CITY OF LOMA LINDA
GENERAL PLAN UPDATE
FINAL
PROGRAM ENVIRONMENTAL IMPACT REPORT

LSA

June 21, 2004

CITY OF LOMA LINDA GENERAL PLAN
FINAL
PROGRAM ENVIRONMENTAL IMPACT REPORT
SCH NO. 2003101159

San Bernardino County, California

Prepared for:

City of Loma Linda
25541 Barton Road
Loma Linda, California 92354
(909) 799-2830

Prepared by:

LSA Associates, Inc.
1650 Spruce Street, Suite 500
Riverside, California 92507
(909) 781-9310
Project Number: LLD130

LSA

June 21, 2004

The City of Loma Linda has independently reviewed, analyzed, and exercised its judgment in the analysis contained in this Environmental Impact Report and supporting documentation pursuant to Section 21082 of the California Environmental Quality Act (CEQA)

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LSA

June 21, 2004

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1.0 SUMMARY OF THE FINAL ENVIRONMENTAL IMPACT REPORT

1.1 INTRODUCTION

The Final Program Environmental Impact Report (EIR) for the City of Loma Linda General Plan (State Clearinghouse No. 2003101159) has been prepared in accordance with the California Environmental Quality Act (CEQA) and the guidelines for the implementation of CEQA. Hereafter, the Initial Study, Notice of Preparation, Notice of Availability, Draft Environmental Impact Report (DEIR), Technical Studies, and Final Environmental Impact Report (FEIR) containing Responses to Comments and including the Mitigation Monitoring Program constitute the EIR for this project. These documents will be referred to collectively as the EIR.

The persons, organizations, and public agencies that have submitted comments regarding the DEIR through May 6, 2004, are listed in Section 2.0 of the FEIR. A total of eight comment letters was received. All of the comment letters received were from State, regional, or local agencies. No comment letters were received from any organization or individual.

The individual comment letters submitted regarding the DEIR and individual responses to each comment are included in Section 3.0 of the FEIR. The primary objective and purpose of the EIR public review process is to obtain comments on the adequacy of the analysis of environmental impacts, the mitigation measures presented, and other analyses contained in the report. CEQA requires that the City respond to all significant environmental issues raised (*CEQA Guidelines*, Section 15088). The City's response to environmental issues "…must be good faith, reasoned analysis." Comments that do not directly relate to the analysis in this document (i.e., are outside the scope of this document) are not given specific responses. However, all comments are included in this section so that the decision-making body for the proposed project is aware of the opinions of public agencies, organizations, and the general public.

In the process of responding to the comments, portions of the DEIR have been revised. Section 4.0 of the FEIR identifies those portions of the DEIR that have been revised subsequent to the release of the document for public review. Per *CEQA Guidelines*, Section 15088.5(a), "…New information added to an EIR is not 'significant' unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project's proponents have declined to implement." The revisions to the DEIR consist primarily of clarifications of previously stated information or the inclusion of data that supports the previously prepared analysis. None of the revisions to the DEIR prepared for the City's proposed General Plan update is considered to be significant new information that would require the recirculation of the EIR.

Section 5.0 includes the Mitigation Monitoring Program (MMP) prepared for the proposed project. As required by State law (Public Resources Code, Section 21081.6), the MMP has been prepared to ensure compliance with the mitigation measures adopted for the proposed project by the City of Loma Linda. Section 21081.6 of the Public Resources Code requires the adoption of a reporting or monitoring program for those conditions placed on a project to mitigate or avoid adverse effects on the environment.

2.0 PUBLIC REVIEW OF THE DRAFT ENVIRONMENTAL REPORT

2.1 LIST OF PERSONS, ORGANIZATIONS, AND PUBLIC AGENCIES COMMENTING ON THE DEIR

Per Section 15105(a) of the *State CEQA Guidelines*, a DEIR submitted to the State Clearinghouse for review by State agencies shall have a review period of "…not less than 45 days." The public review period the DEIR extended from March 22 to May 6, 2004, a period of 46 days. A Notice of Completion of a Draft Program EIR was filed with the State Clearinghouse along with the required number of copies of the document for circulation to various State agencies. Copies of the Draft Program EIR were also mailed directly to local agencies, groups, and individuals for review. The DEIR was properly noticed and distributed and was available to the public at the City of Loma Linda Planning Department and the City Library. Responses were received via mail only. No e-mailed comments were received.

The persons, organizations, and public agencies that submitted comments regarding the DEIR through May 6, 2004, are listed below. A total of nine comment letters was received. Eight of the comment letters received were from State, regional, or local agencies. One comment letter was received from an individual.

2.1.1 Comment Letters Received on the DEIR (9 Letters)

A1 California Department of Transportation (April 1, 2004), Division of Aeronautics
David Cohen, Associate Environmental Planner

A2 Local Agency Formation Commission (San Bernardino County) (May 5, 2004)
Kathleen Rollings-McDonald, Executive Officer

A3 Governor's Office of Planning and Research (May 4, 2004)
Terry Roberts, Director, State Clearinghouse

A4 Southern California Association of Governments (SCAG) (May 4, 2004)
Jeffrey M. Smith, AICP, Senior Regional Planner, Intergovernmental Review

A5 California Department of Conservation (May 3, 2004)
Division of Land Resources Protection
Dennis J. O'Bryant, Acting Assistant Director

A6 City of San Bernardino, Development Services Department (April 20, 2004)
Anwar Wagdy, Traffic Engineer

A7 City of Moreno Valley (April 23, 2004)
Trent Pulliam, Public Works Director/City Engineer

A8 California Department of Transportation, District 8 (May 6, 2004)
Office of Transportation and Community Planning
Daniel E. Kopulsky, Chief

A9 Carol Ann Huckaby (April 7, 2004)

3.0 RESPONSES TO COMMENTS ON THE LOMA LINDA GENERAL PLAN UPDATE DRAFT PROGRAM EIR

The comments on the Loma Linda General Plan Draft Program EIR (State Clearinghouse No. 2003101159) and the individual responses to each comment are included in this section. The primary objective and purpose of the EIR public review process is to obtain comments on the adequacy of the analysis of environmental impacts, the mitigation measures presented, and other analyses contained in the report. The California Environmental Quality Act (CEQA) requires that the City of Loma Linda respond to all significant environmental issues raised (*CEQA Guidelines*, Section 15088). Comments that do not directly relate to the analysis in this document (i.e., are outside the scope of this document) are not given specific responses. However, all comments are included in this section so that the decision-makers may know the opinions of the commentors.

In the process of responding to the comments, minor revisions to the DEIR have been made. None of the changes to the DEIR is considered to be significant new information (*CEQA Guidelines*, Section 15088.5 [a]).

Aside from the courtesy statements, introductions, and closings, individual comments within each letter have been assigned an alphanumeric identifier. The number following the first digit will indicate the individual comment letter within the category, while the digit(s) following the hyphen will identify the specific comment within each letter. For example, the comment identified as A2-6 will correspond to the sixth comment in the second comment letter.

Copies of each comment letter are included in the FEIR. Brackets delineating the individual comments and the alphanumeric identifier have been added to the right margin of each letter. Following each comment letter is (are) the page(s) of responses to each individual comment.

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Letter A1

DEPARTMENT OF TRANSPORTATION
DIVISION OF AERONAUTICS – M.S.#40
1120 N STREET
P. O. BOX 942873
SACRAMENTO, CA 94273-0001
PHONE (916) 654-4959
FAX (916) 653-9531
TTY (916) 651-6827

Flex your power!
Be energy efficient!

April 1, 2004

Ms. Deborah Woldruff
City of Loma Linda
Community Development Department
25541 Barton Road
Loma Linda, CA 92354

Dear Ms. Woldruff:

Re: City of Loma Linda General Plan and Draft Program Environmental Impact Report
SCH# 2003101159

Thank you for including the California Department of Transportation (Department), Division of Aeronautics, in the environmental review process for the above-referenced project. We have reviewed the Program Environmental Impact Report (PEIR), dated March 2004, and offer the following comments relative to airport land use compatibility planning.

1. The project is the comprehensive revision and update of the Loma Linda General Plan. The General Plan is the City's most important guidance document regarding its ultimate physical, economic, and cultural development, and will by used by officials and citizens to guide decisions for the development and management of human and natural resources. The General Plan uses text, maps, and illustrations to document the organization of physical, environmental, economic, and social activities desired by the City's residents in order to maintain a healthy, functional, and desirable community. The General Plan addresses both immediate and long-term issues including traffic, expansion of the local housing base, provision of public services, and environmental constraints. Airport land use compatibility planning issues are discussed in the Land Use and Transportation sections of the PEIR. The San Bernardino International Airport is located 1.5 miles north of the City. — A1-1

2. The San Bernardino International Airport (SBD) is a commercial airport with an instrument landing system, and a 10,001-foot runway. The airport provides numerous economic benefits to the region, and provides mobility for both passengers and cargo. — A1-2

3. The recently enacted legislation Assembly Bill 2776 amended Section 11010 of the Business and Professions Code and Sections 1102.6, 1103.4, and 1353 of the Civil Code relating to aviation. This bill changed buyer notification requirements for lands around airports. According to the new law, any person who intends to offer land for sale or lease within an *airport influence area* (AIA) is required to disclose this fact to the person buying the property. As discussed on Page 4.9-31 of the PEIR, according to the City's definition of the AIA, a small portion of the City is located in the AIA for SBD. The Figure 4.9.3 reveals that the City has chosen to use the default application for the definition of an AIA. That is, the City has adopted our diagram of a 2-mile radius around SBD's Runway 6/24 as the AIA. — A1-3

Please be advised that the definition of the shape and size of an AIA is a local land use decision, which should be based on a consensus among the local government, the airport land use commission (ALUC), the airport manager, and the public. In San Bernardino County, local governments currently function as the ALUC through the ALUC alternative process. A1-4

4. In accordance with the California Environmental Quality Act (CEQA), Public Resources Code Section 21096, the Department's Airport Land Use Compatibility Handbook must be utilized as a resource in the preparation of environmental documents for projects within the boundaries of an airport land use compatibility plan, or if such a plan has not been adopted, within two nautical miles of an airport. For your reference, the Handbook is published on-line at http://www.dot.ca.gov/aeronaut/htmlfile/landuse.html. A1-5

5. The Education Code Section 17215 requires a school site investigation by the Division of Aeronautics prior to the acquisition of land for a school site within two miles of an airport runway. The Division's recommendations are submitted to the State Department of Education for use in determining the acceptability of the site. This should be a consideration prior to designating educational and residential uses in the vicinity of an airport. A1-6

6. On Page 4.9-35, the General Plan includes a policy to participate in the development of an airport land use plan, and to adopt an overlay zone for the *airport influence area*. General Plans should clearly demonstrate the intent to adhere to airport land use compatibility policies. Direct conflicts between mapped land use designations and airport operations should be resolved at the earliest opportunity. There are a number of ways for the County to address the airport land use compatibility issue: A1-7

   - Incorporating airport land use compatibilities policies into the General Plan
   - Adopting an airport combining zone ordinance
   - Adopting an Aviation Element into the General Plan
   - Adopting the Airport Compatibility Plan as a stand alone document, such as a Specific Plan

7. General plans should include policies restricting the heights of structures to protect navigable airspace. We recommend that the FAA's Advisory Circular 150/5190-4A, *A Model Zoning Ordinance to Limit Height of Objects Around Airports*, be used as a technical resource for this purpose. For your reference, the Advisory Circular 150/5190-4A is published on-line at http://www2.faa.gov/arp/pdf/5190-4a.pdf. A1-8

8. Land use practices that attract or sustain hazardous wildlife populations on or near airports can significantly increase the potential for wildlife-aircraft collisions. The FAA recommends that landfills, wastewater treatment facilities, surface mining, wetlands, and other uses that have the potential to attract wildlife, be restricted in the vicinity of an airport. The FAA's Advisory Circular 150/5200-33, *Hazardous Wildlife Attractants on or Near Airports*, and Advisory Circular 150/5200-34, *Construction or Establishment of Landfills Near Public Airports*, address these issues. These advisory circulars are available on-line at http://www.faa.gov/regulations/Guidance.cfm. The guidance documents should be taken into A1-9

consideration when designating open space, habitats that attract birds, and landfills in the areas covered by the General Plan. A1-9

9. The need for compatible land uses around airports in California is both a local and a State issue. We strongly feel that the protection of aviation facilities from incompatible land uses is vital to the safety of airport operations, to the well being of the communities surrounding aviation facilities, and to California's economic future. A1-10

These comments reflect the areas of concern to the Department's Division of Aeronautics with respect to airport-related impacts and airport land use compatibility planning. We advise you to contact our District 8 office concerning surface transportation issues. A1-11

We appreciate the opportunity to review and comment on this environmental document. If you have any questions, please call me at (916) 654-5253.

Sincerely,

D. Cohen

DAVID COHEN
Associate Environmental Planner

c: State Clearinghouse
San Bernardino International Airport

RESPONSE TO LETTER A1

California Department of Transportation, Division of Aeronautics

Response to Comment A1-1. This comment provides a general summary of what the General Plan is and its importance. It also points out that land use and transportation issues are examined in EIR and notes that the San Bernardino International Airport is located 1.5 miles north of the City. No specific comment has been raised, and as such, no response has been provided.

Response to Comment A1-2. This comment describes the San Bernardino International Airport, notes its economic importance, and notes that it provides mobility for passengers and cargo. No specific comment has been raised, and as such, no response has been provided.

Response to Comment A1-3. This comment notes that, in accordance with recently enacted legislation, sellers of lands within an airport influence area (AIA) are required to disclose this information to prospective buyers. There is a small portion of the AIA for the San Bernardino International Airport that lies within the City of Loma Linda. The requirement that such information be disclosed will not affect implementation of the City's General Plan, nor does it affect the analysis, conclusions, and measures contained in the EIR.

Response to Comment A1-4. This comment notes that the definition of the AIA is determined through a consensus of local governments, the airport land use commission (ALUC), the airport manager, and the public. It also notes that local governments function as the ALUC. No specific comment has been raised, and as such, no response has been provided.

Response to Comment A1-5. This comment notes that CEQA requires utilization of the Airport Land Use Compatibility Handbook (California Department of Transportation) for projects within the boundaries of an airport land use compatibility plan (if adopted) or within two miles of an airport if a compatibility plan is not adopted. The comment provides the web site location where it can be found. No specific comment has been raised, and as such, no response has been provided.

Response to Comment A1-6. This comment notes that the Division of Aeronautics is required to conduct a school site investigation prior to acquisition of land for a school proposed within two miles of an airport runway. No specific comment has been raised, and as such, no response has been provided.

Response to Comment A1-7. This comment identifies the proposed General Plan policy requiring participation by the City in development of an airport land use plan (ALUP) and an airport overlay zone. The comment suggests that additional language be added to the General Plan to ensure adherence to airport land use compatibility policies. This addition would be redundant, since land use compatibility policies are a required element of ALUPs. No changes to the General Plan or the EIR are necessary.

Response to Comment A1-8. The comment suggests that additional policies restricting the heights of structures within the navigable airspace around the airport be added to the General Plan. Similar to the previous comment, this addition would be redundant, since the issue regarding the impacts of structures into the navigable airspace around the airport is a required element of the ALUP. No changes to the General Plan or the EIR are necessary.

Response to Comment A1-9. The comment notes the potential safety hazard that can be created between wildlife and airplanes, and suggests that land uses that attract wildlife be restricted in the

vicinity of airports. The General Plan land uses in this area include commercial, business park, and residential. High concentrations of wildlife are not associated with these types of land uses.

Response to Comment A1-10. The comment notes that compatible land uses are important to ensure safe airport operations and to minimize land use hazards from airplane crashes. No specific comment has been raised, and as such, no response has been provided.

Response to Comment A1-11. The comment notes that these comments reflect the concerns of the California Department of Transportation (Caltrans), Aeronautics Division, and that the Caltrans District 8 Office should be contacted regarding surface transportation issues. Caltrans District 8 was provided with a copy of the General Plan and EIR and the District provided written comments (please refer to comment letter A8 and corresponding responses).

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LOCAL AGENCY FORMATION COMMISSION

175 West Fifth Street, Second Floor • San Bernardino, CA 92415-0490
(909) 387-5866 • Fax (909) 387-5871
E-mail: lafco@lafco.sbcounty.gov • www.sbclafco.org

Established by the State of California to serve the Citizens, Cities, Special Districts and the County of San Bernardino

May 5, 2004

Deborah Woldruff, AICP
City of Loma Linda
Community Development Department
25541 Barton Road
Loma Linda, CA 92354

RE: Notice of Availability of the Draft Environmental Impact Report for the City of Loma Linda General Plan
(SC No. 2003101159)

Dear Ms. Woldruff,

The Local Agency Formation Commission has received a Notice of Availability of the Draft Environmental Impact Report (DEIR) for the City of Loma Linda's General Plan. After reviewing the said DEIR, LAFCO has the following comments and/or concerns:

- As previously conveyed in our comments on the Notice of Preparation, it is necessary that pre-zoning be specifically addressed in the document. This is especially important if the City intends to use the EIR for its environmental review for future annexations in the City's sphere of influence.

  1. Pre-zoning should be identified in the project summary as well as in the project description section of the document. Also, a separate map showing the pre-zone of the sphere of influence is recommended, which would allow less confusion between pre-zone and proposed zoning. However, If the City intends to incorporate the pre-zoning designations on the proposed General Plan Land Use map, the sphere of influence should be clearly delineated and the designation of the areas within the sphere should clearly identify it as a pre-zone designation – not just as a proposed land use designation as shown on the map.

A2-1

2. The specifics on pre-zoning should be included in the evaluation of the General Plan – preferably in the Land Use section of the evaluation. This discussion can also be added as a separate section in the EIR. Such specifics should include a comprehensive discussion on the City's Sphere-of-influence, especially since the City is planning to annex areas within its sphere in the near future. A2-2

However, if the City does not intend to include Pre-zoning in the General Plan, then at least provide some information regarding the City's sphere of influence (area and location, existing uses of the land, and its intended use upon annexation). If possible, include a proposed timeline as to when the annexation of these areas are likely to take place and a statement that pre-zoning (which is a requirement prior to annexation) will be undertaken only upon consideration of each annexation proposal. A2-3

- Section 4.8.1: *Existing Water Demand* on p. 4.8-8, indicates that LLUCMC is one of the four largest users of water in the City. However, the paragraph goes on to say that 'LLU and LLUMC operate and maintain their own water production and distribution system'. Given that LLUCMC has their own system, are they still one of the largest users? This paragraph goes on to say that 'the City does not provide water service to LLUMC on a routine basis.' In what capacity then does the city provide water service to LLUMC? A2-4

- Section 4.9.3: *Land Use/Agricultural Resources Thresholds of Significance* on p. 4.9-11, makes mention about Williamson Act Contracts. Are there existing contracts within the City and/or Sphere of Influence? If so, a discussion of the City's assumption of these contracts in the future should be discussed. In addition, the unincorporated area southerly of Barton Road is included within a County Agricultural Preserve. Pursuant to statutes governing LAFCO, the City would be obligated to succeed to this preserve and any Williamson Act contracts within it. This should be discussed in the environmental document. A2-5

- Section 4.13.1: *Fire Protection* on p. 4.13-6, indicates exposure to wildland fires in the South Hills. The area of the South Hills within the sphere of influence is State Responsibility Area (SRA), the designation of which would be removed upon annexation. This needs to be addressed in the document. A2-6

- Section 4.13.3: *Public Educational Facilities* on p. 4.13-10, shows enrollment numbers as of February 2002. Since the DEIR was A2-7

prepared in 2004, wouldn't there be data to include 2002-2003 enrollment figures? If so, their inclusion would make the document up-to-date based on its preparation date. A2-7

- Section 4.13.5 *Wastewater* on p. 4.13-23, regarding wastewater treatment, does the City (based on requirements by the JPA) participate in a cost for upkeep of the sewer treatment facility? If so, any fee structure should be identified in the DEIR. A2-8

If you have any questions concerning the information outlined above, please do not hesitate to contact me at (909) 387-5866. We look forward to working with the City in the future.

Sincerely,

KATHLEEN ROLLINGS-McDONALD
Executive Officer

RESPONSE TO LETTER A2

Local Agency Formation Commission

Response to Comment A2-1. This comment implies that the proposed General Plan includes pre-zoning within all or portions of the Sphere of Influence. The proposed General Plan does not include pre-zoning of any area within the Sphere of Influence. The General Plan designates land uses within its Sphere of Influence in accordance with Government Code Section 65300. The City is not proposing any annexations with adoption of the General Plan or with the General Plan process. Pre-zoning is a function of an annexation proposal. At the time an annexation is proposed, the City will conduct pre-zoning consistent with its approved General Plan land use designations. No changes to the General Plan or the Draft EIR are necessary.

Response to Comment A2-2. See Response to Comment A2-1. No changes to the General Plan or the DEIR are necessary.

Response to Comment A2-3. See Response to Comment A2-1. No changes to the General Plan or the DEIR are necessary.

Response to Comment A2-4. This comment questions the statement that LLUMC is one of the four largest users of water in the City (4.8-8 of the DEIR). If the comment is suggesting that LLUMC should not be considered a high water user because it has its own water and production system, then the comment is misleading. The statement made in the DEIR is correct because LLUMC uses water in quantities that rank it in the top four citywide, regardless of the water source. The purpose of this statement is to disclose the basic fact that LLUMC is one of the highest single water users in the City. No changes to the General Plan or the DEIR are necessary.

Response to Comment A2-5. This comment implies that there are Williamson Act contracts in the City. As stated on page 4.9-10 of the DEIR, there are no existing Williamson Act contracts in the Planning Area for the proposed General Plan. The conversion of agricultural lands in the City represents a continuation of a pattern that is occurring throughout the San Bernardino Valley. The steadily decreasing amount of agricultural land in the City is a result of various economic and demographic factors. Increased costs for water and a continuing demand for housing in the region has provided the primary impetus for this agricultural land conversion. Within the City and Sphere of Influence, development applications have been accepted and/or approved on nearly half (422 acres) of the 889 acres of existing agricultural land. The development applications that have been accepted and/or approved that are located on existing agricultural lands include single- and multiple-family residences, and commercial uses.

As stated in the DEIR, since its incorporation in 1970, the City has always considered that agricultural uses will transition to urban uses. This vision is supported by the fact that the City's existing General Plan (1971) does not provide an agricultural designation despite the presence of Prime, Unique, and Statewide Important farmland within the General Plan area. One of the primary uses of land use planning is the adoption of a land use plan that represents the City's vision of the future. What exists today may not be what is desired in the future. The guiding principle of the City's General Plan is the desire to increase employment and broaden housing opportunities for local residents. To meet this goal, the City has assigned the majority of land on which agricultural operations currently occur a "Mixed Use" designation. This designation allows the development of a mix of uses that come together to meet the commercial, employment, institutional, and residential needs of the community through efficient patterns of land use, and in response to changing market forces in the future.

As permitted under CEQA, the City evaluated the significance of agricultural conversion based upon a threshold of significance tailored to account for existing conditions and which represents the goals and desires of the City. Utilizing these thresholds, potential impacts associated with the conversion of agricultural land to non-agricultural uses were identified as less than significant.

Response to Comment A2-6. See Response to Comment A2-1. No changes to the General Plan or the DEIR are necessary.

Response to Comment A2-7. The enrollment data provided on pages 4.13-10 and 4.13-11 reflect the most current available information provided by Redlands Unified and Colton Joint Unified school districts and the San Bernardino County Superintendent of Schools. Tables 4.13.C and 4.13.D have been updated with the most current enrollment figures (refer to Section 4.0 of the FEIR). The most current enrollment figures do not change the conclusion in the DEIR that the proposed General Plan includes policies to address the need for school facilities and provides the maximum mitigation allowable under State law. The proposed General Plan policies ensure mitigation of impacts on school facilities and services to be provided as development occurs. However, SB50 states that the method of mitigating the impact of school facilities is to pay the maximum school fees and that said fees are "deemed to provide full and complete school facilities mitigation." (Government Code 65996(a) and (b)). Because the Government Code states that compliance with SB50 will provide full and complete mitigation, no significant impacts will occur.

Response to Comment A2-8. The cost paid by the City of Loma Linda to the City of San Bernardino for providing wastewater treatment is not related to the potential for environmental impacts associated with wastewater treatment. As indicated on page 4.13-25, implementation of certain policies contained in the General Plan will reduce potential impacts associated with wastewater services to less than significant. No changes to the General Plan or the DEIR are necessary.

Letter A3

STATE OF CALIFORNIA

Governor's Office of Planning and Research

State Clearinghouse and Planning Unit

Arnold Schwarzenegger
Governor

Jan Boel
Acting Director

May 4, 2004

Deborah Woldruff
City of Loma Linda
25541 Barton Road
Loma Linda, CA 92354

Subject: City of Loma Linda Draft General Plan
SCH#: 2003101159

Dear Deborah Woldruff:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on May 3, 2004, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

> "A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

A3-1

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Terry Roberts

Terry Roberts
Director, State Clearinghouse

Enclosures
cc: Resources Agency

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
TEL (916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

Letter A3

Document Details Report
State Clearinghouse Data Base

SCH# 2003101159
Project Title City of Loma Linda Draft General Plan
Lead Agency Loma Linda, City of

Type EIR Draft EIR

Description The City of Loma Linda is in the process of a comprehensive revision and update of the Loma Linda General Plan. The General Plan is the City's most important statement regarding its ultimate physical, economic, and cultural development within the given time period and will be used by officials and others to guide decisions governing development and management of human and natural resources. The General Plan uses text, maps, and illustrations to document the organization of physical, environmental, economic and social activities desired by the City's residents in order to create and maintain a healthful, functional, and desirable community.

Lead Agency Contact

Name Deborah Woldruff
Agency City of Loma Linda
Phone 909.799.2830 **Fax**
email
Address 25541 Barton Road
City Loma Linda **State** CA **Zip** 92354

Project Location

County San Bernardino
City Loma Linda
Region
Cross Streets Citywide
Parcel No. Citywide
Township 2S/1S **Range** 4W/3W **Section** 1,2,5, **Base** SB

Proximity to:

Highways I-10
Airports San Bernardino International Air
Railways UPRR
Waterways Santa Ana River, San Timoteo Creek
Schools Redlands Unified School District,Loma Linda Univ.,Loma Linda Aca
Land Use Various

Project Issues Agricultural Land; Air Quality; Archaeologic-Historic; Drainage/Absorption; Economics/Jobs; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Growth Inducing; Landuse; Cumulative Effects; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Wildlife

Reviewing Agencies Resources Agency; Department of Conservation; Department of Fish and Game, Region 6; Caltrans, District 8; California Highway Patrol; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Caltrans, Division of Aeronautics; Department of Housing and Community Development; Regional Water Quality Control Board, Region 8; Integrated Waste Management Board; Native American Heritage Commission; Other Agency(ies)

Date Received 03/19/2004 **Start of Review** 03/19/2004 **End of Review** 05/03/2004

Note: Blanks in data fields result from insufficient information provided by lead agency.

RESPONSE TO LETTER A3

Governor's Office of Planning and Research

Response to Comment A3-1. The Comment Letter includes a Document Detail Report that lists the State agencies that have reviewed the DEIR. It also includes a reference to Section 21104(c) of the California Public Resources Code that states:

> "A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

The comment is informational in nature and raises no substantive issues regarding the adequacy of the DEIR. No further response is necessary.

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Letter A4

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS
Main Office
818 West Seventh Street
12th Floor
Los Angeles, California
90017-3435

t (213) 236-1800
f (213) 236-1825

www.scag.ca.gov

May 4, 2004

Ms. Deborah Woldruff, AICP
Director of Community Development
Community Development Department
City of Loma Linda
25541 Barton Road
Loma Linda, CA 92354

RE: **Comments on the Draft Environmental Impact Report for the City of Loma Linda General Plan Update – SCAG No. I 20040239**

Dear Ms. Woldruff:

Thank you for submitting the **Draft Environmental Impact Report for the City of Loma Linda General Plan Update** to SCAG for review and comment. As areawide clearinghouse for regionally significant projects, SCAG reviews the consistency of local plans, projects, and programs with regional plans. This activity is based on SCAG's responsibilities as a regional planning organization pursuant to state and federal laws and regulations. Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of regional goals and policies.

It is recognized that the proposed Project considers a comprehensive update of the City of Loma Linda General Plan.

SCAG staff has evaluated the **Draft Environmental Impact Report for the City of Loma Linda General Plan Update** for consistency with the Regional Comprehensive Plan and Guide and Regional Transportation Plan. The Draft EIR includes a discussion on the proposed Projects' consistency with SCAG policies and applicable regional plans, which were outlined in our letter on the Notice of Preparation (NOP) for this Draft EIR.

The Draft EIR, in Section 4, Existing Setting, Impacts and Mitigation Measures, and Section 5.7, Consistency with Regional Plans, cited SCAG policies and addressed the manner in which the proposed Project is consistent with applicable core policies and supportive of applicable ancillary policies. This approach to discussing consistency or support of SCAG policies is commendable and we appreciate your efforts. Based on the information provided in the Draft EIR, we have no further comments. A description of the proposed Project was published in the April 16-30, 2004 Intergovernmental Review Clearinghouse Report for public review and comment.

A4-1

If you have any questions, please contact me at (213) 236-1867. Thank you.

Sincerely,

JEFFREY M. SMITH, AICP
Senior Regional Planner
Intergovernmental Review

RESPONSE TO LETTER A4

Southern California Association of Governments

Response to Comment A4-1. The letter informed the City that the DEIR for the General Plan cited Southern California Association of Governments (SCAG) policies and sufficiently addressed the proposed General Plan's consistency with applicable SCAG policies and applicable regional plans. SCAG staff has no comments on the DEIR.

Letter A5

DEPARTMENT OF CONSERVATION
STATE OF CALIFORNIA

DIVISION OF
LAND RESOURCE
PROTECTION

801 K STREET
SACRAMENTO
CALIFORNIA
95814

PHONE
916/324-0850

FAX
916/327-3430

INTERNET
consrv.ca.gov

GRAY DAVIS
GOVERNOR

May 3, 2004

VIA FACSIMILE (909) 799-2894
Ms. Deborah Woldruff, AICP, Director
City of Loma Linda
Community Development Department
25541 Barton Road
Loma Linda, CA 92354

Subject: City of Loma Linda Draft General Plan Draft Environmental Impact Report (DEIR) - SCH# 2003101159, San Bernardino County

Dear Ms. Woldruff:

The Department of Conservation's (Department) Division of Land Resource Protection (Division) has reviewed the DEIR for the referenced project. The Division monitors farmland conversion on a statewide basis and administers the California Land Conservation (Williamson) Act and other agricultural land conservation programs. We offer the following comments and recommendations with respect to the project's impacts on agricultural land and resources.

Project Description

The project is a proposed revision and update of the 1973 Loma Linda General Plan. The City of Loma Linda (City) is located in San Bernardino County (County) approximately 60 miles east of Los Angeles. The planning area contains 889 acres of land in agricultural use, 386 acres within the City and 503 acres within the existing sphere of influence. Lands are designated Prime and Unique Farmland. In addition, existing land uses contain 2,549 acres of open space and 359 acres of vacant land. There are no Williamson Act contracts within the planning area.

According to the DEIR, the General Plan (GP) encourages conversion of agricultural land to urban uses, which is considered a positive outcome. Therefore, agricultural impacts are considered less than significant and require no further mitigation.

A5-1

Project Impacts on Agricultural Land

The Department disputes both the DEIR's conclusion that agricultural impacts are less than significant and its rationale for that conclusion. CEQA requires that the physical environmental effects of a project be evaluated as to their significance. The anticipated worth or benefit or outcome of a project is distinct from that evaluation. It is a consideration for the decision-making authority, after reviewing the required environmental analysis, when deciding whether to approve the project. The DEIR presents no factual data or agricultural authority to support its conclusion that agricultural impacts are less than significant. If the "positive outcome" of a project made environmental impacts less than significant, there would be no need for CEQA or the environmental analysis it requires. If the "positive outcome" of a project makes agricultural impacts less than significant, logically all impacts would be less than significant. A5-1 A5-2

Secondly, the fact that a general plan anticipates or designates an area for development does not eliminate or reduce the environmental impacts that will factually occur when that development takes place. Again, if that were so, there would be no need for CEQA. A5-3

Projects throughout the State converting far less than 889 acres of important farmland have been determined to have significant impacts on agricultural land. The Department is legislatively mandated to monitor and evaluate farmland conversion in California. It is our determination that the project's agricultural impacts are significant. As a way of quantifying agricultural impact analysis, we recommend, as does CEQA, the California Land Evaluation and Site Assessment (LESA) Model, which is available from the Division at the contact listed below. The City was advised to utilize LESA in a comment on the NOP for this project. Although the comment letters are included in the DEIR, the Department's copy of the DEIR does not include responses to any of those letters. A5-4 A5-5

In conclusion, the DEIR's analysis of agricultural impacts appears to be wholly inadequate. The agricultural land involved in general plan development should be specifically described in terms of Important Farmland Map (IFM) designations and acreage per designation. In addition, it should be clarified whether vacant land and open space land is designated with an agricultural use according to the IFM. If so designated, these lands should be included as converted agricultural lands. The actual and potential economic value of the land as an agricultural resource for the County, region and State should be presented. And finally, impacts should be analyzed without consideration of whether urban development is positive or negative. The LESA will allow for this objective analysis. The Department recommends a revised and re-circulated DEIR to include the above description and analysis. A5-6 A5-7

Mitigation Measures

The Department encourages the use of agricultural conservation easements on land of at least equal quality and size as partial compensation for the direct loss of agricultural land. If a Williamson Act contract is terminated, or if growth inducing or cumulative agricultural impacts are involved, we recommend that this ratio be increased. We highlight this measure because of its acceptance and use by lead agencies as mitigation under CEQA. It follows a rationale similar to that of wildlife habitat mitigation. The loss of agricultural land represents a permanent reduction in the State's agricultural land resources. Agricultural conservation easements will protect a portion of those remaining resources and lessen project impacts in accordance with CEQA Guideline §15370.

Mitigation using agricultural conservation easements can be implemented by at least two alternative approaches: the outright purchase of easements or the donation of mitigation fees to a local, regional or statewide organization or agency whose purpose includes the acquisition and stewardship of agricultural conservation easements. The conversion of agricultural land should be deemed an impact of at least regional significance, and the search for replacement lands conducted regionally or statewide, and not limited strictly to lands within the project's surrounding area.

A5-8

Other forms of mitigation may be appropriate for this project, including the following:

- Protecting farmland in the County through the use of less than permanent long-term restrictions on use such as 20-year Farmland Security Zone contracts (Government Code §51296 et seq.) or 10-year Williamson Act contracts (Government Code §51200 et seq.).
- Directing a mitigation fee to invest in supporting the commercial viability of the remaining agricultural land in the County or region through a mitigation bank that invests in agricultural infrastructure, water supplies, marketing, etc.
- The Department also has available a listing of approximately 30 "conservation tools" that have been used to conserve or mitigate project impacts on agricultural land. This compilation report may be requested from the Division at the address or phone number below.

Although the direct conversion of agricultural land and other agricultural impacts are often deemed to be unavoidable by an agency's CEQA analysis, mitigation measures must nevertheless be considered. The adoption of a Statement of Overriding Consideration does not absolve the agency of the requirement to implement feasible mitigation that lessens a project's impacts. A principal purpose of an EIR is to present a discussion of mitigation measures in order to fully inform decision-makers and the public about ways to lessen a project's impacts. In some cases, the argument is made that mitigation cannot reduce impacts to below the level of significance because agricultural land will still be converted by the project. Therefore, mitigation is not required.

A5-9

However, reduction to a level below significance is not a criterion for mitigation. Rather, the criterion is feasible mitigation that lessens a project's impacts. Pursuant to CEQA Guideline 15370, mitigation includes measures that "avoid, minimize, rectify, reduce or eliminate, or compensate" for the impact. For example, mitigation includes *"Minimizing impacts by limiting the degree or magnitude of the action and its implementation (§15370(b))"* or *"Compensating for the impact by replacing or providing substitute resources or environments (§15370(e))."* A5-10

All measures ostensibly feasible should be included in the DEIR. Each measure should be discussed, as well as the reasoning for selection or rejection. A measure brought to the attention of the Lead Agency should not be left out unless it is infeasible on its face. A5-11

Finally, when presenting mitigation measures in the DEIR, it is important to note that mitigation should be specific, measurable actions that allow monitoring to ensure their implementation and evaluation of success. A mitigation consisting only of a statement of intention or an unspecified future action may not be adequate pursuant to CEQA. A5-12

Information about agricultural conservation easements is available on the Department's website, or by contacting the Division at the address and phone number listed below. The Department's website address is: A5-13

http://www.conservation.ca.gov/dlrp/index.htm

Thank you for the opportunity to comment on this DEIR. Pursuant to Public Resources Code §21092.5(a), the Department looks forward to receiving your response, including a copy of the FEIR. If you have questions on our comments or require technical assistance or information on agricultural land conservation, please contact Bob Blanford at 801 K Street, MS 18-01, Sacramento, California 95814; or, phone (916) 327-2145. A5-14

Sincerely,

Dennis J. O'Bryant
Acting Assistant Director

cc: State Clearinghouse

Mojave Desert Resource Conservation District
17330 Bear Valley Road, #106
Victorville, CA 92392

RESPONSE TO LETTER A5

California Department of Conservation, Division of Land Resource Protection

Response to Comment A5-1. As stated in Section 4.9.3 of the Draft EIR, significant agricultural impacts would occur if the proposed General Plan, "Conflicts with existing zoning for agricultural use" or would "Expose future residents to nuisances associated with agricultural operations or expose farms to nuisance associated with urban uses." In accordance with the California Environmental Equality Act (CEQA), each agency is encouraged to develop thresholds of significance to determine the environmental effects of projects within their jurisdiction. Per Section 15064(b) of the State CEQA Guidelines, "An iron clad definition of significant impact is not always possible because the significance of an activity may vary with the setting. For example, an activity which may not be significant in an urban setting may be significant in a rural area."

The conversion of agricultural lands in the City represents a continuation of a pattern that is occurring throughout the San Bernardino Valley. The steadily decreasing amount of agricultural land in the City is a result of various economic and demographic factors. Increased costs for water and a continuing demand for housing in the region has provided the primary impetus for this agricultural land conversion. Within the City and Sphere of Influence, development applications have been accepted and/or approved on nearly half (422 acres) of the 889 acres of existing agricultural land. The development applications that have been accepted and/or approved that are located on existing agricultural lands include single- and multiple-family residences, and commercial uses.

Section 15021(d) of the State CEQA Guidelines states, "CEQA recognizes that in determining whether and how a project is approved, a public agency has an obligation to balance a variety of public objectives, including economic, environmental and social factors, and in particular the goal of providing a decent home and satisfying living environment for every Californian." As stated in the DEIR, since its incorporation in 1970, the City has always considered that agricultural uses will transition to urban uses. This vision is supported by the fact that the City's existing General Plan (1971) does not provide an agricultural designation despite the presence of Prime, Unique, and Statewide Important farmland within the General Plan area. One of the primary uses of land use planning is the adoption of a land use plan that represents the City's vision of the future. What exists today may not be what is desired in the future. The guiding principle of the City's General Plan is the desire to increase employment and broaden housing opportunities for local residents. To meet this goal, the City has assigned the majority of land on which agricultural operations currently occur a "Mixed Use" designation. This designation allows the development of a mix of uses that come together to meet the commercial, employment, institutional, and residential needs of the community through efficient patterns of land use, and in response to changing market forces in the future.

The City of Loma Linda commissioned a *Fiscal Sustainability Report (September 2001)* prepared by Agajanian & Associates, to provide recommendations to the Loma Linda General Plan Update process regarding ways to enhance long-term municipal revenue needed to sustain local services and finance capital improvements. As indicted in the report, the City must increase retail sales (retail tax revenue) to ensure future revenue streams so as not to jeopardize the fiscal sustainability of the City's budget. It is the commercial land uses that will generate retail tax revenues and not agricultural land uses.

As permitted under CEQA, the City evaluated the significance of agricultural conversion based upon a threshold of significance tailored to account for existing conditions and which represents the goals and desires of the City. Utilizing these thresholds, potential impacts associated with the conversion of agricultural land to non-agricultural uses were identified as less than significant.

Response to A5-2: The threshold of significance utilized by the City takes into account the existing economic, demographic, and land use conditions, and represents the goals and desires of the City. As required by CEQA, the evaluation of environmental impacts is assessed through the application of significance thresholds to the proposed action. The determination of significance was evaluated utilizing the City's significance threshold.

Response to A5-3: The evaluation of environmental impacts is assessed through the application of significance thresholds to the proposed action. Each agency is encouraged to develop thresholds of significance to determine the environmental effects of projects within their jurisdiction. As stated in Response A5-1, significance thresholds may vary amongst jurisdictions. Potential impacts to agricultural resources were accurately assessed utilizing the City's significance thresholds.

Response to A5-4: As stated in Response A5-1, "An iron clad definition of significant impact is not always possible because the significance of an activity may vary with the setting." Applying a uniform significance threshold for the conversion of farmland throughout the entire State is impractical. The City's significance thresholds take into account the existing economic, demographic, and land use conditions in Loma Linda and represent the goals and desires of the City.

Response to A5-5: The Land Evaluation and Site Assessment (LESA) Model is a method to rate the relative quality of land resources and potential impacts to agricultural resources. The LESA Model is intended, ". . .to provide lead agencies with an *optional* [emphasis added] methodology to ensure that significant effects on the environment of agricultural land conversions." As permitted under CEQA, the City has elected to utilize its own significance thresholds to assess potential impacts to agricultural lands.

The purpose of the Notice of Preparation is to solicit input from agencies and individuals as to the issues that should be discussed in and EIR. Based on existing conditions and the significance thresholds established by Loma Linda, the City has determined the discussion of potential impacts to agricultural resources to be sufficient.

Response to A5-6: As stated in Response A5-1, the conversion of agricultural lands in the City represents a continuation of a pattern that is occurring throughout the San Bernardino Valley. Within the City and Sphere of Influence, development applications have been accepted and/or approved on nearly half (422 acres) of the 889 acres of agricultural land currently located within the City and Sphere of Influence. The City desires to increase employment and broaden housing opportunities for local residents and has created a "Mixed Use" designation which allows the development of a mix of uses to come together to meet the commercial, employment, institutional, and residential needs of the community through efficient patterns of land use, and in response to changing market forces in the future. As permitted under CEQA, lead agencies may tailor their significance thresholds to meet local conditions. Because of its long-standing intent to allow the conversion of farmland to non-agricultural uses, the City did not require an assessment of Important Farmland in the DEIR.

Response to A5-7: Please refer to the Response to Comment A5-5.

Response to A5-8: This comment fails to recognize the urban environment in which the City is located, the pattern of agricultural conversion that is occurring in the City and throughout the San Bernardino Valley, and the economic and demographic pressures faced by local farmers. As stated previously, the City of Loma Linda has maintained a long-standing goal of allowing the conversion of farmland to urban uses that support the goals and desires of the City.

The significance thresholds utilized by the City to assess impacts to agricultural resources were developed to consider the local economic, demographic, and land use conditions, and represent the goals and desires of the City. Based on these thresholds, no significant impact associated with the conversion of agricultural lands to non-agricultural uses was identified. Per Section 15126.4(a)(3), "Mitigation measures are not required for effects which are not found to be significant." As previously stated in preceding responses, no significant impact associated with the conversion of agricultural lands in the City were identified in the DEIR; therefore, no mitigation is required.

Response to A5-9: Please refer to the Response to Comment A5-8.

Response to A5-10: Please refer to the Response to Comment A5-8.

Response to A5-11: Please refer to the Response to Comment A5-8.

Response to A5-12: Please refer to the Response to Comment A5-8.

Response to A5-13: While no significant impact to agricultural resources was identified in the DEIR, the City recognizes the Department's offer to provide further information related to this issue to the City.

Response to A5-14: The City will provide responses to the Department's comments as required by Section 21092.5(a) of the Public Resources Code. The City recognizes the Department's offer to provide further information related to this issue to the City.

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Letter A6

CITY OF San Bernardino 56 SM

DEVELOPMENT SERVICES DEPARTMENT

300 North "D" Street • San Bernardino • CA 92418-0001
Planning & Building **909.384.5057** • Fax: 909.384.5080
Public Works/Engineering **909.384.5111** • Fax: 909.384.5155
www.ci.san-bernardino.ca.us

Deborah Woldruff, Director
City of Loma Linda/Department of Community Development
25541 Barton Road
Loma Linda, CA. 92354-3160

April 20, 2004
File No. 13.47

Re: Review of Draft General Plan Update / Transportation Impact Analysis (TIA) Report

Dear Deborah:

The City of San Bernardino/ Development Services Department appreciates the opportunity to review and provide comments on the referenced Draft TIA, prepared by LSA & Associates. The City considers these comments as preliminary, based on our technical review of the Study Area Intersections (Table A) that are located within or partially within the City of San Bernardino.

- Staff is requesting that "Table A" be revised to reflect joint jurisdiction at **Waterman Avenue at Washington Street** (City of San Bernardino 50% and City of Colton 50%); **Hunts Lane at Washington Street** (City of San Bernardino NEC 25% and City of Colton 75%); **Del Rosa Drive at 3rd Street** (City of San Bernardino 50% and City of Highland 50%) — A6-1

- In **Appendix D; Level of Service Calculation Worksheets**: Staff notes that all level of service analysis for City of San Bernardino traffic signals are consistently modeled using a cycle length of 100 seconds. The traffic signals on Waterman Avenue (Table A numbers 5,6,68-70) are currently synchronized and operate on AM/PM cycle lengths of 80/90 seconds respectively. The traffic signals on Tippecanoe Avenue (numbers 72-74) are also synchronized and operate on AM/PM cycle lengths of 80/90 seconds. Sterling Avenue signals (77,78) operate on a cycle length of 70 seconds. The **Existing Conditions** scenarios should reflect existing field conditions. The City has also never implemented optimum cycle lengths of 180 seconds. — A6-2

- Staff noted erroneous traffic signal phase sequences coded at intersections # 68,69,77. There are no existing protected left-turn signals on 3rd Street or 5th Street at Waterman Avenue. There are also no left-turn signals at Sterling Avenue/ 5th Street. — A6-3

- **Table M Improvement Costs**: Needs to be expanded to identify location and fair share cost per each jurisdiction. Please revise the I-10 Freeway Interchange improvement costs of $28,000,000 (each) at Tippecanoe Avenue and Mt. View Avenue with revised project contributions (per CMP guidelines estimation). Please provide the analysis/justification and proposed discussion strategy with local agencies to support the build-out mitigation narrative (pages 41-43) and subsequent Table M Improvement Costs for the following locations: — A6-4

1) **Waterman Ave./Hospitality Lane**: There is no justification for an additional southbound left-turn lane based on the numbers shown in build out scenarios. A6-5

2) **Waterman Avenue at Rerdlands Blvd.**: There are two existing westbound through lanes with a shared right turn lane. Staff agrees with the need for a southbound right-turn overlap. A6-6

3) **Waterman Ave/ Washington Street**: An additional eastbound left turn lane is presently being built as part of a CMAQ Project and there is an existing exclusive southbound right turn lane. A6-7

4) **Waterman Ave./ 3rd and 5th Streets**: The City proposes to install protected-permissive left-turn signals on 3rd and 5th Streets. A6-8

5) **Tippecanoe Avenue/ San Bernardino Avenue**: There are existing left-turn lanes with protected-permissive left-turn signals in all directions. Staff agrees with the need for an exclusive westbound right turn only lane with overlap capability. A6-9

Deborah, thank you once again for providing our office with the opportunity to review and comment on the TIA. Any information that can be provided by LSA on these inquiries would be appreciated. Please contact Mr. Tim Porter of my staff at (909) 384-5253 if clarification is required.

Sincerely,

Anwar Wagdy
Traffic Engineer

Cc: James Funk, Director of Development Services
Valerie Ross, Deputy Director/ City Planner

RESPONSE TO LETTER A6

City of San Bernardino, Development Services Department

Response to Comment A6-1. The requested changes have been made to Table A.

Response to Comment A6-2. The level of service (LOS) analyses for existing and unmitigated future conditions have been revised to reflect the cycle lengths indicated in the comment. Summary tables have been revised to reflect the revised analyses.

Response to Comment A6-3. The LOS analyses for existing and unmitigated future conditions have been revised to reflect the signal phasing indicated in the comment. Summary tables have been revised to reflect the revised analyses.

Response to Comment A6-4. Table M has been expanded to indicate the fair share cost for each intersection attributable to each jurisdiction. Freeway interchange improvement costs have been revised to $25,000,000 per interchange. This amount was confirmed with San Bernardino Associated Governments (SANBAG) on May 12, 2004. The analyses and justifications for the listed improvements are included in Responses to Comments A6-5 through A6-9.

Response to Comment A6-5. Although the southbound left turn volume is relatively low for dual left turn lanes, the volume-to-capacity ratio of the intersection is projected to be greater than 1.0 during the p.m. peak hour under build out conditions with only a single southbound left turn lane. Per Congestion Management Plan (CMP) guidelines, the intersection would be operating at LOS F under these circumstances. The additional southbound left turn lane is required to restore satisfactory operations. The purpose of identifying improvements in a traffic impact analysis (TIA) is to develop cost estimates upon which the project's fair share contribution is based. The identified improvements need not be agreeable to any particular jurisdiction. As noted on page C-10 of the CMP guidelines, "If the physical or environmental constraints make mitigation unlikely, then the contribution may be used to improve level of service elsewhere on the system or another location that would relieve the impact."

Response to Comment A6-6. The additional improvements identified in the TIA are required to restore satisfactory operations under build out conditions. The purpose of identifying improvements in a TIA is to develop cost estimates upon which the project's fair share contribution is based. The identified improvements need not be agreeable to any particular jurisdiction. As noted on page C-10 of the CMP guidelines, "If the physical or environmental constraints make mitigation unlikely, then the contribution may be used to improve level of service elsewhere on the system or another location that would relieve the impact." Staff's agreement with the need for the southbound right turn overlap phasing is noted.

Response to Comment A6-7. The LOS analyses for existing and unmitigated future conditions have been revised to reflect the lane geometrics indicated in the comment. Summary tables have been revised to reflect the revised analyses.

Response to Comment A6-8. Comment noted. As a result of the changes made to the analysis in the TIA in Responses to Comments A6-2 and A6-3, no improvements are required to maintain satisfactory operations under build out conditions.

Response to Comment A6-9. The LOS analyses for existing and unmitigated future conditions have been revised to reflect the signal phasing indicated in the comment. Summary tables have been

revised to reflect the revised analyses. Staff's agreement with the need for the westbound right turn lane is noted.

Letter A7

MORENO VALLEY

MAY 3 - 2004

Public Works Department

Transportation Engineering
14177 Frederick Street
P.O. Box 88005
Moreno Valley, CA 92552-0805
Telephone: (909) 413-3140
FAX: (909) 413-3141

April 23, 2004

Ms. Deborah Woldruff, Director
Department of Community Development
City of Loma Linda
25541 Barton Rd
Loma Linda, CA 92354

Subject: Comments on the Draft Traffic Impact Analysis

Dear Ms. Woldruff:

We have reviewed the City of Loma Linda General Plan "Draft Traffic Impact Analysis Volume I – Report". We found three issues that should be addressed in this report.

1. California Street will need to be extended southward to complete the Moreno Valley to San Bernardino Corridor Project. — A7-1
2. The number of lanes required on California Street may be impacted by the extension of California Street. — A7-2
3. The City of Loma Linda should analyze the prospective future intersection of California Street and San Timoteo Canyon Road. — A7-3

Please feel free to contact me at (909) 413-3140 if you have any questions regarding these comments.

Sincerely,

Trent Pulliam, Public Works Director/City Engineer
City of Moreno Valley

Craig S. Neustaedter, City Traffic Engineer
City of Moreno Valley

RESPONSE TO LETTER A7

City of Moreno Valley, Public Works Department

Response to Comment A7-1. The extension of California Street would only be needed to complete the Moreno Valley to San Bernardino (Bi-County) Corridor Project. The Riverside County Transportation Commission has halted planning efforts for the Bi-County Corridor Project. At this time, there is no information available as to when, if ever, these efforts will be resumed. In addition, the San Bernardino Associated Governments has stated that the project is not funded in San Bernardino County. Therefore, the Bi-County Corridor Project cannot be considered a reasonably foreseeable project and is not included in the analysis. As stated above, without the Bi-County Corridor Project, there is no need to extend California Street.

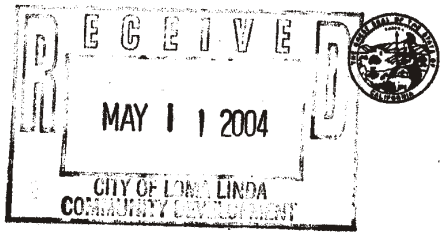
Response to Comment A7-2. The sizing of California Street has been determined to accommodate the traffic generated by build out of the Loma Linda General Plan. If the Bi-County Corridor Project is restarted and ultimately constructed in the future, it may result in higher traffic volumes on California Street than would result simply from build out of the General Plan. In this case, these traffic volumes would clearly be the result of the Bi-County Corridor Project, which would be responsible for providing additional capacity on California Street.

Response to Comment A7-3. See response to comment A7-1. The extension of California Street to San Timoteo Canyon Road is only expected to be constructed as part of the Bi-County Corridor Project. As noted above, this is not a reasonably foreseeable project.

Letter A8

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY Arnold Schwarzenegger, Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 8
464 W Fourth Street, 6th Floor MS 726
San Bernardino, CA 92401-1400



May 6, 2004

Ms. Deborah Woldruff, AICP
Community Development Director
Community Development Department
City of Loma Linda
25541 Barton Road
Loma Linda, CA 92354

Comments for the Draft Transportation Impact Analysis (TIA), and the Transportation and Circulation Element of the City's General Plan Update Project

Dear Ms. Woldruff:

We have completed the review of the Draft Transportation Impact Analysis (TIA), and the Transportation and Circulation Element of the City's General Plan update and have the following comments:

Transportation Impact Analysis (TIA):

1. Consider the impact on the connect street systems that are designed to balance auto, pedestrian and bicycle movement. — A8-1
2. The TIA is thorough and in compliance with the CMP and CEQA guidelines. — A8-2
3. Specify the general plan build-out year. — A8-3

Transportation and Circulation Element:

1. Indicate volumes on the mainline (i.e. freeway). — A8-4
2. Under item 6.8 on page 6-7, it should be six years as opposed to seven years as ISTEA was approved for only six years of which CMP was a part. — A8-5
3. Describe briefly Tier I and Tier II traffic signal coordination. — A8-6
4. Do any multimodal transportation systems currently exist in the City? The word "Multimodal" was used many times without properly describing or giving any examples. — A8-7
5. The intersection of Redlands Boulevard/California Street is signalized at present. Then why to install as indicated in the middle of page 6-8. — A8-8
6. The last sentence of the paragraph under 6.9 on page 6-8 is not clear. — A8-9
7. Was the protected left turn lane at Anderson Street/Tippecanoe Avenue Interchange constructed in 2003 as indicated on page 6-8 at the bottom? — A8-10
8. Any future plans to run trolley bus in the City similar to the City of Redlands? — A8-11
9. Transit on page 6-16 should include other modes of transit beyond buses. Development of Park-n-Ride lots and "Intermodal Transit Centers should be considered to provide future linkage between neighborhoods and commercial areas, and from bus stops to rail facilities. — A8-12
10. Future interchange at I-10 and Evans Street does not appear to meet Current State and Federal guidelines for spacing. — A8-13

The Caltrans Office of Community Planning was established to address a statewide need for community-sensitive approaches to transportation decision-making. Our primary goal is to enhance Caltrans leadership role in the development of community based transportation planning which leads in economic growth, job and housing balance, and consistency with community values.

Thank you for providing us the opportunity to review this proposed project and provides comments. If you have any questions regarding this letter, please contact John Chiu of the Office of Community Planning at (909) 388-7139, Dr. Ramakrishna Tadi of the Office of Forecasting/Traffic Analysis at (909) 383-5904, or Rosa Clark of the IGR/CEQA Review at (909) 383-6908 for assistance.

Sincerely,

Daniel E. Kopulsky, Chief
Office of Transportation and Community Planning

RESPONSE TO LETTER A8

California Department of Transportation, District 8

Response to Comment A8-1. The purpose of the CMP TIA is to identify roadway improvements needed to relieve traffic congestion. It is neither intended nor required to consider an impact on a connecting street system with regard to pedestrian and bicycle movement.

Response to Comment A8-2. Comment noted.

Response to Comment A8-3. No year is associated with build out of the General Plan. The TIA analyzes conditions in which every parcel in the City is developed with the most intense use allowed under the General Plan. This is a "worst-case" scenario that will not likely be achieved.

Response to Comment A8-4. The traffic volumes are illustrated in the General Plan for the purpose of explaining the City's roadway classifications (i.e., sizing). The City is not responsible for determining the size of the freeway mainline, so these volumes are not illustrated in the General Plan itself. Freeway mainline volumes are indicated in the EIR and the TIA for the General Plan, which analyze the impacts of the General Plan on traffic conditions on the freeway.

Response to Comment A8-5. This is a comment on the General Plan that does bear on the analysis in the Environmental Impact Report. The General Plan will be corrected to reflect the commentor's comment.

Response to Comment A8-6. The San Bernardino Valley Coordinated Traffic Signal System Plan is a program administered by the San Bernardino Associated Governments. Tier 1 of the Coordinated Traffic Signal Program began in February 2002. The Tier 1 program will improve and coordinate 290 signals on east-west arterials along the I-10 and SR-60 corridors and north-south arterial segments that will improve traffic flow between the east-west arterials and linkages to the freeway. The first steps of this project include engineering design of the signal interconnect components, development of a signal timing plan, and procurement of upgraded signal controllers and communication equipment. Tier 2 of the program began in July 2003 and will improve and coordinate 279 signals along major arterial streets in the San Bernardino Valley.

Response to Comment A8-7. The primary modes of travel available in the City are automobile, pedestrian, bicycle, and shuttle buses. It is expected that passenger rail service will soon be available with the extension of Metrolink service through the City to the City of Redlands. No significant multimodal facilities currently exist in the City of Loma Linda.

Response to Comment A8-8. California Street is currently offset at Redlands Boulevard. When the intersection is improved, substantial upgrades to the traffic signals will be required. This is a comment on the General Plan that does bear on the analysis in the Environmental Impact Report.

Response to Comment A8-9. The words "interchange new interchange" should be replaced with the word "improvement." This is a comment on the General Plan that does bear on the analysis in the Environmental Impact Report.

Response to Comment A8-10. The sentence is incorrect and has been removed from the General Plan.

Response to Comment A8-11. There are no current plans to run trolley bus service in the City.

Response to Comment A8-12. This is a comment on the General Plan that does bear on the analysis in the Environmental Impact Report. The City concurs that such linkages are to be encouraged.

Response to Comment A8-13. The off-ramp from eastbound Interstate 10 to Evans Street is proposed as part of the improvements to the Tippecanoe Avenue interchange. It is not a full interchange. The Tippecanoe interchange improvements have been developed in conjunction with Caltrans through Caltrans' standard Project Development Process.

Letter A9

Carol Ann Huckaby
25926 Mission Road
Redlands, CA 9237307762

APR 7 2004

April 7, 2004

Loma Linda City Hall
Community Development Dept. Public Counter

25541 Barton Road
Loma Linda, CA 92354

re: Project Notice dated March 22, 2004.

To Whom it May Concern:

I am requesting a copy of the Draft (EIR) Environmental Impact Report, which will be considered by the Planning Commission on May 19th, 2004, as cited in the notice I received, dated March 22, 2004.

I am also requesting copies of all documents referenced in this same notice and wish all copies to be mailed to my address above. I believe that my property is located within the City of Loma Linda Corporate Limits and Sphere of Influence and may be influenced by the City of Loma Linda's adoption the City's General Plan and I wish to be able to submit, if I so desire, a written comment regarding the draft by the date required. A9-1

Sincerely,

Carol Ann Huckaby

Carol Ann Huckaby
Mossman/Huckaby Ranch Trustee

CH:dt

RESPONSE TO LETTER A9

Carol Ann Huckaby

Response to Comment A9-1. A copy of the Loma Linda Draft General Plan and EIR were made available at the Planning Department public counter and the City library for review by the commentor and public in general. CDs of the Loma Linda Draft General Plan and EIR in PDF format were provided to Ms. Huckaby for her review. The property in question is located within the City's General Plan Planning Area. To date the City has not received any additional written comments on the Draft EIR from the commentor.

4.0 REVISIONS TO THE DRAFT PROGRAM ENVIRONMENTAL IMPACT REPORT

The following section contains a set of addendum pages to the Draft EIR dated March 22, 2004. The revisions identified in this section are the result of staff and public review, and are meant to provide clarification of the analysis and mitigation with the Draft EIR. Revisions have been made to the Draft EIR to reflect responses to comments received during the public review period and to correct editorial and typographical errors that were discovered after circulation of the Draft EIR. The revisions cited in this section were found by the City of Loma Linda not to be substantial; therefore, the recirculation of the Draft EIR is not warranted.

In the following pages, headings describing the location of changes in the Draft EIR are underlined (i.e., Section 4.1, page 4-1, paragraph 1). Below this entry, are the revisions made to the Draft EIR. Additions of text are noted by the double underlining of new text, whereas deletions are shown as strikeout text (~~old text~~).

Chapter 4.13.3 Public Educational Facilities, page 4.13-10, Table 4.13.C

Table 4.13.C – Redlands Unified School District Enrollment

School	Capacity			Enrollment			
	Permanent	Portable	Total	2000-2001[1]	2001-2002	2003-2004	Projected 2006
Bryn Mawr Elementary (K-5) 11680 Whittier Avenue, Loma Linda CA 92354	605	311	916	891	946	919	1,075
Smiley Elementary (K-5) 1210 W. Cypress Avenue, Redlands CA 92373	739	25	764	681	663	697	1,024
Victoria Elementary (K-5) 1505 Richardson Street, San Bernardino CA 92408	442	260	702	639	661	665	719
Cope Middle School (6-8) 1000 W. Cypress Avenue, Redlands CA 92373	1,061	522	1,583	1,505	1,602	1,611	1,713
Redlands High School (9-12) 840 E. Citrus Avenue, Redlands CA 92374	2,292	609	2.901	2,722	2,912	3,125	3,268

[1] CBEDS: California Basic Education Date System. The state designates a day in October for reporting enrollment, which is used on year-to-year basis for comparison and reporting purposes. Special education students are not included.

Chapter 4.13.3, page 4.13-11, Table 4.13.D

Table 4.13.D – Colton Joint Unified School District Enrollment

School	Capacities	2000-2001[1]	2001-2002	2003-2004
Reche Canyon Elementary (K-6) 3101 Canyon Vista Drive, Colton CA 92324	750	702	723	785
Terrace Hills Middle School (7-8) 22579 De Berry Street, Grand Terrace CA 92313	1,050	951	979	1,031
Colton High School (9-12) 777 W. Valley Boulevard, Colton CA 92324	2,900	2,720	2,081	3,189

1 CBEDS: California Basic Education Date System. The Designates a day in October for reporting enrollment, which is used on year-to-year basis for comparison and reporting purposes. Special education students are not included.

Chapter 4.14, page 4.14-1, Paragraph 3

Level of Service Concepts

Roadway operations and the relationship between capacity and traffic volumes are generally expressed in terms of levels of service (which are defined using the letter grades A through F). These levels recognize that, while an absolute limit exists as to the amount of traffic traveling through a given intersection (the absolute capacity), the conditions that motorists experience rapidly deteriorate as traffic approaches the absolute capacity. Under such conditions, congestion is experienced. The City of Loma Linda has established Level of Service (LOS) D as its roadway performance ~~capacity~~ standard.

Chapter 4.14, page 4.14-1, Paragraph 4

A complete description of the meaning of LOS can be found in the ~~Highway~~ Transportation Research Board Special Report 209, *Highway Capacity Manual*. The Manual establishes levels of service A through F. Brief descriptions of the six levels of service, as abstracted from the Manual, are as follows:

Chapter 4.14, page 4.14-2, Paragraph 1

For the signalized and unsignalized study area intersections, the 2000 *Highway Capacity Manual* (HCM 2000) analysis methodologies were used to determine intersection levels of service. All levels of service were calculated using the Traffix version ~~7.5~~ 7.6 software, which uses the HCM 2000 methodologies.

Chapter 4.14, page 4.14-6

San Bernardino County CMP TIA procedures require that analysis of future traffic conditions be conducted utilizing traffic projections from an approved local or regional traffic model. General Plan build out traffic volumes for the proposed project were developed using data from the East Valley Traffic Model, which is maintained by the City of San Bernardino. Based on discussions with surrounding jurisdictions, the analysis of General Plan build out conditions assumes that the following improvements will be made to the local and regional circulation network:

- A second eastbound left turn lane will be constructed at the intersection of Waterman Avenue and Washington Street. This project has independent utility, and its need is not caused by project traffic related to implementation of the proposed General Plan.
- Evans Street will be constructed from Redlands Boulevard to Barton Road. This improvement is not part of the regional CMP network.

Chapter 4.14, page 4.14-9

Figures 4.14.1A and 4.14.1B have been revised to reflect corrected future intersection geometrics.

Chapter 4.14, page 4.14-21, 4.14-22

Table 4.14.F has been revised to reflect corrected General Plan build out intersection levels of service.

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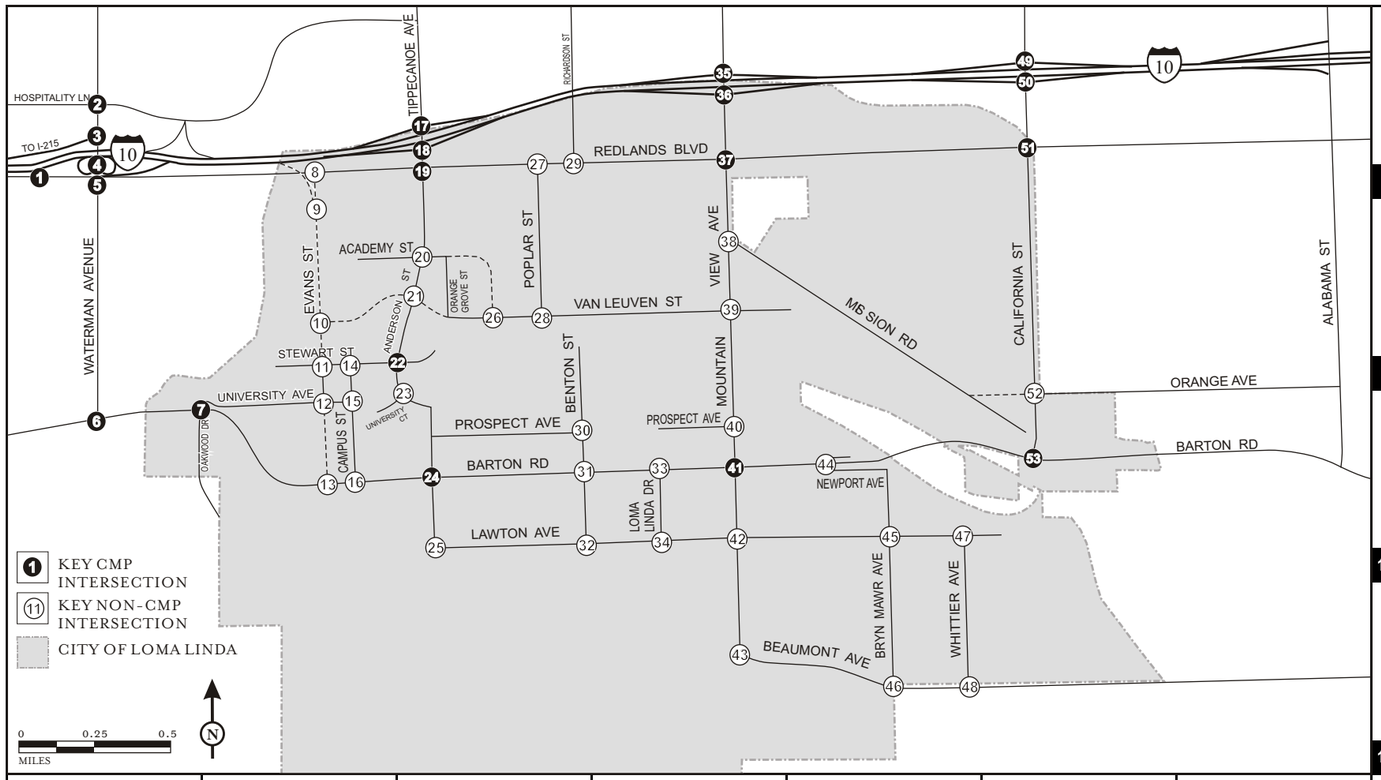

1 I-10 Eastbound Off-Ramp/ Redlands Boulevard

2 Waterman Avenue/ Hospitality Lane

3 Waterman Avenue/ I-215 On-Ramp

4 Waterman Avenue/ I-10 Eastbound Ramps

5 Waterman Avenue/ Redlands Boulevard

6 Waterman Avenue/ Washington Street

7 University Avenue/ Barton Road

8 Evans Street/ Redlands Boulevard

9 Evans Street/ I-10 Eastbound Off-Ramp

10 Evans Street/ Van Leuven Street

11 Evans Street/ Stewart Street

12 Evans Street/ University Avenue

13 Evans Street/ Barton Road

14 Campus Street/ Stewart Street

15 Campus Street/ University Avenue

16 Campus Street/ Barton Road

17 Tippecanoe Avenue/ I-10 Westbound Ramps

18 Anderson Street/ I-10 Eastbound Ramps

19 Anderson Street/ Redlands Boulevard

20 Anderson Street/ Academy Street

21 Anderson Street/ Van Leuven Street

22 Anderson Street/ Stewart Street

23 Anderson Street/ University Court

24 Anderson Street/ Barton Road

25 Anderson Street/ Lawton Avenue

26 Academy Street/ Van Leuven Street

27 Poplar Street/ Redlands Boulevard

28 Poplar Street/ Van Leuven Street

29 Richardson Street/ Redlands Boulevard

30 Benton Street/ Prospect Avenue

31 Benton Street/ Barton Road

32 *Benton Street/ Lawton Avenue*

33 Loma Linda Drive/ Barton Road

34 Loma Linda Drive/ Lawton Avenue

35 Mountain View Avenue/ I-10 Westbound Ramps

36 Mountain View Avenue/ I-10 Eastbound Ramps

37 Mountain View Avenue/ Redlands Boulevard

38 Mountain View Avenue/ Mission Road

39 Mountain View Avenue/ Van Leuven Street

40 Mountain View Avenue/ Prospect Avenue

41 Mountain View Avenue/ Barton Road

42 Mountain View Avenue/ Lawton Avenue

43 Mountain View Avenue/ Beaumont Avenue

44 Newport Avenue/ Barton Road

45 Bryn Mawr Avenue/ Lawton Avenue

46 Bryn Mawr Avenue/ Beaumont Avenue

47 Whittier Avenue/ Lawton Avenue

48 Whittier Avenue/ Beaumont Avenue

49 California Street/ I-10 Westbound Ramps

50 California Street/ I-10 Eastbound Ramps

51 California Street/ Redlands Boulevard

52 California Street/ Mission Road

53 California Street/ Barton Road

LSA

INTERSECTION GEOMETRICS

FIGURE 4.14.1A

City of Loma Linda General Plan EIR

FUTURE INTERSECTION GEOMETRICS

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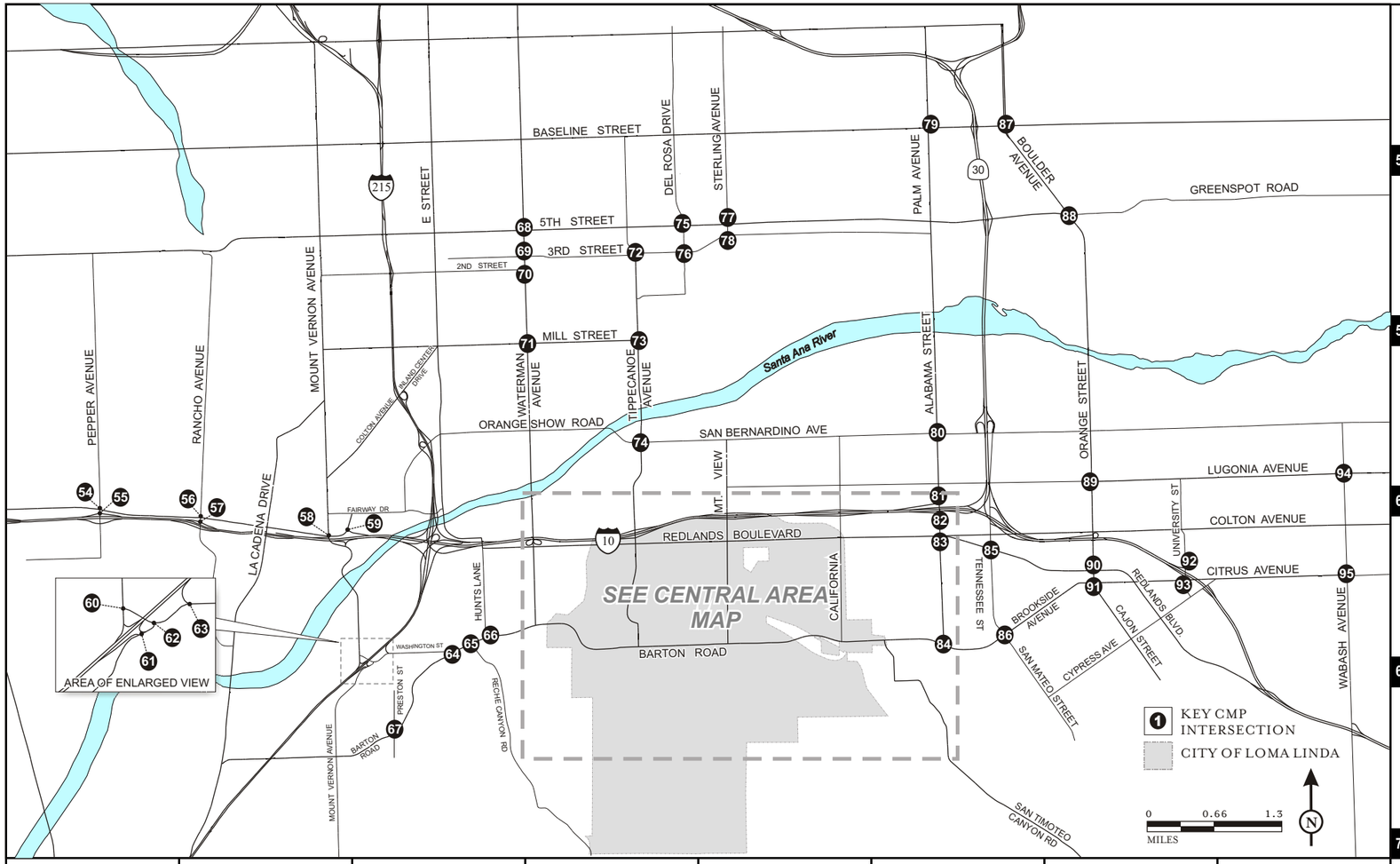

54 Pepper Avenue/ Valley Boulevard

55 Pepper Avenue/ I-10 Westbound Ramps

56 Rancho Avenue/ Valley Boulevard

57 Rancho Avenue/ I-10 Westbound Ramps

58 Mount Vernon Avenue/ Valley Blvd/I-10 WB On-Ramp

59 Sperry Drive/ I-10 Westbound Off-Ramp

60 Mount Vernon Avenue/ I-215 Southbound Ramps

61 Mount Vernon Avenue/ I-215 Northbound Ramps

62 Washington Street/ Mount Vernon Avenue

63 Washington Street/ I-215 Northbound On-Ramp

64 Barton Road/ Washington Street

65 Reche Canyon Road/ Washington Street

RECHE CANYON RD ALIGNS WITH HUNTS LANE

66 Hunts Lane/ Washington Street

67 Preston Street/ Barton Road

68 Waterman Avenue/ Fifth Street

69 Waterman Avenue/ Third Street

70 Waterman Avenue/ Second Street

71 Waterman Avenue/ Mill Street

72 Tippecanoe Avenue/ Third Street

73 Tippecanoe Avenue/ Mill Street

74 Tippecanoe Avenue/ San Bernardino Avenue

75 Del Rosa Drive/ Fifth Street

76 Del Rosa Drive/ Third Street

77 Sterling Avenue/ Fifth Street

78 Sterling Avenue/ Third Street

79 Palm Avenue/ Baseline Street

80 Alabama Street/ San Bernardino Avenue

81 Alabama Street/ I-10 Westbound On-Ramp

82 Alabama Street/ I-10 Eastbound Off-Ramp

83 Alabama Street/ Redlands Boulevard

84 Alabama Street/ Barton Road

85 Tennessee Street/ Redlands Boulevard

86 Brookside Avenue/ San Mateo Street

87 Boulder Avenue/ Baseline Street

88 Boulder Avenue/ Fifth Street

89 Orange Street/ Lugonia Avenue

90 Orange Street/ Redlands Boulevard

91 Orange Street/ Citrus Avenue

92 University Street/ I-10 Westbound On-Ramp

93 University Street/ I-10 Eastbound Off-Ramp

94 Wabash Avenue/ Lugonia Avenue

95 Wabash Avenue/ Citrus Avenue

LSA

INTERSECTION GEOMETRICS

FIGURE 4.14.1B

City of Loma Linda General Plan EIR

FUTURE INTERSECTION GEOMETRICS

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Table 4.14.F - General Plan Build Out Intersection Levels of Service

	Intersection	Control	A.M. Peak Hour V/C	A.M. Peak Hour Delay	A.M. Peak Hour LOS		P.M. Peak Hour V/C	P.M. Peak Hour Delay	P.M. Peak Hour LOS	
1.	I-10 Eastbound Off-Ramp/Redlands Boulevard	Signal	0.81	18.7	B		0.76	26.1	C	
2.	Waterman Avenue/Hospitality Lane	Signal	0.69	28.0	C		1.02	48.8	F	*
3.	Waterman Avenue/I-215 On-Ramp	Uncontrolled		>300	F	*		>300	F	*
4.	Waterman Avenue/I-10 Eastbound Ramps	Uncontrolled	*No Conflicting Movements*							
5.	Waterman Avenue/Redlands Boulevard	Signal	1.04	54.5	F	*	1.55	181.2	F	*
6.	Waterman Avenue/Washington Street	Signal	1.01	41.4	F	*	1.49	165.3	F	*
7.	University Avenue/Barton Road	Signal	0.92	3.0	A		1.17	74.7	F	*
8.	Evans Street/Redlands Boulevard	Signal	0.54	16.0	B		0.92	33.3	C	
9.	Evans Street/I-10 Eastbound Off-Ramp	Uncontrolled	*No Conflicting Movements*							
10.	Evans Street/Van Leuven Street	Signal	0.43	16.8	B		0.39	17.0	B	
11.	Evans Street/Stewart Street	TWSC	0.47	24.0	C		0.40	23.6	C	
12.	Evans Street/University Avenue	TWSC	0.75	32.3	D		0.64	21.8	C	
13.	Evans Street/Barton Road	Signal	0.70	18.6	B		0.86	20.0	B	
14.	Campus Street/Stewart Street	AWSC	0.89	31.3	D		1.00	39.5	F	*
15.	Campus Street/University Avenue	AWSC	0.83	21.0	C		0.35	9.7	A	
16.	Campus Street/Barton Road	Signal	0.64	11.3	B		0.80	11.9	B	
17.	Tippecanoe Avenue/I-10 Westbound Ramps	Signal	1.17	50.2	F	*	1.42	113.2	F	*
18.	Anderson Street/I-10 Eastbound Ramps	Signal	0.90	29.1	C		1.14	68.3	F	*
19.	Anderson Street/Redlands Boulevard	Signal	0.80	33.2	C		1.06	55.0	F	*
20.	Anderson Street/Academy Street	Signal	0.78	31.6	C		0.63	20.3	C	
21.	Anderson Street/Van Leuven Street	Signal	0.72	23.5	C		0.59	27.4	C	
22.	Anderson Street/Stewart Street	Signal	0.73	24.7	C		0.64	23.7	C	
23.	Anderson Street/University Court	Signal	0.31	2.0	A		0.31	2.2	A	
24.	Anderson Street/Barton Road	Signal	0.77	27.5	C		1.02	49.9	F	*
25.	Anderson Street/Lawton Avenue	TWSC		12.4	B			13.6	B	
26.	Academy Street/Van Leuven Street	TWSC		12.7	B				A	
27.	Poplar Street/Redlands Boulevard	TWSC		46.4	E	*		>300	F	*
28.	Poplar Street/Van Leuven Street	TWSC		16.9	C			20.4	C	
29.	Richardson Street/Redlands Boulevard	TWSC		>300	F	*		>300	F	*
30.	Benton Street/Prospect Avenue	AWSC	1.26	93.7	F	*	0.90	27.0	D	
31.	Benton Street/Barton Road	Signal	0.76	18.1	B		0.95	27.2	C	
32.	Benton Street/Lawton Avenue	TWSC		11.4	B			11.8	B	
33.	Loma Linda Drive/Barton Road	Signal	0.69	13.7	B		1.10	51.2	F	*
34.	Loma Linda Drive/Lawton Avenue	AWSC	0.39	9.1	A		0.38	9.7	A	
35.	Mountain View Avenue/I-10 Westbound Ramps	Signal	1.46	218.9	F	*	1.38	203.0	F	*
36.	Mountain View Avenue/I-10 Eastbound Ramps	Signal	1.60	285.7	F	*	1.47	234.8	F	*
37.	Mountain View Avenue/Redlands Boulevard	Signal	0.97	39.1	D		1.15	80.3	F	*
38.	Mountain View Avenue/Mission Road	TWSC		31.7	D			>300	F	*
39.	Mountain View Avenue/Van Leuven Street	Signal	0.70	17.3	B		0.75	20.5	C	
40.	Mountain View Avenue/Prospect Avenue	Signal	0.63	16.7	B		0.76	26.2	C	
41.	Mountain View Avenue/Barton Road	Signal	0.93	29.8	C		0.99	38.0	D	
42.	Mountain View Avenue/Lawton Avenue	AWSC	1.01	32.8	F	*	0.67	14.2	B	
43.	Mountain View Avenue/Beaumont Avenue	AWSC	0.31	8.6	A		0.53	11.3	B	
44.	Newport Avenue/Barton Road	Signal	0.74	9.6	A		0.88	12.8	B	
45.	Bryn Mawr Avenue/Lawton Avenue	AWSC	0.45	11.8	B		0.31	9.3	A	
46.	Bryn Mawr Avenue/Beaumont Avenue	TWSC		10.7	B			12.1	B	
47.	Whittier Avenue/Lawton Avenue	AWSC	0.56	12.2	B		0.25	8.3	A	
48.	Whittier Avenue/Beaumont Avenue	TWSC		10.1	B			9.5	A	
49.	California Street/I-10 Westbound Ramps	Signal	1.16	81.6	F	*	1.65	202.5	F	*
50.	California Street/I-10 Eastbound Ramps	Signal	1.44	185.8	F	*	1.67	169.6	F	*
51.	California Street/Redlands Boulevard	Signal	1.56	216.8	F	*	2.23	430.0	F	*
52.	California Street/Mission Road	TWSC		>300	F	*		>300	F	*
53.	California Street/Barton Road	Signal	0.91	32.2	C		1.26	100.6	F	*

Table 4.14.F - General Plan Build Out Intersection Levels of Service

	Intersection	Control	A.M. Peak Hour V/C	A.M. Peak Hour Delay	A.M. Peak Hour LOS		P.M. Peak Hour V/C	P.M. Peak Hour Delay	P.M. Peak Hour LOS	
54 .	Pepper Avenue/Valley Boulevard	Signal	1.11	86.3	F	*	1.17	101.5	F	*
55 .	Pepper Avenue/I-10 Westbound Ramps	Signal	1.14	57.7	F	*	1.13	60.7	F	*
56 .	Rancho Avenue/Valley Boulevard	Signal	0.95	44.3	D		1.00	48.9	D	
57 .	Rancho Avenue/I-10 Westbound Ramps	Signal	0.75	23.6	C		0.99	42.4	D	
58 .	Mount Vernon Av./Valley Blvd./I-10 WB On-Ramp	Signal	0.77	33.0	C		1.16	101.4	F	*
59 .	Sperry Drive/I-10 Westbound Off-Ramp	TWSC		34.7	D			>300	F	*
60 .	Mount Vernon Avenue/I-215 Southbound Ramps	Signal	1.27	99.4	F	*	1.63	202.0	F	*
61 .	Mount Vernon Avenue/I-215 Northbound Ramps	Signal	0.85	36.8	D		0.71	28.5	C	
62 .	Washington Street/Mount Vernon Avenue	Signal	0.54	20.6	C		0.93	32.1	C	
63 .	Washington Street/I-215 Northbound On-Ramp	Uncontrolled		34.4	D			166.6	F	*
64 .	Barton Road/Washington Street	Signal	0.98	49.6	D		1.62	240.7	F	*
65 .	Reche Canyon Road/Washington Street	*Reche Canyon Aligns With Hunts Lane*								
66 .	Hunts Lane/Washington Street	Signal	1.20	90.2	F	*	1.63	273.3	F	*
67 .	Preston Street/Barton Road	Signal	0.42	15.0	B		0.77	21.5	C	
68 .	Waterman Avenue/5th Street	Signal	0.77	24.1	C		1.00	35.5	D	
69 .	Waterman Avenue/3rd Street	Signal	0.83	23.9	C		0.95	30.0	C	
70 .	Waterman Avenue/2nd Street	Signal	0.46	6.6	A		0.62	13.3	B	
71 .	Waterman Avenue/Mill Street	Signal	0.67	31.0	C		0.81	35.6	D	
72 .	Tippecanoe Avenue/3rd Street	Signal	1.00	44.2	D		0.87	37.6	D	
73 .	Tippecanoe Avenue/Mill Street	Signal	0.87	33.7	C		1.63	219.8	F	*
74 .	Tippecanoe Avenue/San Bernardino Avenue	Signal	0.80	28.0	C		1.09	108.0	F	*
75 .	Del Rosa Drive/5th Street	Signal	0.67	17.8	B		0.65	18.4	B	
76 .	Del Rosa Drive/3rd Street	Signal	0.60	26.8	C		0.66	31.7	C	
77 .	Sterling Avenue/5th Street	Signal	0.54	11.9	B		0.57	11.5	B	
78 .	Sterling Avenue/3rd Street	Signal	0.58	17.2	B		0.59	14.4	B	
79 .	Palm Avenue/Baseline Street	Signal	0.55	29.4	C		0.76	35.8	D	
80 .	Alabama Street/San Bernardino Avenue	Signal	0.60	25.7	C		0.85	37.9	D	*
81 .	Alabama Street/I-10 Westbound On-Ramp	Signal	1.19	100.5	F	*	1.41	164.4	F	*
82 .	Alabama Street/I-10 Eastbound Off-Ramp	Signal	0.77	23.9	C		0.86	25.4	C	
83 .	Alabama Street/Redlands Boulevard	Signal	0.79	35.8	D	*	0.94	50.8	D	*
84 .	Alabama Street/Barton Road	Signal	0.77	31.8	C		0.77	30.1	C	
85 .	Tennessee Street/Redlands Boulevard	Signal	0.42	19.1	B		0.68	24.6	C	
86 .	Brookside Avenue/San Mateo Street	Signal	0.52	21.7	C		0.79	26.1	C	
87 .	Boulder Avenue/Baseline Street	Signal	0.71	24.9	C		0.85	37.8	D	
88 .	Boulder Avenue/5th Street	Signal	1.38	145.6	F	*	1.38	141.3	F	*
89 .	Orange Street/Lugonia Avenue	Signal	0.73	32.1	C		0.65	28.9	C	
90 .	Orange Street/Redlands Boulevard	Signal	0.56	28.6	C		0.92	42.8	D	*
91 .	Orange Street/Citrus Avenue	Signal	0.51	26.5	C		0.72	32.1	C	
92 .	University Street/I-10 Westbound On-Ramp	TWSC		>300	F	*		>300	F	*
93 .	University Street/I-10 Eastbound Off-Ramp	TWSC		35.9	E	*		80.2	F	*
94 .	Wabash Avenue/Lugonia Avenue	AWSC	1.98	188.7	F	*	4.90	873.3	F	*
95 .	Wabash Avenue/Citrus Avenue	AWSC	0.88	33.8	D	*	1.25	65.4	F	*

* Exceeds level of service standard

Notes:

V/C = Volume/capacity ratio
Delay = Average control delay in seconds. At TWSC intersections, worst-case approach is reported.
LOS = Level of Service
TWSC = Two-Way Stop Control
AWSC = All-Way Stop Control

Chapter 4.14, page 4.14.29, Paragraph 6

- Waterman Avenue/Washington Street - Addition of ~~an eastbound left turn lane and~~ a westbound through lane. Modification of signal phasing to provide southbound right turn overlap phasing.

Chapter 4.14, page 4.14-30, Paragraphs 17-20

- ~~Waterman Avenue/5th Street - Addition of a westbound left turn lane and a northbound through lane.~~
- ~~Waterman Avenue/3rd Street - Addition of a dedicated northbound right turn lane.~~
- Tippecanoe Avenue/Mill Street - Addition of a dedicated northbound right turn lane, a southbound left turn lane, an eastbound left turn lane, ~~two~~ one dedicated eastbound right turn lane~~s~~, a westbound left turn lane, and a dedicated westbound right turn lane. Modification of signal phasing to provide eastbound right turn overlap phasing.
- Tippecanoe Avenue/San Bernardino Avenue - Addition of a northbound left turn lane, a southbound left turn lane~~, an eastbound left turn lane~~, a westbound left turn lane, and a dedicated westbound right turn lane.

Chapter 4.14, page 4.14-33, 4.14-35

Figures 4.14.4A and 4.14.4B have been revised to reflect corrected mitigated intersection geometrics.

Chapter 4.14, page 4.14-39, 4.14-40

Table 4.14.K has been revised to reflect corrected General Plan build out with improvements intersection levels of service.

Appendix E

Appendix E (Traffic Impact Analysis) of the DEIR has been revised in response to comments received on the DEIR.

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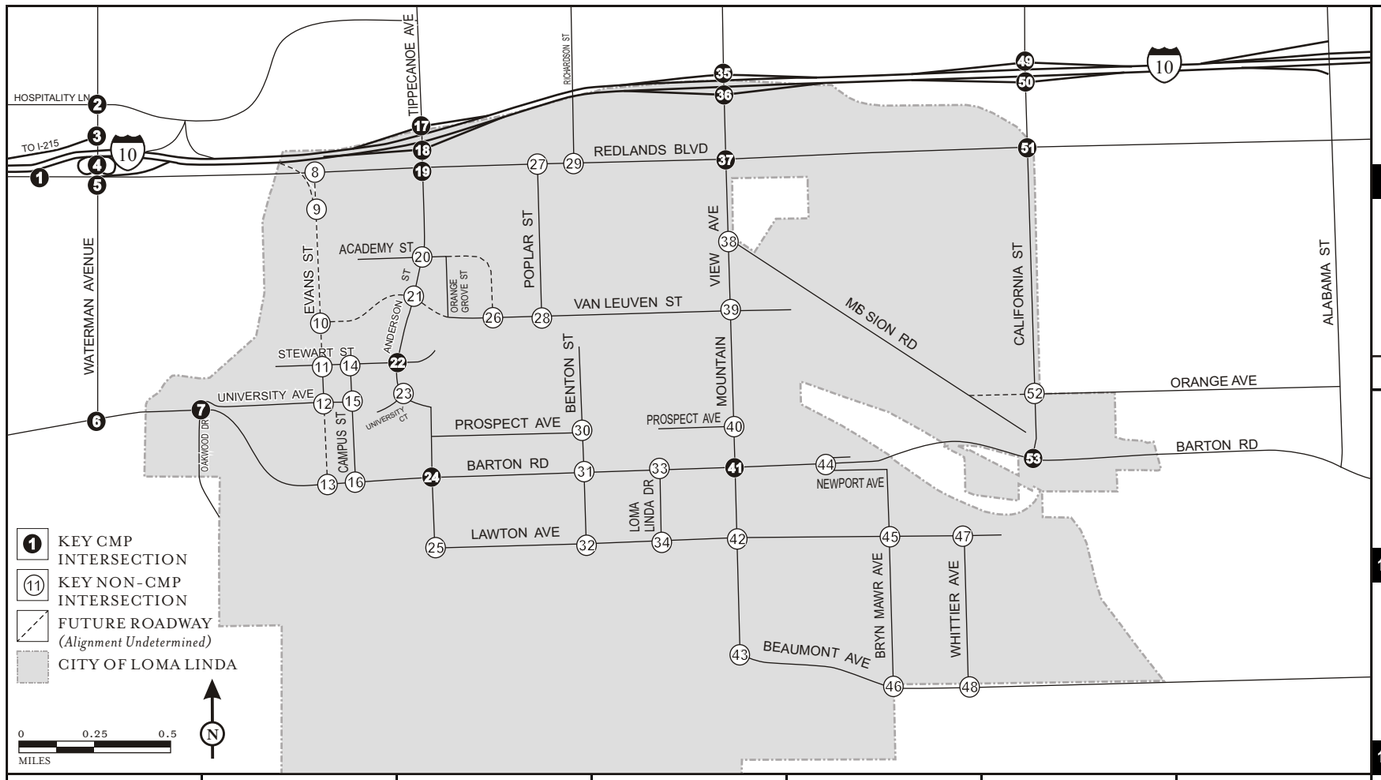

1 I-10 Eastbound Off-Ramp/ Redlands Boulevard
2 Waterman Avenue/ Hospitality Lane
3 Waterman Avenue/ I-215 On-Ramp
4 Waterman Avenue/ I-10 Eastbound Ramps
5 Waterman Avenue/ Redlands Boulevard
6 Waterman Avenue/ Washington Street
7 University Avenue/ Barton Road
8 Evans Street/ Redlands Boulevard
9 Evans Street/ I-10 Eastbound Off-Ramp
10 Evans Street/ Van Leuven Street
11 Evans Street/ Stewart Street
12 Evans Street/ University Avenue
13 Evans Street/ Barton Road
14 Campus Street/ Stewart Street
15 Campus Street/ University Avenue
16 Campus Street/ Barton Road
17 Tippecanoe Avenue/ I-10 Westbound Ramps
18 Anderson Street/ I-10 Eastbound Ramps
19 Anderson Street/ Redlands Boulevard
20 Anderson Street/ Academy Street
21 Anderson Street/ Van Leuven Street
22 Anderson Street/ Stewart Street
23 Anderson Street/ University Court
24 Anderson Street/ Barton Road
25 Anderson Street/ Lawton Avenue
26 Academy Street/ Van Leuven Street
27 Poplar Street/ Redlands Boulevard
28 Poplar Street/ Van Leuven Street
29 Richardson Street/ Redlands Boulevard
30 Benton Street/ Prospect Avenue
31 Benton Street/ Barton Road
32 Benton Street/ Lawton Avenue
33 Loma Linda Drive/ Barton Road
34 Loma Linda Drive/ Lawton Avenue
35 Mountain View Avenue/ I-10 Westbound Ramps
36 Mountain View Avenue/ I-10 Eastbound Ramps
37 Mountain View Avenue/ Redlands Boulevard
38 Mountain View Avenue/ Mission Road
39 Mountain View Avenue/ Van Leuven Street
40 Mountain View Avenue/ Prospect Avenue
41 Mountain View Avenue/ Barton Road
42 Mountain View Avenue/ Lawton Avenue
43 Mountain View Avenue/ Beaumont Avenue
44 Newport Avenue/ Barton Road
45 Bryn Mawr Avenue/ Lawton Avenue
46 Bryn Mawr Avenue/ Beaumont Avenue
47 Whittier Avenue/ Lawton Avenue
48 Whittier Avenue/ Beaumont Avenue
49 California Street/ I-10 Westbound Ramps
50 California Street/ I-10 Eastbound Ramps
51 California Street/ Redlands Boulevard
52 California Street/ Mission Road
53 California Street/ Barton Road

LSA

INTERSECTION GEOMETRICS
F FREE RIGHT TURN
1 INTERSECTIONS NOT REQUIRING MITIGATION
2 INTERSECTIONS REQUIRING MITIGATION

FIGURE 4.14.4A

City of Loma Linda General Plan EIR

MITIGATED INTERSECTION GEOMETRICS

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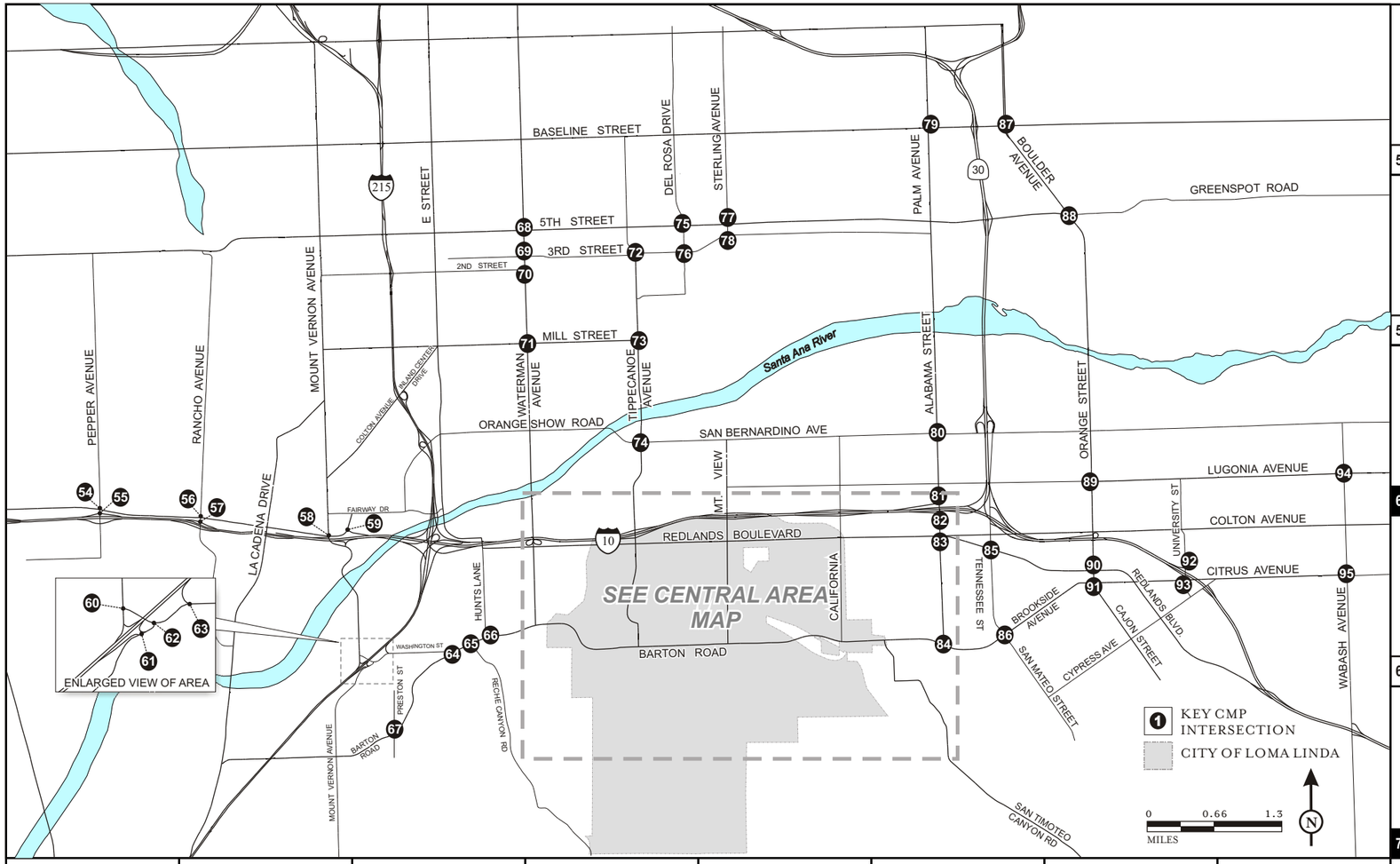

54 Pepper Avenue/ Valley Boulevard

55 Pepper Avenue/ I-10 Westbound Ramps

56 Rancho Avenue/ Valley Boulevard

57 Rancho Avenue/ I-10 Westbound Ramps

58 Mount Vernon Avenue/ Valley Blvd/I-10 WB On-Ramp

59 Sperry Drive/ I-10 Westbound Off-Ramp

60 Mount Vernon Avenue/ I-215 Southbound Ramps

61 Mount Vernon Avenue/ I-215 Northbound Ramps

62 Washington Street/ Mount Vernon Avenue

63 Washington Street/ I-215 Northbound On-Ramp

64 Barton Road/ Washington Street

65 Reche Canyon Road/ Washington Street

RECHE CANYON RD ALIGNS WITH HUNTS LANE

66 Hunts Lane/ Washington Street

67 Preston Street/ Barton Road

68 Waterman Avenue/ Fifth Street

69 Waterman Avenue/ Third Street

70 Waterman Avenue/ Second Street

71 Waterman Avenue/ Mill Street

72 Tippecanoe Avenue/ Third Street

73 Tippecanoe Avenue/ Mill Street

74 Tippecanoe Avenue/ San Bernardino Avenue

75 Del Rosa Drive/ Fifth Street

76 Del Rosa Drive/ Third Street

77 Sterling Avenue/ Fifth Street

78 Sterling Avenue/ Third Street

79 Palm Avenue/ Baseline Street

80 Alabama Street/ San Bernardino Avenue

81 Alabama Street/ I-10 Westbound On-Ramp

82 Alabama Street/ I-10 Eastbound Off-Ramp

83 Alabama Street/ Redlands Boulevard

84 Alabama Street/ Barton Road

85 Tennessee Street/ Redlands Boulevard

86 Brookside Avenue/ San Mateo Street

87 Boulder Avenue/ Baseline Street

88 Boulder Avenue/ Fifth Street

89 Orange Street/ Lugonia Avenue

90 Orange Street/ Redlands Boulevard

91 Orange Street/ Citrus Avenue

92 University Street/ I-10 Westbound On-Ramp

93 University Street/ I-10 Eastbound Off-Ramp

94 Wabash Avenue/ Lugonia Avenue

95 Wabash Avenue/ Citrus Avenue

LSA

INTERSECTION GEOMETRICS

F FREE RIGHT TURN

1 INTERSECTIONS NOT REQUIRING MITIGATION

2 INTERSECTIONS REQUIRING MITIGATION

FIGURE 4.14.4B

City of Loma Linda General Plan EIR

MITIGATED INTERSECTION GEOMETRICS

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Table 4.14.K - General Plan Build Out With Improvements Intersection Levels of Service

	Intersection	Control	A.M. Peak Hour			P.M. Peak Hour		
			V/C	Delay	LOS	V/C	Delay	LOS
1.	I-10 Eastbound Off-Ramp/Redlands Boulevard	Signal	0.81	18.7	B	0.76	26.1	C
2.	Waterman Avenue/Hospitality Lane	Signal	0.69	27.2	C	0.98	47.2	D
3.	Waterman Avenue/I-215 On-Ramp	Signal	0.62	5.9	A	0.83	10.4	B
4.	Waterman Avenue/I-10 Eastbound Ramps	Uncontrolled	*No Conflicting Movements*					
5.	Waterman Avenue/Redlands Boulevard	Signal	0.66	25.4	C	0.93	40.8	D
6.	Waterman Avenue/Washington Street	Signal	0.65	17.4	B	0.98	36.1	D
7.	University Avenue/Barton Road	Signal	0.77	20.6	C	0.99	35.6	D
8.	Evans Street/Redlands Boulevard	Signal	0.54	16.0	B	0.92	33.3	C
9.	Evans Street/I-10 Eastbound Off-Ramp	Uncontrolled	*No Conflicting Movements*					
10.	Evans Street/Van Leuven Street	Signal	0.43	16.8	B	0.39	17.0	B
11.	Evans Street/Stewart Street	TWSC	0.47	24.0	C	0.40	23.6	C
12.	Evans Street/University Avenue	TWSC	0.75	32.3	D	0.64	21.8	C
13.	Evans Street/Barton Road	Signal	0.70	18.6	B	0.86	20.0	B
14.	Campus Street/Stewart Street	AWSC	0.79	20.7	C	0.75	19.7	C
15.	Campus Street/University Avenue	AWSC	0.83	21.0	C	0.35	9.7	A
16.	Campus Street/Barton Road	Signal	0.64	11.3	B	0.80	11.9	B
17.	Tippecanoe Avenue/I-10 Westbound Ramps	Signal	0.75	24.7	C	0.84	26.0	C
18.	Anderson Street/I-10 Eastbound Ramps	Signal	0.68	21.0	C	0.94	31.4	C
19.	Anderson Street/Redlands Boulevard	Signal	0.78	30.9	C	0.93	42.4	D
20.	Anderson Street/Academy Street	Signal	0.78	31.6	C	0.63	20.3	C
21.	Anderson Street/Van Leuven Street	Signal	0.72	23.5	C	0.59	27.4	C
22.	Anderson Street/Stewart Street	Signal	0.73	24.7	C	0.64	23.7	C
23.	Anderson Street/University Court	Signal	0.31	2.0	A	0.31	2.2	A
24.	Anderson Street/Barton Road	Signal	0.71	24.2	C	0.96	35.9	D
25.	Anderson Street/Lawton Avenue	TWSC		12.4	B		13.6	B
26.	Academy Street/Van Leuven Street	TWSC		12.7	B			A
27.	Poplar Street/Redlands Boulevard	Signal	0.33	3.7	A	0.65	13.5	B
28.	Poplar Street/Van Leuven Street	TWSC		16.9	C		20.4	C
29.	Richardson Street/Redlands Boulevard	Signal	0.56	19.1	B	0.70	20.2	C
30.	Benton Street/Prospect Avenue	AWSC	0.91	23.7	C	0.98	32.7	D
31.	Benton Street/Barton Road	Signal	0.76	18.1	B	0.95	27.2	C
32.	Benton Street/Lawton Avenue	TWSC		11.4	B		11.8	B
33.	Loma Linda Drive/Barton Road	Signal	0.67	15.9	B	0.99	30.8	C
34.	Loma Linda Drive/Lawton Avenue	AWSC	0.39	9.1	A	0.38	9.7	A
35.	Mountain View Avenue/I-10 Westbound Ramps	Signal	0.96	37.3	D	0.98	39.0	D
36.	Mountain View Avenue/I-10 Eastbound Ramps	Signal	0.99	41.8	D	0.96	33.5	C
37.	Mountain View Avenue/Redlands Boulevard	Signal	0.93	33.8	C	0.99	48.1	D
38.	Mountain View Avenue/Mission Road	Signal	0.55	12.4	B	0.84	22.9	C
39.	Mountain View Avenue/Van Leuven Street	Signal	0.70	17.3	B	0.75	20.5	C
40.	Mountain View Avenue/Prospect Avenue	Signal	0.63	16.7	B	0.76	26.2	C
41.	Mountain View Avenue/Barton Road	Signal	0.93	29.8	C	0.99	38.0	D
42.	Mountain View Avenue/Lawton Avenue	AWSC	0.80	20.3	C	0.75	16.9	C
43.	Mountain View Avenue/Beaumont Avenue	AWSC	0.31	8.6	A	0.53	11.3	B
44.	Newport Avenue/Barton Road	Signal	0.74	9.6	A	0.88	12.8	B
45.	Bryn Mawr Avenue/Lawton Avenue	AWSC	0.45	11.8	B	0.31	9.3	A
46.	Bryn Mawr Avenue/Beaumont Avenue	TWSC		10.7	B		12.1	B
47.	Whittier Avenue/Lawton Avenue	AWSC	0.56	12.2	B	0.25	8.3	A
48.	Whittier Avenue/Beaumont Avenue	TWSC		10.1	B		9.5	A
49.	California Street/I-10 Westbound Ramps	Signal	0.60	25.2	C	0.85	31.1	C
50.	California Street/I-10 Eastbound Ramps	Signal	0.75	23.0	C	0.89	30.0	C
51.	California Street/Redlands Boulevard	Signal	0.88	31.7	C	0.98	46.1	D
52.	California Street/Mission Road	Signal	0.82	27.6	C	0.79	32.1	C
53.	California Street/Barton Road	Signal	0.70	19.6	B	0.85	25.9	C

Table 4.14.K - General Plan Build Out With Improvements Intersection Levels of Service

Intersection	Control	A.M. Peak Hour V/C	A.M. Peak Hour Delay	A.M. Peak Hour LOS	P.M. Peak Hour V/C	P.M. Peak Hour Delay	P.M. Peak Hour LOS
54 . Pepper Avenue/Valley Boulevard	Signal	0.99	47.1	D	0.98	47.7	D
55 . Pepper Avenue/I-10 Westbound Ramps	Signal	0.96	30.1	C	0.85	25.4	C
56 . Rancho Avenue/Valley Boulevard	Signal	0.95	44.3	D	1.00	48.9	D
57 . Rancho Avenue/I-10 Westbound Ramps	Signal	0.75	23.6	C	0.99	42.4	D
58 . Mount Vernon Av./Valley Blvd./I-10 WB On-Ramp	Signal	0.69	30.6	C	0.90	41.9	D
59 . Sperry Drive/I-10 Westbound Off-Ramp	TWSC		12.7	B		31.8	D
60 . Mount Vernon Avenue/I-215 Southbound Ramps	Signal	0.89	37.8	D	0.87	36.9	D
61 . Mount Vernon Avenue/I-215 Northbound Ramps	Signal	0.85	36.8	D	0.71	28.5	C
62 . Washington Street/Mount Vernon Avenue	Signal	0.54	20.6	C	0.93	32.1	C
63 . Washington Street/I-215 Northbound On-Ramp	Uncontrolled			A			A
64 . Barton Road/Washington Street	Signal	0.71	32.4	C	0.99	62.0	E
65 . Reche Canyon Road/Washington Street	*Reche Canyon Aligns With Hunts Lane*						
66 . Hunts Lane/Washington Street	Signal	0.87	33.2	C	0.99	49.8	D
67 . Preston Street/Barton Road	Signal	0.42	15.0	B	0.77	21.5	C
68 . Waterman Avenue/5th Street	Signal	0.77	24.1	C	1.00	35.5	D
69 . Waterman Avenue/3rd Street	Signal	0.83	23.9	C	0.95	30.0	C
70 . Waterman Avenue/2nd Street	Signal	0.46	6.6	A	0.62	13.3	B
71 . Waterman Avenue/Mill Street	Signal	0.67	31.0	C	0.81	35.6	D
72 . Tippecanoe Avenue/3rd Street	Signal	1.00	44.2	D	0.87	37.6	D
73 . Tippecanoe Avenue/Mill Street	Signal	0.71	23.4	C	1.00	43.2	D
74 . Tippecanoe Avenue/San Bernardino Avenue	Signal	0.66	22.4	C	0.98	50.8	D
75 . Del Rosa Drive/5th Street	Signal	0.67	17.8	B	0.65	18.4	B
76 . Del Rosa Drive/3rd Street	Signal	0.60	26.8	C	0.66	31.7	C
77 . Sterling Avenue/5th Street	Signal	0.58	17.2	B	0.57	11.5	B
78 . Sterling Avenue/3rd Street	Signal	0.54	17.2	B	0.59	14.4	B
79 . Palm Avenue/Baseline Street	Signal	0.55	29.4	C	0.76	35.8	D
80 . Alabama Street/San Bernardino Avenue	Signal	0.58	24.8	C	0.70	31.3	C
81 . Alabama Street/I-10 Westbound On-Ramp	Signal	0.81	30.0	C	0.85	29.2	C
82 . Alabama Street/I-10 Eastbound Off-Ramp	Signal	0.77	23.9	C	0.86	25.4	C
83 . Alabama Street/Redlands Boulevard	Signal	0.61	29.2	C	0.73	34.0	C
84 . Alabama Street/Barton Road	Signal	0.77	31.8	C	0.77	30.1	C
85 . Tennessee Street/Redlands Boulevard	Signal	0.42	19.1	B	0.68	24.6	C
86 . Brookside Avenue/San Mateo Street	Signal	0.52	21.7	C	0.79	26.1	C
87 . Boulder Avenue/Baseline Street	Signal	0.71	24.9	C	0.85	37.8	D
88 . Boulder Avenue/5th Street	Signal	0.93	36.5	D	0.98	44.1	D
89 . Orange Street/Lugonia Avenue	Signal	0.73	32.1	C	0.65	28.9	C
90 . Orange Street/Redlands Boulevard	Signal	0.53	26.5	C	0.75	33.9	C
91 . Orange Street/Citrus Avenue	Signal	0.51	26.5	C	0.72	32.1	C
92 . University Street/I-10 Westbound On-Ramp	Signal	0.88	30.9	C	0.84	31.2	C
93 . University Street/I-10 Eastbound Off-Ramp	Signal	0.46	17.3	B	0.57	18.5	B
94 . Wabash Avenue/Lugonia Avenue	Signal	0.71	25.6	C	0.99	44.5	D
95 . Wabash Avenue/Citrus Avenue	Signal	0.38	16.2	B	0.45	15.9	B

* Exceeds level of service standard

Notes:

V/C = Volume/capacity ratio
Delay = Average control delay in seconds. At TWSC intersections, worst-case approach is reported.
LOS = Level of Service
TWSC = Two-Way Stop Control
AWSC = All-Way Stop Control

5.0 MITIGATION MONITORING PROGRAM

This mitigation monitoring program has been prepared for use in implementing the mitigation measures contained in the Environmental Impact Report ("EIR") for the Loma Linda General Plan (SCH No. 2001101044). The program has been prepared in compliance with State law by the City of Loma Linda.

The California Environmental Quality Act requires adoption of a reporting or monitoring program for those measures placed on a project to mitigate or avoid adverse effects on the environment. (Public Resource Code Section 21081.6) The law states that the reporting or monitoring program shall be designed to ensure compliance during project implementation.

The monitoring program contains the following elements:

1) The mitigation measures are recorded with the action and procedure necessary to ensure compliance. In some instances, one action may be used to verify implementation of several mitigation measures.

2) A procedure for compliance and verification has been outlined for each action necessary. This procedure designates who will take action, what action will be taken and when, and to whom and when compliance will be reported.

3) The program has been designed to be flexible. As monitoring progresses, changes to compliance procedures may be necessary based upon recommendations of those responsible for the program. As changes are made, new monitoring compliance procedures and records will be developed and incorporated into the program.

MITIGATION MONITORING PROGRAM CHECKLIST

Project File No. / Name: City of Loma Linda General Plan **Applicant:** City of Loma Linda

Date: May 19, 2004

Key to Checklist Abbreviations

Responsible Person	Monitoring Frequency	Method of Verification	Sanctions
CDD - Community Development Director or designee	A - With Each New Development	A - On-site Inspection	1 - Withhold Recordation of Final Map
CE - City Engineer or designee	B - Prior To Construction	B - Other Agency Permit / Approval	2 - Withhold Grading or Building Permit
BO - Building Official or designee	C - Throughout Construction	C - Plan Check	3 - Withhold Certificate of Occupancy
PO - Police Captain or designee	D - On Completion	D - Separate Submittal (Reports / Studies / Plans)	4 - Stop Work Order
FC - Fire Chief or designee	E - Operating		5 - Retain Deposit or Bonds
			6 - Revoke CUP/Approvals
			7 - Citation

Mitigation Measures No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date /Initials	Sanctions for Non-Compliance
AIR QUALITY						
4.3.4.1A. The following are the applicable SCAQMD Rule 403 Measures: • Apply nontoxic chemical soil stabilizers according to manufacturer's specifications to all inactive construction areas (previously graded areas inactive for 10 days or more). • Water active sites at least twice daily. (Locations where grading is to occur will be thoroughly watered prior to earthmoving). • All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least two feet of freeboard in accordance with the requirements of California Vehicle Code (CVC) Section 23114 (freeboard means vertical space between the top of the load and top of the trailer). • Pave construction access roads at least 100 feet onto the site from main road. • Traffic speeds on all unpaved roads shall be reduced to 15 mph or less.	BO/CE	C	The project proponent shall incorporate Mitigation Measure 4.3.4.1A in the Construction Contractor's grading plans and submit said grading plans to the City for review and approval.	A/C		2/4

Mitigation Measures No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date /Initials	Sanctions for Non-Compliance
4.3.4.1B. Implement the following dust suppression measures in the SCAQMD *CEQA Air Quality Handbook*. • Revegetate disturbed areas as quickly as possible. • All excavating and grading operations shall be suspended when wind speeds (as instantaneous gusts) exceed 25 mph. • All streets shall be swept once per day if visible soil materials are carried to adjacent streets (recommend water sweepers with reclaimed water). • Install wheel washers where vehicles enter and exit unpaved roads onto paved roads, or wash trucks and any equipment leaving the site each trip. • All on-site roads shall be paved as soon as feasible, watered periodically, or chemically stabilized. • The area disturbed by clearing, grading, earthmoving, or excavation operations shall be minimized at all times. • All on-site roads shall be paved as soon as feasible, watered periodically, or chemically stabilized. • The area disturbed by clearing, grading, earthmoving, or excavation operations shall be minimized at all times.	BO/CE	C	The project proponent shall incorporate Mitigation Measure 4.3.4.1B in the Construction Contractor's grading plans and submit said grading plans to the City for review and approval.	A/C		2/4

Mitigation Measures No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date /Initials	Sanctions for Non-Compliance
4.3.4.1C. Mitigation Measures for Construction Equipment and Vehicles Exhaust Emissions. • The Construction Contractor shall select the construction equipment used on-site based on low emission factors and high energy efficiency. • The Construction Contractor shall ensure that construction grading plans include a statement that all construction equipment will be tuned and maintained in accordance with the manufacturer's specifications. • The Construction Contractor shall utilize electric- or diesel-powered equipment, in lieu of gasoline-powered engines, where feasible. • The Construction Contractor shall ensure that construction grading plans include a statement that work crews will shut off equipment when not in use. During smog season (May through October), the overall length of the construction period will be extended, thereby decreasing the size of the area prepared each day, to minimize vehicles and equipment operating at the same time. • The Construction Contractor shall time the construction activities so as to not interfere with peak hour traffic and minimize obstruction of through traffic lanes adjacent to the site; if necessary, a flagperson shall be retained to maintain safety adjacent to existing roadways. • The Construction Contractor shall support and encourage ridesharing and transit incentives for the construction crew.	BO/CE	C	The project proponent shall incorporate Mitigation Measure 4.3.4.1C in the Construction Contractor's grading plans and submit said grading plans to the City for review and approval.	A/C		2/4

Mitigation Measures No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date /Initials	Sanctions for Non-Compliance
4.3.4.3A. Encourage the use of building materials/ methods, which reduce emissions.	BO/CE	A/B	Review of Building Plans	A/C		2/3
4.3.4.3B. Encourage the use of efficient heating equipment and other appliances, such as water heaters, swimming pool heaters, cooking equipment, refrigerators, furnaces, and boiler units.	BO	A/B	Review of Building Plans	A/C		2/3
4.3.4.3C. Encourage centrally heated facilities to utilize automated time clocks or occupant sensors to control heating.	BO	A	Review of Building Plans	A/C		2/3
4.3.4.3D**.** Require residential building construction to comply with energy use guidelines detailed in Title 24 of the California Administrative Code.	BO	A	Review of Building Plans	A/C		2/3
4.3.4.3E. Require stationary air pollution sources to comply with applicable air district rules and control measures.	BO/CE	A	Review of Building Plans	A/C		2/3
4.3.4.3F. Adopt incentives and/or regulations to enact energy conservation requirements for private and public developments.	BO/CE					

Mitigation Measures No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date /Initials	Sanctions for Non-Compliance
BIOLOGICAL RESOURCES						
4.4.4.1A. Require the preparation of biological reports in compliance with standards established by the City of Loma Linda for development related uses that require discretionary approval to assess the impacts of such development and provide mitigation for impacts to biological resources. The report must be prepared by a qualified biologist; the City Community Development Department must be notified in advance that a report will be prepared for a specific project; the report must include a signed certification attesting to the report contents, specific information as to the type of survey (e.g., General Biological Resources Assessment, Habitat Assessment, etc.), site location, and property owner. In addition, the report must include the following: a. Specified attachments (summary sheet, level of significance checklist, biological resources/project footprint map, and site photos); b. Information on literature sources (e.g., California Natural Diversity Data Base, California Department of Fish and Game, U.S. Fish and Wildlife Service, and environmental documents for nearby projects); c. A description of surveys, including timing, personnel, and weather conditions; d. A description of site conditions including plant and wildlife habitat, disturbances, and sensitive elements; e. An assessment of anticipated project impacts and a	CDD	A	Review of Plans	C/D		1/2/3/4/6

Mitigation Measures No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date /Initials	Sanctions for Non-Compliance
discussion of mitigation; f. A list of all species observed or detected and a recommendation for any additional focused surveys that may be necessary.						
4.4.4.1B. The City establishes baseline ratios for mitigating the impacts of development related uses to rare, threatened and endangered species and their associated habitats as the following: Preserve habitat at minimum of 1:1 replacement ratio in locations that provide long-term conservation value for impacted resource. This could involve acquisition of habitat occupied by the affected species, acquiring a key parcel that fills in a missing link or gap in a reserve that provides conservation for the species, or acquisition of credits in a mitigation bank (endorsed by the USFWS and/or CDFG) that has been established to provide conservation value for the species. Implementation of the mitigation measure shall include provisions for the preservation of such areas in perpetuity.	CDD	A	Review of Plans	C/D/A		1/2/3/4/6
4.4.4.2A. Construct treatment wetlands outside of natural wetlands, allowing treatment of runoff from developed surfaces prior to entering natural stream systems.	CDD/BO	A/D	Review of Plans During Construction	C/A		1/2/4

Mitigation Measures No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date /Initials	Sanctions for Non-Compliance
4.4.4.3A. Require all new development in the hillside areas to prepare a biological report which includes identifying local and regional habitat patterns that provide movement routes for wildlife or where opportunities exist to establish movement routes between isolated habitat patches.	CDD	A	Review of Plans	D		1/2/3/4/6
4.4.4.3B. Require avoidance of impacts that would eliminate, substantially constrict, or substantially inhibit wildlife movement, or acquire land that would establish movement routes between isolated habitat patches and create or restore habitat to reestablish the connection.	CDD	A	Review of Plans	C/A		1/2/3/4/6
4.4.4.3C. Where on-site habitat preservation would not provide meaningful mitigation either for affected species or for habitat connectivity, off-site mitigation shall be implemented through the acquisition of lands that provide for regional habitat connectivity. Implementation of the mitigation measure shall include provisions for the preservation of such areas in perpetuity.	CDD	A	Review of Plans	C/A		1/2/3/4/6

Mitigation Measures No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date /Initials	Sanctions for Non-Compliance
Cultural Resources						
4.5.5.1A. When existing information indicates that a site proposed for development may contain paleontological resources, a paleontologist shall monitor site grading activities with the authority to halt grading to collect uncovered paleontological resources, curate any resources collected with an appropriate reposition, and file a report with the City Community Development Department documenting any paleontological resources that are found during site grading.	CDD/BO/CE	C	During Construction Review of Report	C/A/D		4
4.5.5.2A. If human remains are encountered during a public or private construction activity, State Health and Safety Code 7050.5 states that no further disturbance shall occur until the San Bernardino County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The San Bernardino County Coroner must be notified within 24 hours. a. If the coroner determines that the burial is not historic, but prehistoric, the Native American Heritage Commission (NAHC) must be contacted to determine the most likely descendent (MLD) for this area. The MLD may become involved with the disposition of the burial following scientific analysis.	CDD/BO/CE	C	During Construction	A		4

Mitigation Measures No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date /Initials	Sanctions for Non-Compliance
4.5.5.2B. Avoidance is the preferred treatment for cultural resources. Where feasible, project plans shall be developed to allow avoidance of cultural resources. Where avoidance of construction impacts is possible, capping of the cultural resource site and avoidance planting (e.g., planting of prickly pear cactus) shall be employed to ensure that indirect impacts from increased public availability to the site are avoided. Where avoidance is selected, cultural resource sites shall be placed within permanent conservation easements or dedicated open space.	CDD/BO/CE	C	During Construction	A		4

Mitigation Measures No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date /Initials	Sanctions for Non-Compliance
4.5.5.2C. If avoidance and/or preservation in place of cultural resources is not possible, the following mitigation measures shall be initiated for each impacted site: a. A participant-observer from the appropriate Indian Band or Tribe shall be used during archaeological testing or excavation in the project site. b. Prior to the issuance of a grading permit for the project, the project proponent shall develop a test level research design detailing how the cultural resource investigation shall be executed and providing specific research questions that shall be addressed through the excavation program. In particular, the testing program shall characterize the site constituents, horizontal and vertical extent, and, if possible, period of use. The testing program shall also address the California Register and National Register eligibility of the cultural resource and make recommendations as to the suitability of the resource for listing on either Register. The research design shall be submitted to the City Community Development Department for review and comment. For sites determined, through the Testing Program, to be ineligible for listing on either the California or National Register, execution of the Testing Program will suffice as mitigation of project impacts to this resource.	CDD/BO/CE	C	During Construction	A		2/4

Mitigation Measures No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date /Initials	Sanctions for Non-Compliance
Geology and Soils						
4.6.4.1A. Before a project is approved or otherwise permitted within an A-P Zone or within 150 feet of any other active or potentially active fault mapped in a published United State Geologic Survey (USGS) or CGS reports, or within other potential earthquake hazard area (as determined by the City), a site-specific geologic investigation shall be prepared to assess potential seismic hazards resulting from development of the project site. Where and when required, the geotechnical investigation shall address the issue(s), hazard(s), and geographic area(s) determined by the City of Loma Linda Public Works Department and Building Division to be relevant to each development. The site-specific geotechnical investigation shall incorporate up-to-date data from government and non-government sources. Based on the site-specific geotechnical investigation, no structures intended for human occupancy shall be constructed across active faults. This site-specific evaluation and written report shall be prepared by a licensed geologist and shall be submitted to City of Loma Linda Public Works Department and Building Division for review and approval prior to the issuance of building permits. If an active fault is discovered, any structure intended for human occupancy shall be set back at least 50 feet from the fault. A larger or smaller setback may be established if such a setback is supported by adequate evidence as presented to and accepted by the City.	CE/BO	A	Review of Plans	C		1/2/3/4

Mitigation Measures No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date /Initials	Sanctions for Non-Compliance
4.6.4.2A. As determined by the City, a site-specific assessment shall be prepared to ascertain potential ground shaking impacts resulting from development. The site-specific ground shaking assessment shall incorporate up-to-date data from government and non-government sources and may be included as part of any site-specific geotechnical investigation. The site-specific ground shaking assessment shall include specific measures to reduce the significance of potential ground shaking hazards. This site-specific ground shaking assessment shall be prepared by a licensed geologist and shall be submitted to the City of Loma Linda Public Works Department and Building Division for review and approval prior to the issuance of construction and/or building permits.	BO/CE	A	Review of Building Plans	C		1/2/3/4
4.6.4.3A. As determined by the City, a site-specific assessment shall be prepared to ascertain potential liquefaction impacts resulting from development. The site-specific liquefaction assessment shall incorporate up-to-date data from government and non-government sources and may be included as part of any site-specific geotechnical investigation required in Mitigation Measure 4.6.4.1A. This site-specific ground shaking assessment shall be prepared by a licensed geologist and shall be submitted to the City of Loma Linda Public Works Department and Building Division for review and approval prior to the issuance of construction and/or building permits.	BO/CE	A	Review of Building Plans	C		1/2/3/4

Mitigation Measures No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date /Initials	Sanctions for Non-Compliance
4.6.4.3B. Where development is proposed within an identified or potential liquefaction hazard area (as determined by the City), adequate and appropriate measures such as (but not limited to) design foundations in a manner that limits the effects of liquefaction, the placement of an engineered fill with low liquefaction potential, and the alternative siting of structures in areas with a lower liquefaction risk, shall be implemented to reduce potential liquefaction hazards. Any such measures shall be submitted to the City of Loma Linda Public Works Department and Building Division for review prior to the approval of the building permits.	BO/CE	B	Review of Plans	C/D		1/2/3/4
Water Resources						
4.8.4.2A. New development shall incorporate features to facilitate the on-site infiltration of precipitation and/or runoff into groundwater basins. Features such as (but not be limited to) detention basins incorporated into project landscaping; and the installation of porous areas within parking areas. Groundwater recharge features shall be included on development plans and shall be reviewed by the Loma Linda Department of Public Works, Water Division and the Community Development Department prior to the issuance of grading permits.	CE/CDD	A/B/C/D	Review of Plans During Construction	C/A		1/2/3/4

Mitigation Measures No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date /Initials	Sanctions for Non-Compliance
4.8.1 Development in Zone 4 will be required to provide appropriate water storage capacity and hydraulic pumps as necessary to meet required water and fire flow during emergencies.	FC	A/B/C/D/E	Review of Building Plans Ongoing	C/A/D	1/2/3/4/7	
Flooding Hazards						
4.9.5.1A Development within the 100-year floodplain shall be prohibited unless mitigation measures consistent with the National Flood Insurance Program are provided.	CE	A/B	Review of Plans During Construction	C/D		1/2/3/4/7
Noise						
4.11.5.1A. Standard construction activities shall be limited to between 7:00 a.m. and 7:00 p.m. Monday through Friday. No construction activities shall be allowed on weekends and holidays until after the buildings are enclosed without prior authorization of the City.	BO/CE	C	During Construction	A		4
4.11.5.1B. To reduce daytime noise impacts due to construction, to the maximum feasible extent, the City shall ask all project applicants to develop a site-specific noise reduction program, subject to the City's approval, which includes the following measures: • Signs shall be posted at the construction site that include permitted construction days and hours, a day and evening contact number for the job site,	BO/CE	B	Review of Program	D		2

Mitigation Measures No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date /Initials	Sanctions for Non-Compliance
and a day and evening contact number for the City in the event of problems. • An on-site complaint and enforcement manager shall be posted to respond to and track complaints. • A pre-construction meeting shall be held with the job inspectors and the general contractor/on-site project manager to confirm that noise mitigation and practices are completed prior to the issuance of a building permit (including construction hours, neighborhood notification, posted signs, etc.). • Equipment and trucks used for project construction shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds, wherever feasible). • Impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed-air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed-air exhaust shall be used, where feasible, which could achieve a reduction of 5 dBA. Quieter procedures shall be used, such as drills rather than impact equipment, whenever feasible. • Stationary noise sources shall be located as far from sensitive receptors as possible. They shall be muffled and enclosed within temporary sheds or insulation barriers, or other measures shall be						

Mitigation Measures No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date /Initials	Sanctions for Non-Compliance
incorporated to the extent feasible.						
4.11.5.1C. If pile-driving occurs as part of the project, it shall be limited to between 8:00 a.m. and 4:00 p.m., Monday through Friday, with no pile driving permitted between 12:30 and 1:30 p.m. No pile driving shall be allowed on Saturdays, Sundays, or holidays.	BO/CE	C	During Construction	A		4
4.11.5.1D. To further mitigate potential pile-driving and/or other extreme noise generating construction impacts, a set of site-specific noise attenuation measures shall be completed under the supervision of a qualified acoustical consultant. This plan shall be submitted for review and approval by the City to ensure that maximum feasible noise attenuation is achieved. These attenuation measures shall include as many of the following control strategies as feasible and shall be implemented prior to any required pile-driving activities: • Implement "quiet" pile-driving technology, where feasible, in consideration of geotechnical and structural requirements and conditions; • Erect temporary plywood noise barriers around the entire construction site; • Utilize noise control blankets on the building structure as it is erected to reduce noise emission from the site; • Evaluate the feasibility of noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings; and • Monitor the effectiveness of noise attenuation measures by taking noise measurements.	BO/CE	B	Review of Study	D		4

Mitigation Measures No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date /Initials	Sanctions for Non-Compliance
4.11.5.1E. A process with the following components shall be established for responding to and tracking complaints pertaining to pile-driving construction noise: • A procedure for notifying City staff and Police Department; • A list of telephone numbers (during regular construction hours and off-hours); • A plan for posting signs on-site pertaining to complaint procedures and who to notify in the event of a problem; • Designation of a construction complaint manager for the project; and • Notification of neighbors within 300 feet of the project construction area at least 30 days in advance of pile-driving activities.	BO/CE	B	Review of Study	D		4
4.11.5.2A. Buildings associated with noise-sensitive uses and are directly exposed to traffic noise levels exceeding 57 dBA CNEL should be equipped with air conditioning or mechanical ventilation to allow the windows and doors to remain closed for prolonged periods of time, thus reducing noise levels below the level of significance (45 dBA CNEL).	BO	A	Review of Plans	C/D		1/2/3/4

Mitigation Measures No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date /Initials	Sanctions for Non-Compliance
4.11.5.2B. Buildings associated with noise-sensitive uses and are directly exposed to traffic noise levels exceeding 69 dBA CNEL should incorporate mitigation measures such as building façade upgrades.	BO	A	Review of Plans	C/D		1/2/3/4
4.11.5.2C. Outdoor active use areas, such as backyards and school playgrounds, would need to be protected by freestanding sound walls along the property boundaries where exposed to noise levels above 70 dBA.	BO	A	Review of Plans	C/D		1/2/3/4
Public Services						
4.13.7.1A. The City shall review all development proposals prior to the approval of development plans to guarantee that sufficient energy resources and facilities are available to supply adequate energy to the proposed project and associated uses.	BO	A	Review of Plans	C		2/3
4.13.7.1B. The City shall review all development proposals prior to approval to guarantee that energy conservation and efficiency standards of Title 25 are met and are incorporated into the design of future development.	BO	A	Review of Plans	C		2/3

Mitigation Measures No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date /Initials	Sanctions for Non-Compliance
Transportation and Circulation						
4.14.4.1A. Individual development projects undertaken pursuant to the General Plan shall be required to provide roadway/intersection improvements or provide a fair share contribution toward such improvements as are needed to maintain applicable Level of Service standards on roadway links, intersections, and at freeway interchanges. For impacts on roadways and intersections outside of the City of Loma Linda, as well as for freeway interchanges, implementation of the requirement to provide improvements or fair share contributions shall be predicated on the commitment of the agency controlling the roadway, intersection, or interchange to commit to completing the improvement.	CE	A	Review of Plans Review of Study	C/D		1/2/3/6