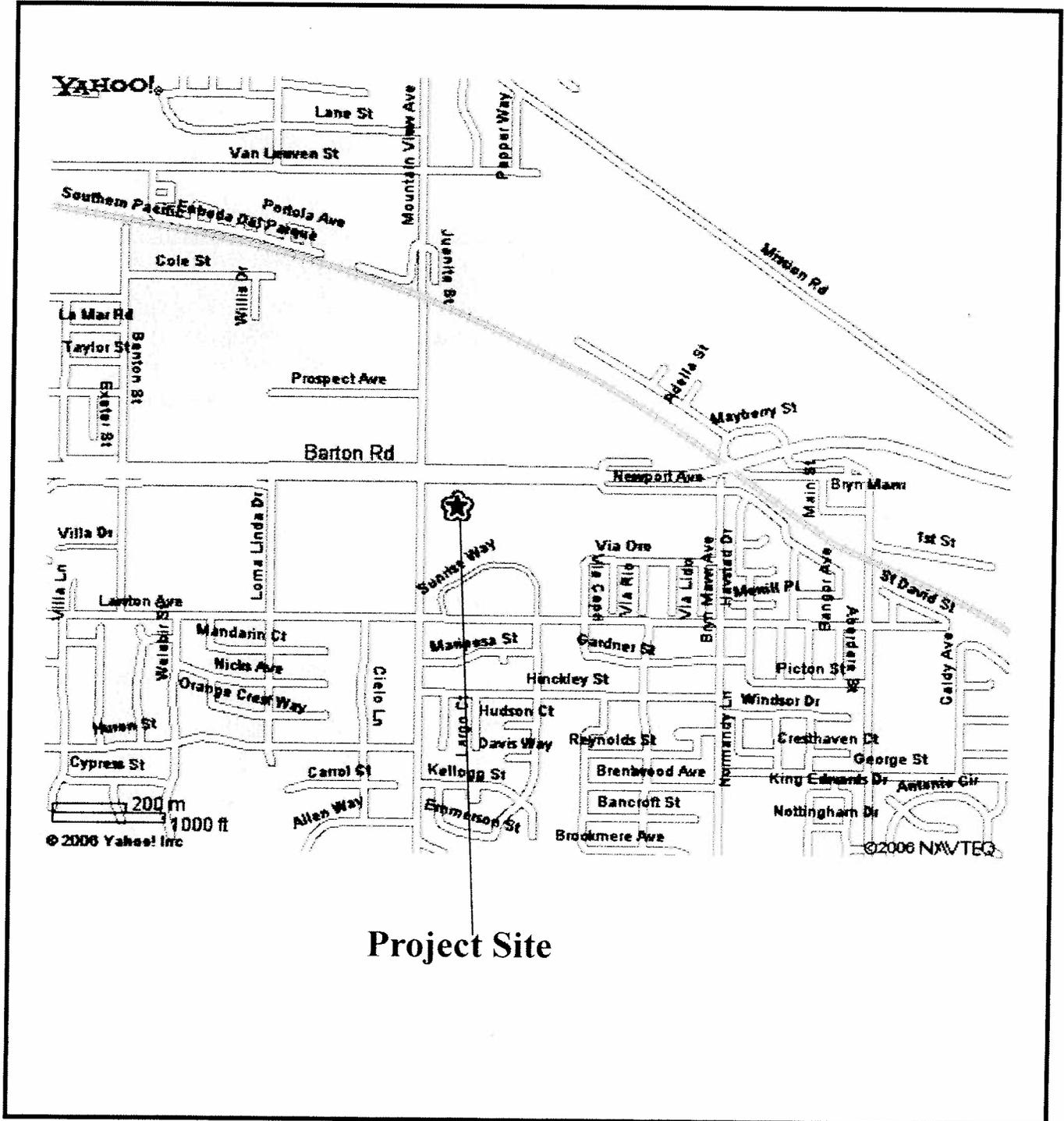


# City of Loma Linda

Community Development Department

25541 Barton Road, Loma Linda, CA 92354

(909) 799-2830; Fax (909) 799-2894



Project Site

Location Map

Center Point Project

# **Attachment B**

## **Mitigated Negative Declaration (NOI/Initial Study)**

**TPM No. 10-205 and CUP No. 10-203**

**June 15, 2011**

# **Attachment D**

## **Project Plans**

**TPM No. 10-205 and CUP No. 10-203**

**June 15, 2011**

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

**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

CLERK OF THE BOARD  
MAY 2 2011  
COUNTY OF  
SAN BERNARDINO

**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:** CENTER POINT PROJECT

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

**Lead Agency Contact Person:** Allan Penaflorida **Area Code/Telephone:** 909-799-2830

**Project Location (include county):** The proposed project is located at 25701 Barton Road which is a parcel that is located at the southeast corner of Mountain View Avenue and Barton Road, in the City of Loma Linda and County of San Bernardino.

**Project Description:** The project applicant is proposing to subdivide an existing 7.7 acre parcel into seven individual lots to construct a new neighborhood business center. The proposed project includes a total of 73,000 square feet of building area divided into four separate pads. The single-story commercial buildings will access from both Barton Road and Mountain View Avenue. On site improvements will include 368 parking spaces, the associated landscaping and lighting facilities.

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 **Tuesday, May 24, 2011** and end on **Monday, June 13, 2011**. 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 **Planning Commission** in a public hearing on **Wednesday, June 15, 2011**, at 7:00 p.m. in the Council Chambers located of the main lobby of City Hall (address listed above).

Signature:   
Allan Penaflorida

Title: Assistant Planner  
Date: May 24, 2011

**CITY OF LOMA LINDA**  
**ENVIRONMENTAL CHECKLIST FORM**  
**AND INITIAL STUDY**

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**Project Title:** Center Point Commercial Project

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

**Contact Person:** Allan Penafloida  
**Phone Number:** (909) 799-2839

**Project Sponsor:** Terra Linda Commercial LLC  
**Address:** 11695 Largo Court  
Loma Linda, CA 92354

**General Plan Designation:** Commercial

**Project Location (Address/Nearest cross-streets):** The proposed project site is located at 25701 Barton Road on the southeast corner of Barton Road and Mountain View Avenue in the City of Loma Linda (refer to Figure 1: Regional Location Map and Figure 2: Vicinity Map).

**Project Description:** The project applicant is proposing to subdivide an existing 7.7 acre parcel into seven individual lots to construct a new neighborhood business center (see Figure 3: Site Plan). The proposed project includes a total of 73,000 square feet of building area divided into four separate pads. The single-story commercial buildings will access from both Barton Road and Mountain View Avenue. On site improvements will include 369 parking spaces, the associated landscaping and lighting facilities.

**Surrounding Land Uses and Setting (Briefly describe the project's surroundings):** The project site is currently void of any structures and is partially flanked by orange trees along Mountain View Avenue, Barton Road and the south property line. Surrounding land uses include an existing commercial center to the north, a residential development to the south; a newly developed professional service and retail center to the east, and an existing professional plaza to the west.

**Figure 1 (Regional Location Map)**

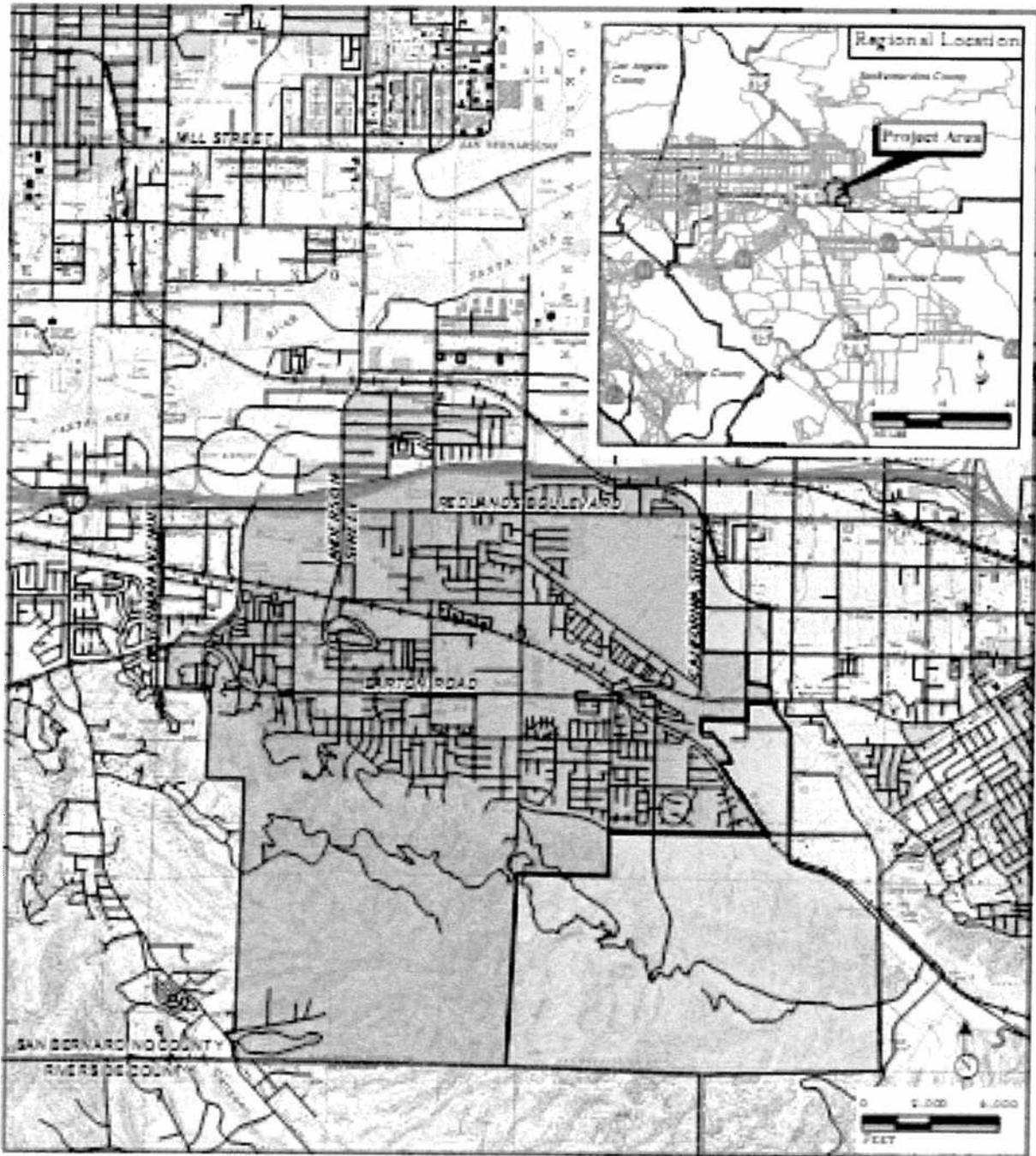
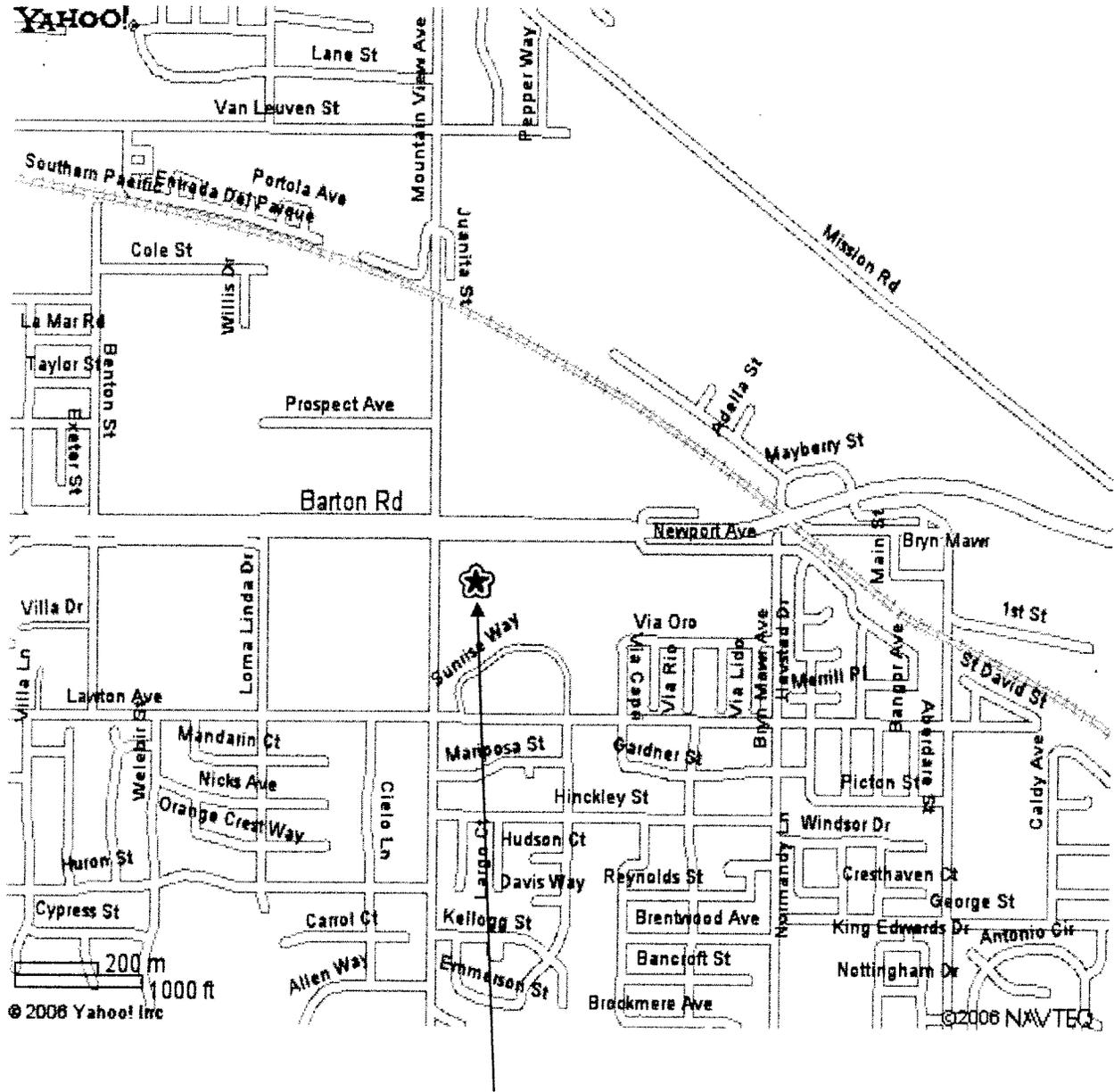
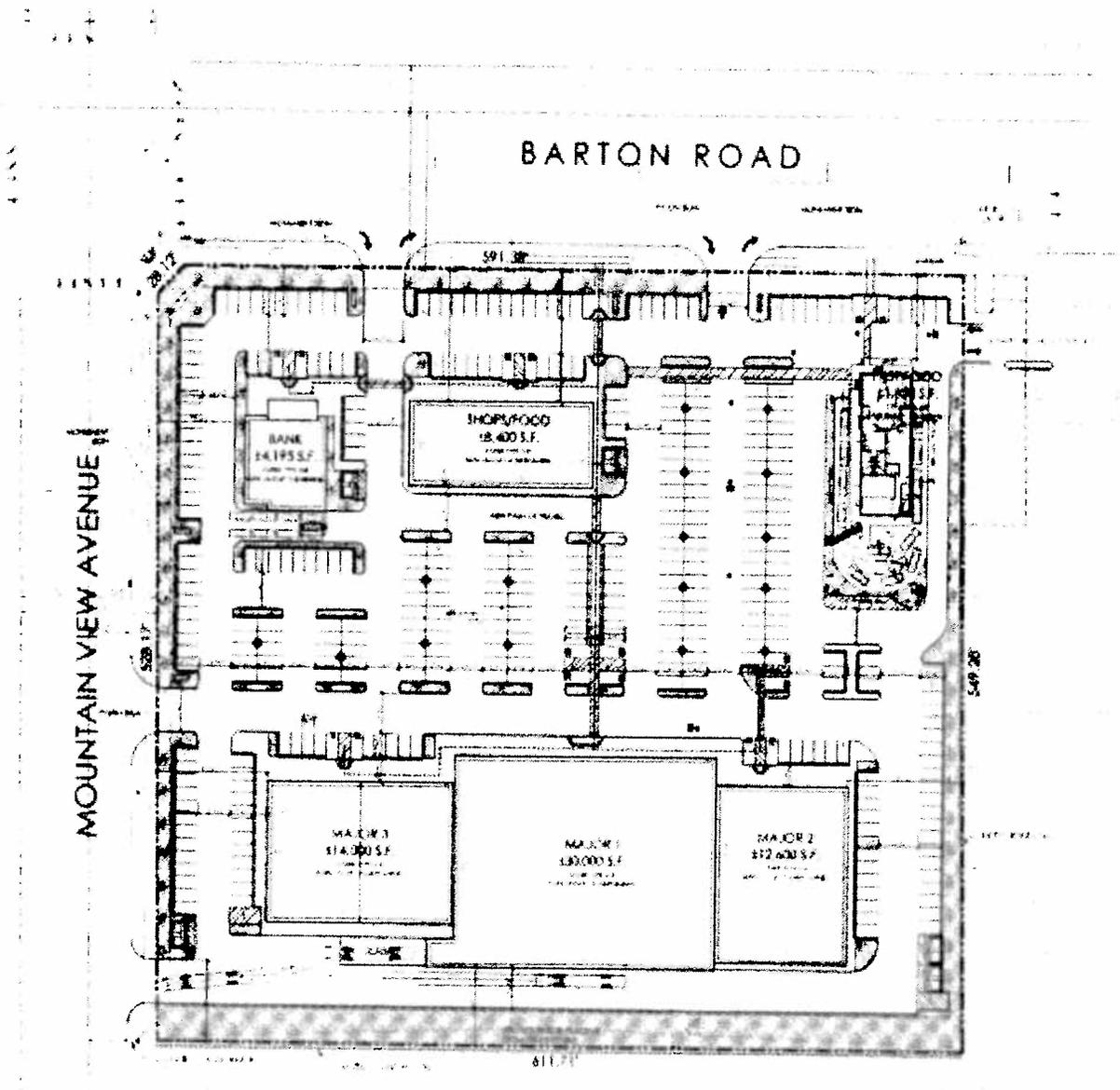


Figure 2 (Vicinity Map)



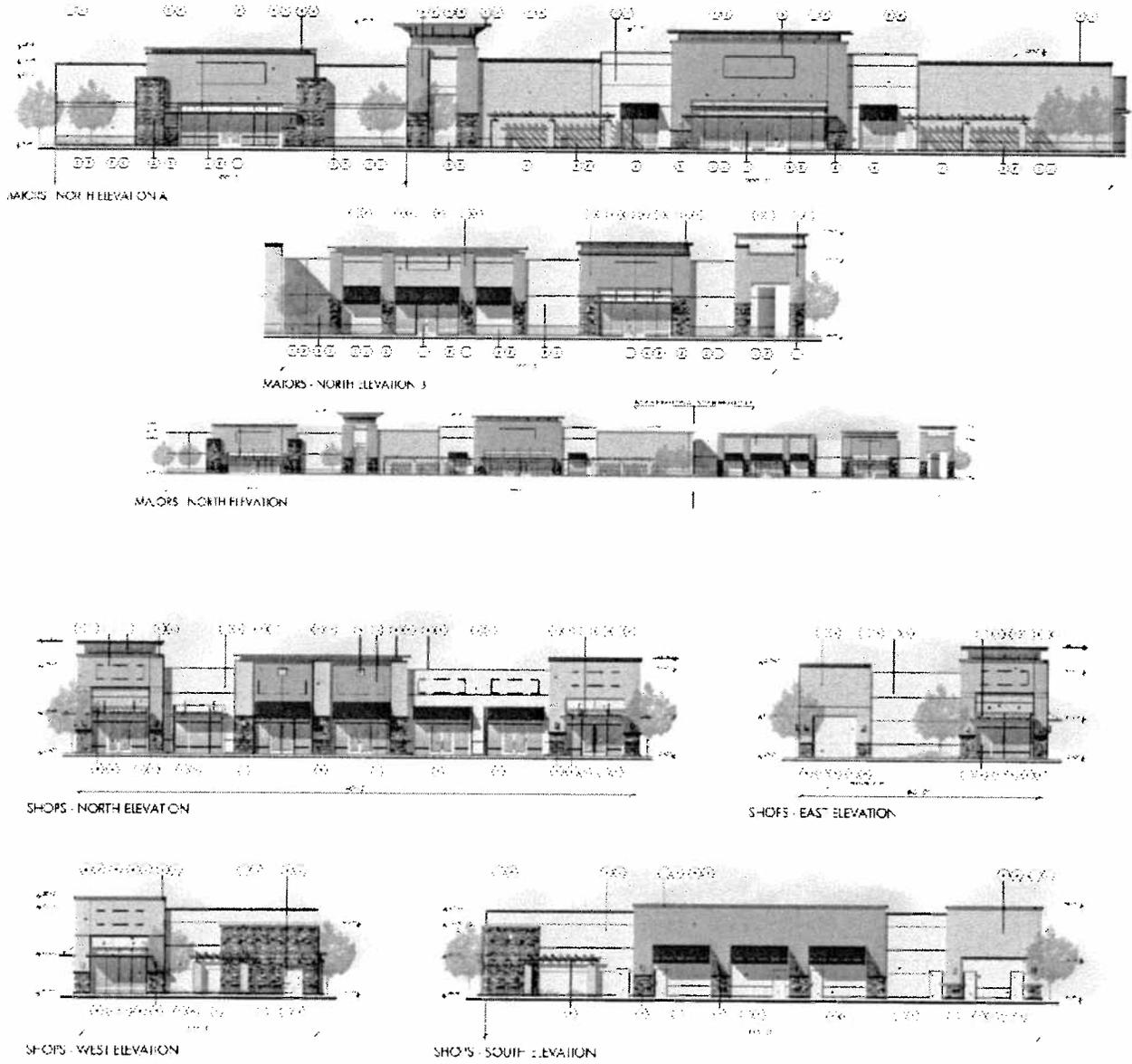
**Project Site**

Figure 3 (Site Plan)

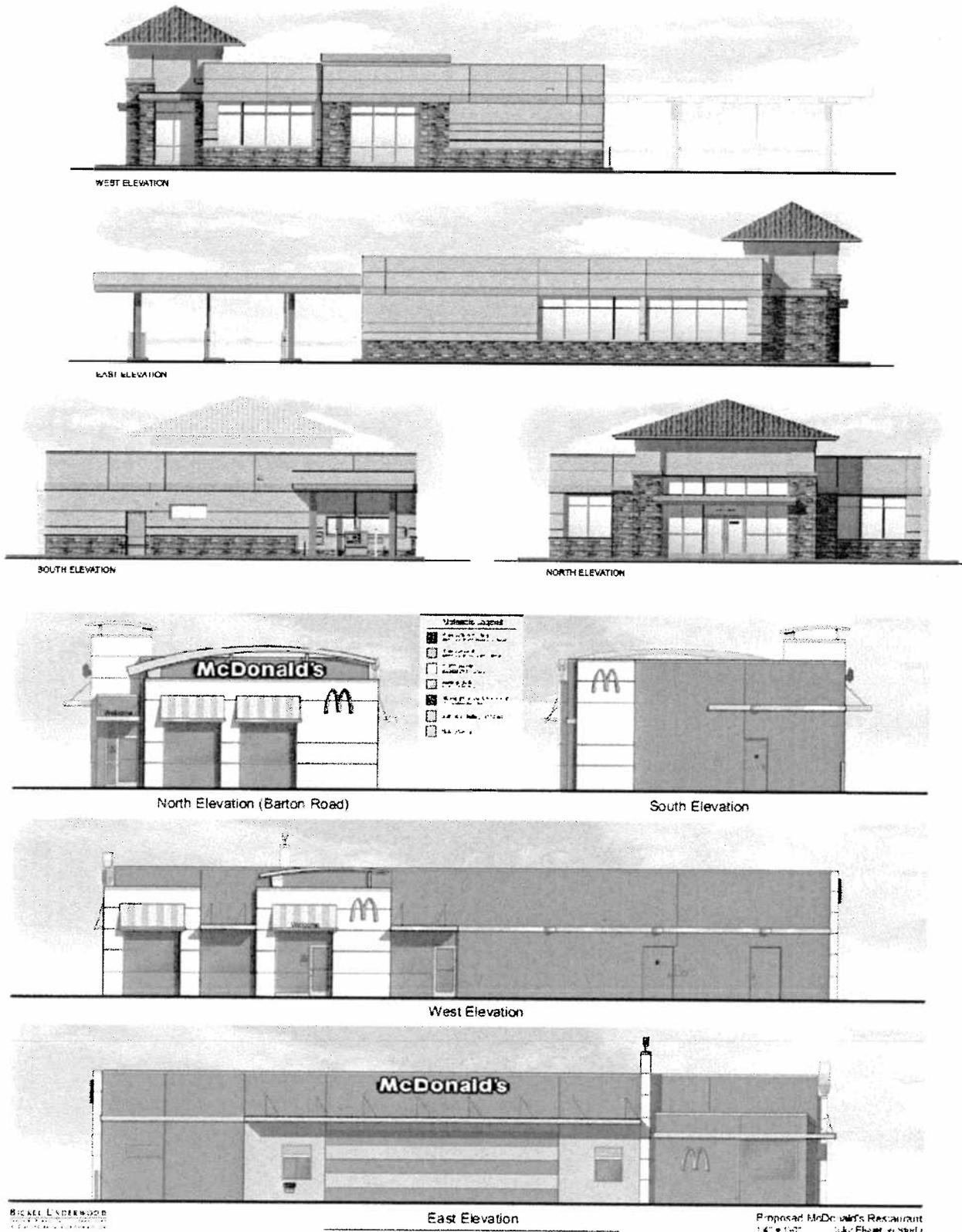


THE CITY OF LOMA LINDA

**Figure 4 (Majors/Shop Elevations)**



**Figure 5 (Bank/Restaurant Elevations)**



### 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: \_\_\_\_\_

Date: \_\_\_\_\_

**EVALUATION OF ENVIRONMENTAL IMPACTS**

| Issues and Supporting Information Sources:   | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-----------|
| <b>1. AESTHETICS.</b> <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/b/c) According to the City's General Plan, the project site is not within a scenic vista/scenic highway view corridor. Nearby streets including local portions of Mountain View Avenue and Barton Road are not considered scenic routes. The proposed project includes the construction of a new neighborhood business center with approximately 73,000 square feet of building area divided into four separate pads. The single-story structures can generally be described as having a contemporary modern style with some influences of mission style architecture. With exception to the proposed bank building entrance which incorporates a gabled terracotta tile roof, the majority of structures are designed with flat roofs (in keeping with the modern style) which helps minimize the visual impacts to the site. The structures will also incorporate stone veneer, metal trim, and vertical and horizontal score lines extenuating the contemporary modern style. The project site is currently vacant and void of any structures. However, the sloping nature (sloping to the north) of the terrain and the general design of the buildings (which at their highest point only measures to 28 feet) help break up any vertical massing that might occur as the result of the proposed on-site structures. Furthermore, the proposed project will not substantially degrade the visual character of the site and its surroundings because the site is already surrounded by existing commercial and residential developments. No impacts are anticipated.

d) The project site will be developed with surface parking for 369 cars. On-site lighting will be similar to the existing adjacent commercial developments and will not significantly increase the amount of light/glare to the surrounding area. However, to ensure potential impacts to residences located south of the site are reduced to a less than significant level, the following mitigation measure shall be implemented:

1. **Prior to issuance of Certificate of Occupancy, the applicant shall submit a photometric plan and final lighting plan to City staff showing the exact locations of light poles and the proposed orientation and shielding of the fixtures to prevent glare onto existing homes to the south.**

| Issues and Supporting Information Sources:  | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|--------------------------------|--|------------------------------|-----------|
| <b>2. AGRICULTURAL RESOURCES.</b> <i>Would the project:</i><br>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) According to the City of Loma Linda General Plan Land Use Map, the site is designated Commercial. The project site and surrounding area have 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) Since there is not an existing agricultural use or Williamson Act contract on the site, the proposed project and its location would not impact any agricultural land use or Williamson Act land conservation contract.
- c) 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 City of Loma Linda General Plan, there are no agricultural land use designations, although agriculture is an existing 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 |
|---|--------------------------------|--|------------------------------|-----------|
| <b>3. AIR QUALITY.</b> <i>Would the project:</i><br>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?                  | ()                             | (✓)  | ()                           | ()        |

| Issues and Supporting Information Sources:  | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|--------------------------------|--|------------------------------|-----------|
| 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) The proposed project is the construction and operation of a new neighborhood business center with approximately 73,000 square feet of building area. The project will include on-site improvements such as parking stalls, lighting and landscaping.

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. The project is also consistent with the City of Loma Linda General Plan update, adopted by the City Council on May 26, 2009.

- b/c) The proposed site development and construction was screened using the Urban Emission Model 2007 version 9.2.2 (URBEMIS 2007) prepared by the South Coast Air Quality Management District (SCAQMD). The model is used to generate emissions estimates for land use development projects. Analysis of the model reflected the emissions generated for the construction and operation of permanent structures. The criteria pollutants screened for included: reactive organic gases (ROG), nitrous oxides (NO<sub>x</sub>), carbon monoxide (CO), and particulates (PM<sub>10</sub>). Two of these, ROG and NO<sub>x</sub>, are ozone precursors. The emission levels listed reflect the estimated summer month levels. The general construction phases for most projects include site grading and building. URBEMIS 2007 calculates emissions assuming the phases do not overlap. Copies of the URBEMIS air emissions reports are included in Attachment 1 of this Initial Study. The summary of the estimated unmitigated emissions are illustrated in the following Tables (Tables 1 through 3). Table 1 lists daily estimated emissions for grading activities on-site. Table 2 lists the building construction emissions on the project site. And Table 3 lists the daily operations emissions summary.

**Table 1  
Site Grading Emissions  
(Pounds per Day)**

| Source                  | ROG       | NO <sub>x</sub> | CO        | SO <sub>2</sub> | PM <sub>10</sub> |
|-------------------------|-----------|-----------------|-----------|-----------------|------------------|
| Fugitive Dust           | ---       | ---             | ---       | ---             | 76.80            |
| Off-Road Diesel         | 5.38      | 43.90           | 23.02     | 0.0             | 2.14             |
| On-Road Diesel          | ---       | ---             | ---       | ---             | ---              |
| Worker Trips            | 0.06      | 0.10            | 1.82      | 0.0             | 0.02             |
| <b>Totals (lbs/day)</b> | 5.44      | 44.00           | 24.84     | 0.0             | 78.96            |
| SCAQMD Threshold        | 75        | 100             | 550       | 150             | 150              |
| <b>Significant</b>      | <b>No</b> | <b>No</b>       | <b>No</b> | <b>No</b>       | <b>No</b>        |

Source: URBEMIS2007

**Table 2  
Building Emissions Summary  
(Pounds Per Day)**

| Source                 | ROG       | NO <sub>x</sub> | CO        | SO <sub>2</sub> | PM <sub>10</sub> |
|------------------------|-----------|-----------------|-----------|-----------------|------------------|
| Off Road Diesel        | 6.02      | 28.72           | 20.72     | 0.0             | 1.97             |
| Worker Trips           | 0.25      | 0.46            | 8.18      | 0.02            | 0.08             |
| Arch Coating *         | 31.28     | 0.02            | 0.31      | 0.0             | 0.0              |
| <b>Total (lbs/day)</b> | 37.55     | 29.20           | 29.21     | 0.02            | 2.05             |
| SCAQMD Threshold       | 75        | 100             | 550       | 150             | 150              |
| <b>Significance</b>    | <b>No</b> | <b>No</b>       | <b>No</b> | <b>No</b>       | <b>No</b>        |

Source: URBEMIS 2007

\*Architectural coatings and asphalt emissions are calculated once the construction phase is complete as each phase is independent of another.

As shown in Tables 1 and 2, construction emissions would not exceed SCAQMD thresholds for any criteria pollutants.

In a letter dated July 6, 2005, the SCAQMD recommended measures to reduce ROG emissions. As discussed with SCAQMD, the measures are not quantifiable within the URBEMIS model. However, implementation of the recommendations would reduce ROG emissions to the greatest extent possible. The recommendations shall be incorporated into the project as mitigation measures, as follows:

2. **The contractor shall use coatings and solvents with a volatile organic compound (VOC) content lower than required under Rule 1113.**
3. **The developer/contractor shall use building materials that do not require painting.**
4. **The developer/contractor shall use pre-painted construction materials where feasible.**

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 South Coast Air Basin is in non-attainment status for ozone and suspended particulates (PM<sub>10</sub>). The project shall comply with, Rules 402 (nuisance

dust), and 403 (fugitive dust), which require the implementation of Best Available Control Measures (BACM) for each fugitive dust source, and the Air Quality Management Plan (AMCP), which identifies Best Available Control Technologies (BACT) for area sources and point sources, respectively. This would include, but not be limited to the following:

5. **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<sub>x</sub> and PM<sub>10</sub> 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:

6. **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.**
7. **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.**
8. **The project proponent shall ensure that construction personnel are informed of ride sharing and transit opportunities.**
9. **All buildings on the project site shall conform to energy use guidelines in Title 24 of the California Building Code.**
10. **The operator shall maintain and effectively utilize and schedule on-site equipment in order to minimize exhaust emissions from truck idling.**
11. **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.**

**Table 3  
Operational Emissions Summary  
(Pounds Per Day)**

| <i>Source</i>          |           | NO <sub>x</sub> | CO         | SO <sub>2</sub> | PM <sub>10</sub> |
|------------------------|-----------|-----------------|------------|-----------------|------------------|
| Area Source            | 0.60      | 0.73            | 2.14       | 0.0             | 0.01             |
| Mobile Source          | 25.34     | 33.75           | 298.48     | 0.30            | 2.80             |
| <b>Total (lbs/day)</b> | 25.94     | 34.48           | 300.62     | 0.30            | 2.81             |
| SCAQMD Threshold       | <b>55</b> | <b>55</b>       | <b>550</b> | <b>150</b>      | <b>150</b>       |
| <b>Significance</b>    | No        | No              | No         | No              | No               |

Source: URBEMIS 2007

As indicated in Table 3, operational emissions of the proposed project would not exceed SCAQMD thresholds. Therefore, less than significant impact is anticipated with mitigations.

As shown in Tables 1, 2 and 3, construction emissions would not exceed SCAQMD thresholds. Impacts would be less than significant. However, the applicant would be required to comply with SCAQMD rules and regulations 402 and 403.

*The Global Warming Solutions Act of 2006 (AB 32)*

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 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 (CO<sub>2</sub>) Methane (CH<sub>4</sub>) and Nitrous oxide (N<sub>2</sub>O). SCAQMD provides guidance methods and/or Emission Factors. Project GHG emissions are shown in Table

4. An interim threshold of 10,000 MTCO<sub>2</sub>E per year has been adopted by SCAQMD as potentially significant or global warming.

**Table 4  
Construction Emissions  
Greenhouse Gases  
(Pounds Per Year Converted to Metric Tons)**

| Phase                          | CO <sub>2</sub> <sup>1</sup> | CH <sub>4</sub> <sup>1</sup> | N <sub>2</sub> O <sup>2</sup> |
|--------------------------------|------------------------------|------------------------------|-------------------------------|
| Phase I: Earthwork             | 37,947                       | 10.1                         | 130.5                         |
| Phase II: Construction         | 529,134                      | 0.27                         | 6.33                          |
| Phase III: Arch Coating        | 2,260                        | --                           | --                            |
| <b>Total</b>                   | <b>569,341</b>               | <b>10.28</b>                 | <b>136.83</b>                 |
| MTCO <sub>2</sub> e            | 258.25                       | 10.28                        | 136.83                        |
| <b>Total MTCO<sub>2</sub>e</b> | <b>405.36</b>                |                              |                               |
| Threshold                      | 10,000 <sup>3</sup>          |                              |                               |
| <b>Significant</b>             | <b>N/A</b>                   |                              |                               |

<sup>1</sup> Off-Road Mobile Source Emissions Factors (2010);  
Emission Factors for On-Road Heavy-Duty Diesel Trucks (Emfac 2010)  
<sup>2</sup> California Climate Action Registry General Reporting Protocol, 2009I;  
Table A9-8-C SCAQMD Handbook; Climate Leaders EPA, Section 3, Table 2.  
<sup>3</sup> Interim SCAQMD thresholds, 10,000 MTCO<sub>2</sub>E/year

- d) Nearby sensitive receptors include Bryn Mawr Elementary School which is approximately 0.75 miles southeast of the project site. 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. 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) The proposed project is the construction and operation of a proposed 73,000 square-foot neighborhood business center. The end use of the proposed project is not anticipated to generate emissions that could generate objectionable odors. Less than significant impact is anticipated.

| Issues and Supporting Information Sources:  | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|--------------------------------|--|------------------------------|-----------|
| <b>4. BIOLOGICAL RESOURCES.</b> <i>Would the project:</i><br>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? | ()                             | ()   | ()                           | (✓)       |

| Issues and Supporting Information Sources:   | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-----------|
| 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? | ()                             | ()   | ()                           | (✓)       |
| 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) 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 9.4 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 is designated agricultural even though the site has been vacant for some time and all that remains are two rows of orange trees along Mountain View Avenue and Barton Road and along the south property line, comprising less than ten percent of the overall site. Furthermore, the surrounding area is developed and includes urban landscaping. No impacts to 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 would result.
- b) According to Figure 9.3 of the City's 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.

- c) 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 not within an identified protected wetland, nor near any drainage.
- d) 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 proposed site has been modified and is not in its natural state and there are no such corridors or nursery sites within or near the project site.
- e) The project would not conflict with any local policies or ordinances protecting biological resources, as there are no identified biological resources that are subject to such regulation. However, to ensure potential impacts from the removal of any trees is less than significant, the following mitigation measure shall be implemented:
  - 12. **Should the relocation or removal of any tree be required, the applicant shall submit an Arborist Report prior to site disturbance. Any removal or replacement of trees shall be in accordance with the City's Tree Preservation Ordinance.**
- f) 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 |
|---|--------------------------------|--|------------------------------|-----------|
| <b>5. CULTURAL RESOURCES. <i>Would the project:</i></b>   |                                |  |                              |           |
| a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?   | ( )                            | (✓)  | ( )                          | ( )       |
| b) Cause a substantial adverse change in the significance of an archeological resource pursuant to § 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) As previously mentioned, the project site has been vacant for some time. There are no known structures on site let alone any structures that may be classified as a historical resource. In addition, in accordance with CEQA guidelines and as defined in the City of

Loma Linda General Plan EIR Section 4.5, the project area does not appear to qualify as individually eligible for listing in the California Register of Historical Resources. However there is always a potential for resources to be buried on-site. Implementation of the following mitigation measure would ensure potential impacts to unknown resources are reduced to a less than significant level:

**13: Should significant subsurface prehistoric or historic archaeological resources be encountered during construction, the evaluation of any such resources shall proceed in accordance with the criteria outlined in Section 106 of the National Historic Preservation Act 1966, as amended. In the event that buried cultural materials are unearthed during the course of construction, all work must be halted in the vicinity of the find until a qualified archaeologist can assess its significance and make recommendations to the City of Loma Linda for appropriate mitigation measures in compliance with the guidelines of the California Environmental Quality Act..**

- c) According to Figure 4.5.1 of the City's General Plan EIR, the project site occurs within an area that has low potential for paleontological resources. This determination was based on literature and records checks, and other field surveys. Since the potential of unearthing vertebrate fossils is low it is unlikely any impacts would result from the proposed development. However there is still some potential for occurrence, particularly during grading activities required for construction. Therefore, necessary measures should be taken to ensure impacts are minimized. The following mitigation measure shall be implemented by the construction contractor:

**14: 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 to the City of Loma Linda 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.

- d) Construction activities, particularly grading, soil excavation and compaction, could adversely affect or eliminate existing and unknown potential archaeological resources. The following mitigation measures shall be implemented:

**15: If human remains of any kind are found during mining activities, all activities must cease immediately and the San Bernardino County Coroner and a qualified archaeologist must be notified. The Coroner will examine the remains and determine the next appropriate action based on his or her findings. If the coroner determines the remains to be of Native American origin, he or she will notify the Native American Heritage Commission. The Native American Heritage Commission will then identify the most likely descendants to be consulted regarding treatment and/or reburial of the**

**remains. If a most likely descendant cannot be identified, or the most likely descendant fails to make a recommendation regarding the treatment of the remains within 48 hours after gaining access to them, the contractor shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance.**

| Issues and Supporting Information Sources:   | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-----------|
| <b>6. GEOLOGY AND SOILS.</b> <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) According to Figure 10.1 of the City of Loma Linda General Plan, 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 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. 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 unfaulted alluvial sediments. The Loma Linda fault does not represent a significant seismic hazard to the site. No impacts from fault rupture are anticipated.
  - ii, iii) 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 City's General Plan EIR, moderate to moderately high susceptibility for liquefaction hazards occurs in the northwestern portion of the city and 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 Figure 10.1 of the City's General Plan, occurs outside of the liquefaction hazard zone. Given the depth to groundwater in the area, greater than 50 feet below the surface at the site, and density of the underlying soils, liquefaction and other shallow groundwater-related hazards are not expected at the site. No impacts from liquefaction are anticipated.
  - iv) The occurrence of landslides is considered minimal because the project site is surrounded by existing development and the proposed grading will make the site relatively flat with a gentle slope toward the north.
- b) 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 to pollute 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.

Compliance with the NPDES permit requirements, implementation of a SWPPP, and compliance with the mitigation measure as outlined in Section 8, Hydrology and Water Quality of this Initial Study would protect the site from the loss of topsoil and off-site sedimentation.

- c-d) The mechanism of land subsidence due to aquifer compaction is not likely to be present at the site. 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.
- e) The project is the construction and operation of a new neighborhood business center with approximately 73,000 square feet of building area. The project will include on-site improvements such as parking stalls, lighting and landscaping. The proposed structures will connect to the City's sewer collection system that will serve the site. 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 |
|--|--------------------------------|--|------------------------------|-----------|
| <b>7. HAZARDS AND WASTE MATERIALS.</b> <i>Would the project:</i><br>a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?  | ()                             | ()   | (✓)                          | ()        |
| 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?  | ()                             | ()   | (✓)                          | ()        |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 1/4 mile of an existing or proposed school?  | ()                             | ()   | (✓)                          | ()        |
| d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?                                 | ()                             | ()   | ()                           | (✓)       |
| 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? | ()                             | ()   | ()                           | (✓)       |

| Issues and Supporting Information Sources:   | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-----------|
| f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?  | ( )                            | ( )  | ( )                          | (✓)       |
| 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) The proposed project includes the construction and operation of a new 73,000 square-foot neighborhood business center. 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 facilities would not involve such activities.  
  
Similarly post-construction activities including retail and service related operations would not involve the routine transport or use of hazardous materials.
- b) The project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Office waste (i.e., papers, boxes) and retail related waste would be generated at the site but are not considered hazardous. Less than significant impacts would result.
- c) The project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼-mile of a school. The nearest school is the Bryn Mawr Middle School located nearly one mile southeast of the site. Less than significant impacts would result.
- d) The site does not occur on a list of hazardous materials sites. Therefore, no impacts from being located on a site that is included on a list of hazardous materials sites as compiled pursuant to Government Code Section 65962.5 would result.
- e) 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, located approximately three miles north of the project site, and the Redlands Municipal Airport, located approximately five miles northeast of the site. According to Figure 10.4 of the City of Loma Linda General Plan, the project site is located outside of the San Bernardino International Airport influence area. The proposed neighborhood business center would not create a safety hazard to people or aircraft. No impacts are anticipated.

- f) There are no private airstrips within the vicinity of the project site. Therefore the proposed project would not result in a safety hazard for people residing or working in the project area. No impacts are anticipated.
- g) 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 and updates to the City's Emergency Plan, as required by State law, would ensure the proposed project would not interfere with adopted policies and procedures. Furthermore, the proposed project would provide access from Mountain View Avenue and Barton Road, both urban arterial roadways that run through and within the City limits.
- h) 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 Figure 10.3 of the City's General Plan, 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 almost 4,000 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 |
|---|--------------------------------|--|------------------------------|-----------|
| <b>8. HYDROLOGY AND WATER QUALITY. <i>Would the project:</i></b>  |                                |  |                              |           |
| 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?   | ()                             | ()   | ()                           | (✓)       |

| Issues and Supporting Information Sources: |   | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|---|--------------------------------|--|------------------------------|-----------|
| 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? | ( )                            | ( )  | ( )                          | (✓)       |
| 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) The proposed project would disturb almost 8.0 acres and is therefore subject to the National Pollution 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) so that construction of the project would not pollute surface waters. BMPs may 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 to be serviced off-site.

Implementation of the following mitigation measure would reduce the potential for stormwater discharges during grading and construction:

- 16: Prior to issuance of grading permits, the applicant shall submit to the City Engineer a Notice of Intent (NOI) to comply with obtaining coverage under the National Pollutant Discharge Elimination System (NPDES) General Construction Storm Water Permit from the State Water Resources Control Board. Evidence that this has been obtained (i.e., a copy of the Waste Dischargers Identification Number) shall be submitted to the City Engineer for coverage under the NPDES General Construction Permit.**
- b) The City obtains all of its water from groundwater wells in the Bunker Hill Basin, an aquifer underlying the San Bernardino Valley. Groundwater in the Bunker Hill Basin is replenished from rainfall and snowmelt from the San Bernardino Mountains. The proposed project would receive water supply directly from the City of Loma Linda whose source of supply is groundwater. 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.
- c-e) The proposed project would include the paving and construction of building pads; however, the project will not alter the course of any stream or river. All runoff would be conveyed to existing storm drain facilities, which have been designed to handle the flows. The project design includes landscaping of all non-hardscape areas to prevent erosion. The Building Official and City Engineer must approve a grading and drainage plan prior to the issuance of grading permits. Review and approval of the drainage plan would ensure the project would not result in substantial erosion, siltation, or flooding on- or off-site. No impacts are anticipated.
- g) 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 map, because no housing is proposed as part of the project. No impacts are anticipated.
- h) According to Figure 10.2 of the City's General Plan, the project site is located within Zone X, which identifies areas determined to be outside of the 500-year floodplain.

- i) 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 both 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) Due to the inland distance from the Pacific Ocean and any other significant body of water, tsunamis and seiching are not potential hazards; therefore impacts from seiche and tsunami are not anticipated.

| Issues and Supporting Information Sources:   | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-----------|
| <b>9. LAND USE AND PLANNING. <i>Would the project:</i></b>   |                                |  |                              |           |
| 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) The proposed 73,000 square-foot neighborhood business center is designated by the City of Loma Linda General Plan as Commercial. The zoning for the project site is Neighborhood Business (C-1) which is consistent with the proposed uses. The site is surrounded by existing commercial and office uses as well as an existing residential development to the south. The project will not physically divide an established community. No impacts would result.
- c) 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 within the area surrounding 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 |
|---|--------------------------------|--|------------------------------|-----------|
| <b>10. MINERAL RESOURCES.</b> <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) According to the California Department of Conservation, Division of Mines and Geology, the project site and surrounding area are designated Mineral Resource Zone 3 (MRZ-3). This designation is given for 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. The area surrounding the site is developed and urbanized and has limited accessibility for mining.
- b) 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 |
|---|--------------------------------|--|------------------------------|-----------|
| <b>11. NOISE.</b> <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) Noise can be measured in the form of a decibel (dB), which is a unit 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 Loma Linda Municipal Code (LLMC) Section 9.20.040 states that a normally acceptable noise level for residential developments is 55 dBA CNEL and a conditionally acceptable level is 70 dBA.

Development of the project would require a great deal of grading and construction. These activities require the use of heavy equipment such as graders, backhoes, and cranes. This equipment would generate noise that would be heard both on and off the project site.

The nearest residential development that is subject to potential construction noise impacts are the multiple-family residential units approximately 30 feet south of the project boundary and at least 70 feet from the nearest building on the project site. Although the construction noise levels may exceed the 55 standard for residential properties; according to the City's Development Code, all temporary construction activities are exempt from the noise standards as long as construction activities are limited to the daytime hours (7:00 a.m. to 7:00 p.m.), and construction equipment is properly maintained with working mufflers. In addition, locating all staging areas and stock piles as far from the southern site boundary as possible would further reduce overall construction noise impacts to the residential property south of the site. Implementation of Mitigation Measures 7 through 9 would ensure that construction noise levels would be reduced for nearby sensitive receptors

- 17: The developer shall require that all construction equipment is properly maintained with operating mufflers and air intake silencers, and prioritized the location of equipment staging and storage as far as practical from the existing residential units and school.**
- 18: The developer shall require that all construction equipment activities be restricted to occur only between the hours of 7:00 a.m. to 7:00 p.m. weekdays and Sundays. Construction activities shall not occur on Saturdays or Holidays.**
- 19: The developer shall locate construction staging areas as far from existing noise-sensitive land uses as feasible.**

The operation of the proposed neighborhood business center will not exceed the prescribed noise criteria for commercial and professional uses by applying specific conditions of approval related to the operation of the outdoor equipment and onsite hours of operation. Impacts are therefore determined to be less than significant.

- b) Construction and operation of the 73,000 square-foot neighborhood business center 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 would result.
- d) Construction activities would temporarily increase ambient noise levels for the surrounding area. The City's noise ordinance requires construction activities to be limited to the hours between 7:00 a.m. to 7:00 p.m. Monday through Friday. 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) 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, located approximately three miles north of the project site and the Redlands Municipal Airport located approximately five miles northeast of the site. According to Figure 10.4 of the City's General Plan, the project site is located outside of the San Bernardino International Airport influence area.
- f) 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 |
|---|--------------------------------|--|------------------------------|-----------|
| <b>12. POPULATION AND HOUSING.</b> <i>Would the project:</i><br>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) The project will not substantially increase population due to day time use only for office and commercial uses. Therefore, this project will not induce a population growth. According to Table 4.12 F of the City's General Plan Program EIR, the City's projected population; housing and employment levels upon build-out would be less than the SCAG projections for the year 2025. The proposed project would be consistent with the General Plan, and therefore would not induce substantial population growth in the area, either directly or indirectly. Less than significant impact would result.
- b) No impact is anticipated. There are no existing homes on the project site. Therefore, the project will not displace any existing housing.
- c) No impact is anticipated. The proposed project would not displace any people, or necessitate the construction of replacement housing elsewhere, because the project will not displace any existing housing or existing residents.

| Issues and Supporting Information Sources:  | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|--------------------------------|--|------------------------------|-----------|
| <b>13. PUBLIC SERVICES.</b> <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 – Fire protection is provided by the Fire and Rescue Division of the Department of Public Safety, City of Loma Linda. Fire Station 251 and Station No. 2 serve the City and are located at 11325 Loma Linda Drive and 10520 Ohio Street respectively. The Community Development Department and the 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 Department also participates in the California Master Mutual Aid Agreement. The proposed neighborhood business center would be required to comply with City fire suppression standards including building sprinklers and adequate fire access. Implementation of the following mitigation measure would ensure that the proposed project would not create a fire hazard or endanger the surrounding area.

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

b) Police protection –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 operation of a 73,000 square-foot neighborhood business center will provide additional job opportunities and may result in a nominal increase in population. However, the small increase in population is not expected to significantly impact law service.

- c) Schools – School services within the City of Loma Linda are provided by the Redlands Unified School District and the Colton Joint Unified School District. The project will create additional jobs in the area and a nominal increase in population can be expected, however, the proposed project would not result in an additional need for schools. On the other hand, the proposed project would be required to pay school impact fees to the Redlands Unified School District. Therefore less than significant impacts to schools would result.
- d) Parks – Operation of the proposed neighborhood business center will create new jobs and a nominal increase in population can be expected. The proposed project may contribute to the insufficient parkland ratio, however, part of the project approval requirements require the applicant to pay development impact fees that contributes to the City’s parkland acquisition and development. Therefore less than significant impacts would result.
- e) The proposed project would not result in an additional need for other public facilities. No impacts would result.

| Issues and Supporting Information Sources:   | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-----------|
| <b>14. RECREATION.</b> <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) The City of Loma Linda owns and administers nine parks. Over 73 acres of parks and open space areas are located within the City, of which 64 acres are developed. The City has adopted a population to parkland acreage ratio of five acres per 1,000 population. With an estimated population of 20,136 people and a total of 64.16 acres of parkland, the City currently has a park ratio of 3.20 acres per 1,000 population and therefore, falls short of the park ratio of five acres per 1,000 population.

At this time it is not known how many jobs the neighborhood business will create. But as previously mentioned, a nominal increase in population can be expected. Therefore, the proposed project would contribute to the City’s current insufficient parkland ratio. Part of the required payment of development impact fees contributes to the City’s parkland acquisition and development. Therefore impacts will be 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 |
|---|--------------------------------|--|------------------------------|-----------|
| <b>15. TRANSPORTATION/TRAFFIC.</b> <i>Would the project:</i>  |                                |  |                              |           |
| a) Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)? | ()                             | (✓)  | ()                           | ()        |
| b) Exceed, either individually or cumulatively, a level of service standard 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 results 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) Result in inadequate parking capacity?   | ()                             | ()   | ()                           | (✓)       |
| g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?  | ()                             | ()   | ()                           | (✓)       |

**Comments:**

a, b) Less than significant impact with mitigation measures implemented. The project will not cause a substantial increase in traffic in relation to the existing traffic load and capacity of the street system. A Traffic Impact Study prepared by Kunzman & Associates dated May 2011 indicates that there are no significant reduction in the Level Of Service (LOS) of the intersections studied under the Opening Day scenarios. The mitigation measures suggested by the Study are consistent with the City of Loma Linda's General Plan. The study identifies the following mitigation measures.

**21) The City of Loma Linda shall periodically review traffic operations in the vicinity of the project once the project is constructed to assure that the traffic operations are satisfactory.**

**22) Sight distances at the project accesses should be reviewed with respect to Caltrans/Loma Linda standards in conjunction with the preparation of final grading, landscape, and street improvement plans.**

**23) The proposed project shall contribute on a fair share basis, through the adopted traffic development impact fees to offset potential impacts to**

**study area intersections as listed in the Traffic Impact Study prepared by Kunzman Associates dated May 2011.**

- 24) Construct Mountain View Avenue from Barton Road to the south project boundary at its ultimate half-section including landscaping and parkway improvements in conjunction with development.**
  - 25) Construct Barton Road from Mountain View Avenue to the east project boundary at its ultimate half-section with landscaping and parkway improvements in conjunction with development.**
  - 26) The project site should provide sufficient parking spaces to meet the City of Loma Linda parking code requirements in order to service on-site parking demand.**
  - 27) On-site traffic signing and striping should be implemented in conjunction with detailed construction plans for the project.**
- c) 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, located approximately three miles north of the project sit, and the Redlands Municipal Airport, located approximately five miles northeast of the site. According to Figure 10.4 of the City's General Plan, the project site is located outside of the San Bernardino International Airport influence area. The proposed neighborhood business center would not change air traffic patterns or create a safety hazard to people or aircraft. No impacts would result.
- d,e) The proposed project will have two driveway accesses for each street frontage (Mountain View Avenue and Barton Road) and a reciprocal driveway access with the adjacent development to the east. The project will be designed in accordance with the Loma Linda Municipal Code and General Plan requirements as well as the associated Building, Fire and Public Works code requirements. The proposed project would not create or substantially increase hazardous conditions nor would it create inadequate emergency access due to its design. No significant impacts are anticipated.
- f) The proposed neighborhood business center would provide a total of 368 parking spaces. Based on the proposed uses and Loma Linda Parking Ordinance, the proposed project will require a minimum 282 parking spaces. There will be adequate parking for the proposed project. No impact is anticipated.
- g) An existing bus stop is located on the southeast corner of Barton Road and Mountain View Avenue just north of the project site along Barton Road. Additionally, there are designated bicycle lanes along the Barton Road and Mountain View Avenue frontages. The construction of the proposed project will not affect these facilities. 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 |
|---|--------------------------------|--|------------------------------|-----------|
| <b>16. UTILITIES AND SERVICE SYSTEMS.</b> <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? | ( )                            | ( )  | ( )                          | (✓)       |
| 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) 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 commercial land uses as listed in the City's Sanitary Sewer Master Plan, the project is projected to generate 1,723 gallons per day (gpd) (23.6 gpd per 1,000 square feet). Over six million gallons per day (MGD) of capacity exists at both 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) As previously stated, the City of San Bernardino under a JPA provides wastewater treatment services to the City of Loma Linda. Based on projected wastewater of 1,723 gallons per day, the proposed project would not require the expansion of existing facilities. The project site will be served by existing City of Loma Linda sewer lines

located along Barton Road. The proposed project will include connection to the existing system. According to the Public Works Department, sufficient capacity exists in the Barton Road sewer line.

- c) The project site and surrounding area is currently served by existing storm drains. Although no significant amount of additional stormwater is anticipated, drainage plans would still be reviewed by the City Engineer to ensure the system will have sufficient carrying capacity. No impact is anticipated.
- d) 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 total 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. However, the project is not anticipated to require any significant amount of additional water than what is currently being used at the site. No significant impacts are anticipated.
- e) The proposed project and construction will have less than significant impact to the local wastewater treatment provider. The wastewater from Loma Linda is transported to the San Bernardino treatment plants. The site is required to drain to a suitable point of disposal, subject to approval by the Public Works Department, and will not create an environmental impact.
- f) The City contracts with Republic Waste 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. By implementing the recycling and hazardous waste programs, the City will help ensure that the waste stream directed to local landfills is reduced. These accommodations for solid waste will comply with all state, federal and local regulations in regards to solid waste disposal. The amount of solid waste that will be generated by this project can be adequately disposed of by Republic Waste Services into local county landfills.
- g) 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:

**28: 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 |
|---|--------------------------------|--|------------------------------|-----------|
| <p><b>17. MANDATORY FINDINGS OF SIGNIFICANCE</b></p> <p>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?</p> | ()                             | ()   | ()                           | (✓)       |
| <p>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)?</p>   | ()                             | ()   | ()                           | (✓)       |
| <p>c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?</p>  | ()                             | ()   | (✓)                          | ()        |

**Comments:**

a) 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 9.4 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. The surrounding area is developed and includes urban landscaping.

According to Figure 9.3 of the City's 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 area surrounding the site is currently developed and contains no such habitats.

b) 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 Loma Linda General Plan EIR was prepared to determine if any significant adverse environmental effects would result with implementation of the proposed General Plan. 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 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) Proposed development at 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 for the surrounding area. The City's noise ordinance requires construction activities to be limited to the hours between 7:00 a.m. to 7:00 p.m. Monday through Friday. Additionally, all equipment is required to be properly equipped with standard noise muffling apparatus. Adhering to the City's noise ordinance and implementation of mitigation measures within this Initial Study would ensure impacts from construction would be less than significant.

### **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 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, Planning Department:

- City of Loma Linda General Plan, Updated May 2009
- City of Loma Linda Final General Plan Update Environmental Impact Report, LSA Associates
- City of Loma Linda Sanitary Sewer Master Plan, 1998
- California Climate Action Registry General Reporting Protocol, 2009
- Traffic Impact Analysis (Center Point Project), Kunzman & Associates, 2011

# **Attachment 1**

**Urbemis 2007 Version 9.2.2**

**Emissions Report**

Urbemis 2007 Version 9.2.2

Combined Summer Emissions Reports (Pounds/Day)

File Name: C:\Documents and Settings\apenaf\Florida\Application Data\Urbemis\Version9a\Projects\Center Point Project\urb9

Project Name: Center Point Project - 73,000 square-foot neighborhood business center

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

CONSTRUCTION EMISSION ESTIMATES

|                                   | ROG   | NOX   | CO    | SO2  | PM10 Dust | PM10 Exhaust | PM10  | PM2.5 Dust | PM2.5 Exhaust | PM2.5 | CO2      |
|-----------------------------------|-------|-------|-------|------|-----------|--------------|-------|------------|---------------|-------|----------|
| 2012 TOTALS (lbs/day unmitigated) | 3.32  | 22.00 | 15.31 | 0.01 | 38.41     | 1.29         | 39.48 | 8.02       | 1.19          | 9.01  | 2,371.66 |
| 2013 TOTALS (lbs/day unmitigated) | 31.28 | 14.69 | 14.65 | 0.01 | 0.03      | 0.97         | 1.00  | 0.01       | 0.89          | 0.90  | 2,351.64 |

AREA SOURCE EMISSION ESTIMATES

|                               | ROG  | NOX  | CO   | SO2  | PM10 | PM2.5 | CO2    |
|-------------------------------|------|------|------|------|------|-------|--------|
| TOTALS (lbs/day, unmitigated) | 0.60 | 0.73 | 2.14 | 0.00 | 0.01 | 0.01  | 849.61 |

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

|                               | ROG   | NOX   | CO     | SO2  | PM10 | PM2.5 | CO2       |
|-------------------------------|-------|-------|--------|------|------|-------|-----------|
| TOTALS (lbs/day, unmitigated) | 25.34 | 33.75 | 298.48 | 0.30 | 2.80 | 1.83  | 29,177.63 |

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

|                               | ROG   | NOX   | CO     | SO2  | PM10 | PM2.5 | CO2       |
|-------------------------------|-------|-------|--------|------|------|-------|-----------|
| TOTALS (lbs/day, unmitigated) | 25.94 | 34.48 | 300.62 | 0.30 | 2.81 | 1.84  | 30,027.24 |



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|                                 |              |              |              |             |             |             |             |             |             |             |             |                 |
|---------------------------------|--------------|--------------|--------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-----------------|
| Time Slice 2/20/2012-3/9/2012   | 2.82         | 15.60        | 11.25        | 0.00        | 0.02        | <u>1.29</u> | 1.31        | 0.01        | <u>1.19</u> | 1.19        | 1.19        | 1.715.47        |
| Active Days: 15                 |              |              |              |             |             |             |             |             |             |             |             |                 |
| Asphalt 02/20/2012-03/09/2012   | 2.82         | 15.60        | 11.25        | 0.00        | 0.02        | 1.29        | 1.31        | 0.01        | 1.19        | 1.19        | 1.19        | 1,715.47        |
| Paving Off-Gas                  | 0.34         | 0.00         | 0.00         | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00            |
| Paving Off Road Diesel          | 2.34         | 14.35        | 8.99         | 0.00        | 0.00        | 1.24        | 1.24        | 0.00        | 1.14        | 1.14        | 1.14        | 1,272.04        |
| Paving On Road Diesel           | 0.09         | 1.15         | 0.44         | 0.00        | 0.01        | 0.05        | 0.05        | 0.00        | 0.04        | 0.04        | 0.04        | 194.74          |
| Paving Worker Trips             | 0.05         | 0.10         | 1.82         | 0.00        | 0.01        | 0.01        | 0.02        | 0.00        | 0.01        | 0.01        | 0.01        | 248.69          |
| Time Slice 3/19/2012-12/31/2012 | <u>3.32</u>  | 15.69        | <u>15.31</u> | <u>0.01</u> | 0.03        | 1.08        | 1.11        | 0.01        | 0.99        | 1.00        | 1.00        | 2,351.71        |
| Active Days: 206                |              |              |              |             |             |             |             |             |             |             |             |                 |
| Building 03/19/2012-01/25/2013  | 3.32         | 15.69        | 15.31        | 0.01        | 0.03        | 1.08        | 1.11        | 0.01        | 0.99        | 1.00        | 1.00        | 2,351.71        |
| Building Off Road Diesel        | 3.14         | 14.81        | 10.52        | 0.00        | 0.00        | 1.04        | 1.04        | 0.00        | 0.95        | 0.95        | 0.95        | 1,621.20        |
| Building Vendor Trips           | 0.06         | 0.63         | 0.55         | 0.00        | 0.01        | 0.03        | 0.03        | 0.00        | 0.02        | 0.02        | 0.02        | 149.56          |
| Building Worker Trips           | 0.13         | 0.24         | 4.24         | 0.01        | 0.03        | 0.02        | 0.04        | 0.01        | 0.01        | 0.01        | 0.01        | 580.95          |
| Time Slice 1/1/2013-1/25/2013   | 3.05         | <u>14.69</u> | <u>14.65</u> | <u>0.01</u> | <u>0.03</u> | <u>0.97</u> | <u>1.00</u> | <u>0.01</u> | <u>0.89</u> | <u>0.90</u> | <u>0.90</u> | <u>2,351.64</u> |
| Active Days: 19                 |              |              |              |             |             |             |             |             |             |             |             |                 |
| Building 03/19/2012-01/25/2013  | 3.05         | 14.69        | 14.65        | 0.01        | 0.03        | 0.97        | 1.00        | 0.01        | 0.89        | 0.90        | 0.90        | 2,351.64        |
| Building Off Road Diesel        | 2.88         | 13.91        | 10.20        | 0.00        | 0.00        | 0.93        | 0.93        | 0.00        | 0.86        | 0.86        | 0.86        | 1,621.20        |
| Building Vendor Trips           | 0.05         | 0.56         | 0.51         | 0.00        | 0.01        | 0.02        | 0.03        | 0.00        | 0.02        | 0.02        | 0.02        | 149.57          |
| Building Worker Trips           | 0.12         | 0.22         | 3.94         | 0.01        | 0.03        | 0.02        | 0.04        | 0.01        | 0.01        | 0.01        | 0.01        | 580.88          |
| Time Slice 2/4/2013-4/12/2013   | <u>31.28</u> | 0.02         | 0.31         | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 45.38           |
| Active Days: 50                 |              |              |              |             |             |             |             |             |             |             |             |                 |
| Coating 02/04/2013-04/12/2013   | 31.28        | 0.02         | 0.31         | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 45.38           |
| Architectural Coating           | 31.28        | 0.00         | 0.00         | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 45.38           |
| Coating Worker Trips            | 0.01         | 0.02         | 0.31         | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00            |

Phase Assumptions

Phase: Fine Grading 1/23/2012 - 1/30/2012 - Default Fine Site Grading/Excavation Description

Total Acres Disturbed: 7.7

Maximum Daily Acreage Disturbed: 1.92

Fugitive Dust Level of Detail: Default

20 lbs per acre-day

On Road Truck Travel (VMT): 0

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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: Mass Grading 1/9/2012 - 1/20/2012 - Default Mass Site Grading/Excavation Description  
Total Acres Disturbed: 7.7

Maximum Daily Acreage Disturbed: 1.92

Fugitive Dust Level of Detail: Default  
20 lbs per acre-day

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 2/6/2012 - 2/17/2012 - 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 2/20/2012 - 3/9/2012 - Default Paving Description

Acres to be Paved: 1.92

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
- 1 Paving Equipment (104 hp) operating at a 0.53 load factor for 8 hours per day
- 1 Rollers (95 hp) operating at a 0.56 load factor for 7 hours per day
- 1 Tractors/loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

Phase: Building Construction 3/19/2012 - 1/25/2013 - Default Building Construction Description

Off-Road Equipment:

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- 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 2/4/2013 - 4/12/2013 - 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

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

Urbemis 2007 Version 9.2.2

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

File Name: C:\Documents and Settings\apenaf\FloridaApplication Data\Urbemis\Version9a\Projects\Center Point Project.urb9

Project Name: Center Point Project - 73,000 square-foot neighborhood business center

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

AREA SOURCE EMISSION ESTIMATES (Summer Pounds Per Day, Unmitigated)

| Source                        | ROG  | NOx  | CO   | SO2  | PM10 | PM2.5 | CO2    |
|-------------------------------|------|------|------|------|------|-------|--------|
| Natural Gas                   | 0.05 | 0.71 | 0.59 | 0.00 | 0.00 | 0.00  | 846.80 |
| Hearth                        |      |      |      |      |      |       |        |
| Landscap                      | 0.12 | 0.02 | 1.55 | 0.00 | 0.01 | 0.01  | 2.81   |
| Consumer Products             | 0.00 |      |      |      |      |       |        |
| Architectural Coatings        | 0.43 |      |      |      |      |       |        |
| TOTALS (lbs/day, unmitigated) | 0.60 | 0.73 | 2.14 | 0.00 | 0.01 | 0.01  | 849.61 |

Area Source Changes to Defaults

Urbemis 2007 Version 9.2.2

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

File Name: C:\Documents and Settings\apenafloida\Application Data\Urbemis\Version9a\Projects\Center Point Project urb9  
 Project Name: Center Point Project - 73,000 square-foot neighborhood business center  
 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       |
|-------------------------------|-------|-------|--------|------|------|------|-----------|
| Regnl shp. center             | 25.34 | 33.75 | 298.48 | 0.30 | 2.80 | 1.83 | 29,177.63 |
| TOTALS (lbs/day, unmitigated) | 25.34 | 33.75 | 298.48 | 0.30 | 2.80 | 1.83 | 29,177.63 |

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2012 Temperature (F): 80 Season: Summer

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

| Land Use Type     | Acreege | Trip Rate  | Unit Type | No. Units | Total Trips | Total VMT |
|-------------------|---------|------------|-----------|-----------|-------------|-----------|
| Regnl shp. center | 42.94   | 1000 sq ft | 73.00     | 3,134.62  | 28,126.94   |           |

Vehicle Fleet Mix

| Vehicle Type           | Percent Type | Non-Catalyst | Catalyst | Diesel |
|------------------------|--------------|--------------|----------|--------|
| Light Auto             | 49.0         | 2.0          | 97.6     | 0.4    |
| Light Truck < 3750 lbs | 10.9         | 3.7          | 90.8     | 5.5    |

| Vehicle Type  | Vehicle Fleet Mix |              |            |            |          |          |  |
|---|-------------------|--------------|------------|------------|----------|----------|--|
|   | Percent Type      | Non-Catalyst |            |            | Catalyst |          |  |
| 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       |          |          |  |
| <u>Travel Conditions</u>                                    |                   |              |            |            |          |          |  |
|   | Residential       |              |            | Commercial |          |          |  |
|   | Home-Work         | Home-Shop    | Home-Other | Commute    | Non-Work | Customer |  |
| Urban Trip Length (miles)                                   | 12.7              | 7.0          | 9.5        | 13.3       | 7.4      | 8.9      |  |
| Rural Trip Length (miles)                                   | 17.6              | 12.1         | 14.9       | 15.4       | 9.6      | 12.6     |  |
| Trip speeds (mph)   | 30.0              | 30.0         | 30.0       | 30.0       | 30.0     | 30.0     |  |
| % of Trips - Residential                                    | 32.9              | 18.0         | 49.1       |            |          |          |  |
| % of Trips - Commercial (by land use)<br>Regnl shop. center |                   |              |            |            |          |          |  |
|   |                   |              |            | 2.0        | 1.0      | 97.0     |  |

Operational Changes to Defaults

Urbemis 2007 Version 9.2.2

Summary Report for Winter Emissions (Pounds/Day)

File Name: C:\Documents and Settings\apenafflorida\Application Data\Urbemis\Version9a\Projects\Center Point Project.urb9  
 Project Name: Center Point Project - 73,000 square-foot neighborhood business center  
 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

CONSTRUCTION EMISSION ESTIMATES

|                                   | <u>ROG</u> | <u>NOX</u> | <u>CO</u> | <u>SO2</u> | <u>PM10 Dust</u> | <u>PM10 Exhaust</u> | <u>PM10</u> | <u>PM2.5 Dust</u> | <u>PM2.5 Exhaust</u> | <u>PM2.5</u> | <u>CO2</u> |
|-----------------------------------|------------|------------|-----------|------------|------------------|---------------------|-------------|-------------------|----------------------|--------------|------------|
| 2012 TOTALS (lbs/day unmitigated) | 3.32       | 22.00      | 15.31     | 0.01       | 38.41            | 1.29                | 39.48       | 8.02              | 1.19                 | 9.01         | 2,371.66   |
| 2013 TOTALS (lbs/day unmitigated) | 31.28      | 14.69      | 14.65     | 0.01       | 0.03             | 0.97                | 1.00        | 0.01              | 0.89                 | 0.90         | 2,351.64   |

AREA SOURCE EMISSION ESTIMATES

|                               | <u>ROG</u> | <u>NOX</u> | <u>CO</u> | <u>SO2</u> | <u>PM10</u> | <u>PM2.5</u> | <u>CO2</u> |
|-------------------------------|------------|------------|-----------|------------|-------------|--------------|------------|
| TOTALS (lbs/day, unmitigated) | 0.48       | 0.71       | 0.59      | 0.00       | 0.00        | 0.00         | 846.80     |

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

|                               | <u>ROG</u> | <u>NOX</u> | <u>CO</u> | <u>SO2</u> | <u>PM10</u> | <u>PM2.5</u> | <u>CO2</u> |
|-------------------------------|------------|------------|-----------|------------|-------------|--------------|------------|
| TOTALS (lbs/day, unmitigated) | 28.86      | 40.40      | 295.61    | 0.25       | 2.80        | 1.83         | 26,512.70  |

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SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

|                               | <u>ROG</u> | <u>NOx</u> | <u>CO</u> | <u>SO2</u> | <u>PM10</u> | <u>PM2.5</u> | <u>CO2</u> |
|-------------------------------|------------|------------|-----------|------------|-------------|--------------|------------|
| TOTALS (lbs/day, unmitigated) | 29.34      | 41.11      | 296.20    | 0.25       | 2.80        | 1.83         | 27,359.50  |

# **Attachment C**

## **Conditions of Approval**

**TPM No. 10-205 and CUP No. 10-203**

**June 15, 2011**

**CONDITIONS OF APPROVAL  
TENTATIVE PARCEL MAP (TPM) NO. 10-205 AND CONDITIONAL USE PERMIT  
(CUP) NO. 10-203**

**COMMUNITY DEVELOPMENT DEPARTMENT**

**General**

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

**PROJECT:**

TPM NO. 10-205 AND CUP NO. 10-203

**EXPIRATION DATE:**

June 15, 2012

2. The review authority may, upon application being filed 30 days prior to the expiration date and for good cause, grant a one-time extension not to exceed 12 months. The review authority shall ensure that the project complies with all current Development Code provisions.
3. In the event that this approval is legally challenged, the City will promptly notify the applicant of any claim or action and will cooperate fully in the defense of the matter. Once notified, the applicant agrees to defend, indemnify, and hold harmless the City, Redevelopment Agency (RDA), their affiliates officers, agents and employees from any claim, action or proceeding against the City of Loma Linda. The applicant further agrees to reimburse the City and RDA of any costs and attorneys fees, which the City or RDA may be required by a court to pay as a result of such action, but such participation shall not relieve applicant of his or her obligation under this condition.
4. Construction shall be in substantial conformance with the plan(s) approved by the Planning Commission. Minor modification to the plan(s) shall be subject to approval by the Director through a minor administrative variation process. Any modification that exceeds 10% of the following allowable measurable design/site considerations shall require the refiling of the original application and a subsequent hearing by the appropriate hearing review authority if applicable:
  - a. On-site circulation and parking, loading and landscaping;
  - b. Placement and/or height of walls, fences and structures;
  - c. Reconfiguration of architectural features, including colors, and/or modification of finished materials that do not alter or compromise the previously approved theme; and,
  - d. A reduction in density or intensity of a development project.
5. No vacant, relocated, altered, repaired or hereafter erected structure shall be occupied or no change of use of land or structure(s) shall be inaugurated, or no new business commenced as authorized by this permit until a Certificate of Occupancy has been issued by the Building Division. A Temporary Certificate of Occupancy may be issued by the Building Division subject to the conditions imposed on the use,

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

6. This permit or approval is subject to all the applicable provisions of the Loma Linda Municipal Code, Title 17 in effect at the time of approval, and includes development standards and requirements relating to: dust and dirt control during construction and grading activities; emission control of fumes, vapors, gases and other forms of air pollution; glare control; exterior lighting design and control; noise control; odor control; screening; signs, off-street parking and off-street loading; and, vibration control. Screening and sign regulations compliance are important considerations to the developer because they will delay the issuance of a Certificate of Occupancy until compliance is met. Any exterior structural equipment, or utility transformers, boxes, ducts or meter cabinets shall be architecturally screened by wall or structural element, blending with the building design and include landscaping when on the ground.
7. Signs are not approved as a part of this permit. Prior to establishing any new signs, the applicant shall submit a Master Sign Permit Application, and receive approval from the Planning Commission (pursuant to LLMC, Chapter 17.18) and a Building Permit for construction of the signs from the Building Division, as applicable.
8. The applicant shall comply with all of the Public Works Department requirements for recycling prior to issuance of a Certificate of Occupancy.
9. A Final Phasing Plan shall be submitted to the Community Development Department for review and approval prior to issuance of any Building or Construction Permits.
10. Mitigation Measure During construction of the site, the project shall comply with Section 9.20 (Prohibited Noises) of the Loma Linda Municipal Code and due to sensitive receptors in the surrounding neighborhood, construction activities shall be further restricted to cease between the hours of 7:00 p.m. and 7:00 a.m.
11. Mitigation Measure The developer shall require that all construction equipment is properly maintained with operating mufflers and air intake silencers, and prioritized the location of equipment staging and storage as far as practical from the existing residential units and school.
12. Mitigation Measure The developer shall locate construction staging areas as far from existing noise-sensitive land uses as feasible.
13. Mitigation Measure **Prior to issuance of Certificate of Occupancy, the applicant shall submit a photometric plan and final lighting plan to City staff showing the exact locations of light poles and the proposed orientation and shielding of the fixtures to prevent glare onto existing homes to the south.**
14. Mitigation Measure. The applicant shall implement SCAQMD Rule 403 and standard construction practices during all operations capable of generating fugitive dust,

which will include but not be limited to the use of best available control measures and reasonably available control measures such as:

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.
15. Mitigation Measure. 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.
  16. Mitigation Measure. 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.
  17. Mitigation Measure. 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.
  18. Mitigation Measure. The project proponent shall ensure that construction personnel are informed of ride sharing and transit opportunities.
  19. Mitigation Measure. All buildings on the project site shall conform to energy use guidelines in Title 24 of the California Administrative Code.
  20. Mitigation Measure. The operator shall maintain and effectively utilize and schedule on-site equipment in order to minimize exhaust emissions from truck idling.
  21. Mitigation Measure. The contractor shall use coatings and solvents with a volatile organic compound (VOC) content lower than required under Rule 1113.

22. Mitigation Measure. The developer/contractor shall use building materials that do not require painting.
23. Mitigation Measure. The developer/contractor shall use pre-painted construction materials where feasible.
24. All Development Impact fees shall be paid to the City of Loma Linda prior to the issuance of the Certificate of Occupancy.
25. Prior to issuance of any Building and/or Construction Permits, the applicant shall submit to the Community Development Department proof of payment or waiver from both the City of San Bernardino for sewer capacity fees and Redlands Unified School District for school impact fees.
26. The applicant to pay all required development impact fees to cover 100 percent of the pro rata share of the estimated cost of public infrastructure, facilities, and services.
27. The developer shall provide infrastructure for the Loma Linda Connected Community Program, which includes providing a technologically enabled development that includes coaxial, cable and fiber optic lines to all outlets in each unit of the development. Plans for the location of the infrastructure shall be provided with the precise plan of design, which includes providing a technologically enabled development that includes coaxial, cable, and fiber optic lines to all outlets in each unit of the development. Plans for the location of the infrastructure shall be provided with the precise grading plans and reviewed and approved by the City of Loma Linda prior to issuing grading permits.
28. The project shall comply with the City Art in Public Places Ordinance (LLMC Chapter 17.26), which establishes grounds for compliance for new enterprises to facilitate public art. The establishment of artistic assets will be financed and/or constructed by the development community as part of the development requirements.
29. Mitigation Measure. 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, paleontological resources found on site. The professional will be able to find, determine the significance, and make recommendations for appropriate mitigation measures in compliance with the guidelines of the California Environmental Quality Act.
30. Mitigation Measure 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.
31. Mitigation Measure Should significant subsurface prehistoric or historic archaeological resources be encountered during construction, the evaluation of any such resources shall proceed in accordance with the criteria outlined in Section 106 of the National Historic Preservation Act 1966, as amended. In the event that buried

cultural materials are unearthed during the course of construction, all work must be halted in the vicinity of the find until a qualified archaeologist can assess its significance and make recommendations to the City of Loma Linda for appropriate mitigation measures in compliance with the guidelines of the California Environmental Quality Act..

32. Mitigation Measure. The proposed project shall implement the recommendations found in the Water Quality Management Plan (CSL Engineering, Inc, December 15, 2010).

### **Landscaping**

33. The applicant shall submit three sets of the final landscape plan prepared by a state licensed Landscape Architect, subject to approval by the Community Development Department, and by the Public Works Department for landscaping in the public right-of-way. Landscape plans for the Landscape Maintenance District shall be on separate plans.
34. Final landscape and irrigation plans shall be in substantial conformance with the approved conceptual landscape plan and these conditions of approval. Any and all fencing shall be illustrated on the final landscape plan.
35. Landscape plans shall depict the utility laterals, concrete improvements, and tree locations. Any modifications to the landscape plans shall be reviewed and approved by the Public Works and Community Development Departments prior to issuance of permits.
36. The applicant, property owner, and/or business operator shall maintain the property and landscaping in a clean and orderly manner and all dead and dying plants shall be replaced with similar or equivalent type and size of vegetation.
37. Mitigation Measure. Prior to construction, a certified Arborist shall evaluate all on-site trees and prepare a report that includes recommendations for relocation or replacement of all healthy trees. Should the relocation or removal of any tree be required, the applicant shall submit an Arborist Report prior to site disturbance. Any removal or replacement of trees shall be in accordance with the City's Tree Preservation Ordinance.

### **FIRE DEPARTMENT**

38. All construction shall meet the requirements of the editions of the 2007 California Building Code (CBC) and the 2007 California Fire Code (CFC)/International Fire Code (IFC) as adopted and amended by the City of Loma Linda and legally in effect at the time of issuance of building permit.
39. Pursuant to CFC Section 903, as amended in Loma Linda Municipal Code (LLMC) Sections 15.28.230-450, the building(s) shall be equipped with automatic fire sprinkler system(s). Pursuant to CFC Section 901.2, plans and specifications for the

fire sprinkler system(s) shall be submitted to Fire Prevention for review and approval prior to installation. Fire flow test data for fire sprinkler calculations must be current within the last 6 months. Request flow test data from Loma Linda Fire Prevention at (909) 799-2859.

40. Fire Department Impact Fees shall be assessed according to the rate legally in effect at the time of building permit issuance. Pursuant to LLMC Chapter 3.28, plan check and inspection fees shall be collected at the rates established by the City manager's Executive Order.
41. The applicant shall meet the Fire Departments requirements regarding emergency access to the site. The site circulation shall meet the performance requirements of all emergency vehicles.
42. Mitigation Measure. The developer shall submit a Utility Improvement Plan showing the location of fire hydrants for review and approval by the Fire Department.

#### **PUBLIC WORKS DEPARTMENT**

43. The developer shall submit an engineered grading plan for proposed project.
44. All utilities shall be underground. The City of Loma Linda shall be the sewer purveyor.
45. All public improvement plans shall be submitted to the Public Works Department for review and approval.
46. Any damage to existing improvements as a result of this project shall be repaired by the applicant to the satisfaction of the City Engineer.
47. Mitigation Measure. Prior to issuance of grading permits, the applicant shall submit to the City Engineer a Notice of Intent (NOI) to comply with obtaining coverage under the National Pollutant Discharge Elimination System (NPDES) General Construction Storm Water Permit from the State Water Resources Control Board. Evidence that this has been obtained (i.e., a copy of the Waste Dischargers Identification Number) shall be submitted to the City Engineer for coverage under the NPDES General Construction Permit.
48. Mitigation Measure. The project proponent shall comply with City adopted policies regarding the reduction of construction and demolition (C&D) materials.
49. Mitigation Measure. All site drainage shall be handled on-site and shall not be permitted to drain onto adjacent properties.  
  
Mitigation Measure. An erosion/sediment control plan and a Water Quality Management Plan are required to address on-site drainage construction and operation.
50. Mitigation Measure. All necessary precautions and preventive measures shall be in place in order to prevent material from being washed away by surface waters or

blown by wind. These controls shall include at a minimum: Regular wetting of surface or other similar wind control method, installation of straw or fiber mats to prevent rain related erosion. Detention basin(s) or other appropriately sized barrier to surface flow must be installed at the discharge point(s) of drainage from the site. Any water collected from these controls shall be appropriately disposed of at a disposal site. These measures shall be added as general notes on the site plan and a statement added that the operator is responsible for ensuring that these measures continue to be effective during the duration of the project construction.

51. Mitigation Measure The City of Loma Linda shall periodically review traffic operations in the vicinity of the project once the project is constructed to assure that the traffic operations are satisfactory.
52. Mitigation Measure Sight distances at the project accesses should be reviewed with respect to Caltrans/Loma Linda standards in conjunction with the preparation of final grading, landscape, and street improvement plans.
53. Mitigation Measure The proposed project shall contribute on a fair share basis, through the adopted traffic development impact fees to offset potential impacts to study area intersections as listed in the Traffic Impact Study prepared by Kunzman Associates dated May 2011.
54. Mitigation Measure Construct Mountain View Avenue from Barton Road to the south project boundary at its ultimate half-section including landscaping and parkway improvements in conjunction with development.
55. Mitigation Measure Construct Barton Road from Mountain View Avenue to the east project boundary at its ultimate half-section with landscaping and parkway improvements in conjunction with development.
56. Mitigation Measure The project site should provide sufficient parking spaces to meet the City of Loma Linda parking code requirements in order to service on-site parking demand.
57. Mitigation Measure On-site traffic signing and striping should be implemented in conjunction with detailed construction plans for the project.
58. Prior to the issuance of certificate of occupancies, all organizational documents for the project including any deed restrictions, covenants, conditions, and restrictions shall be submitted to and approved by the Community Development Department and City Attorney's office. Costs for such review shall be borne by the applicant/developer. A copy of the final documents shall be submitted to the Community Development Department after their recordation.

\_\_\_\_\_  
Applicant signature

\_\_\_\_\_  
Date

\_\_\_\_\_  
Owner signature

End of Conditions

# **Attachment D**

## **Project Plans**

**TPM No. 10-205 and CUP No. 10-203**

**June 15, 2011**