



CITY OF LOMA LINDA GENERAL PLAN

San Bernardino County, California

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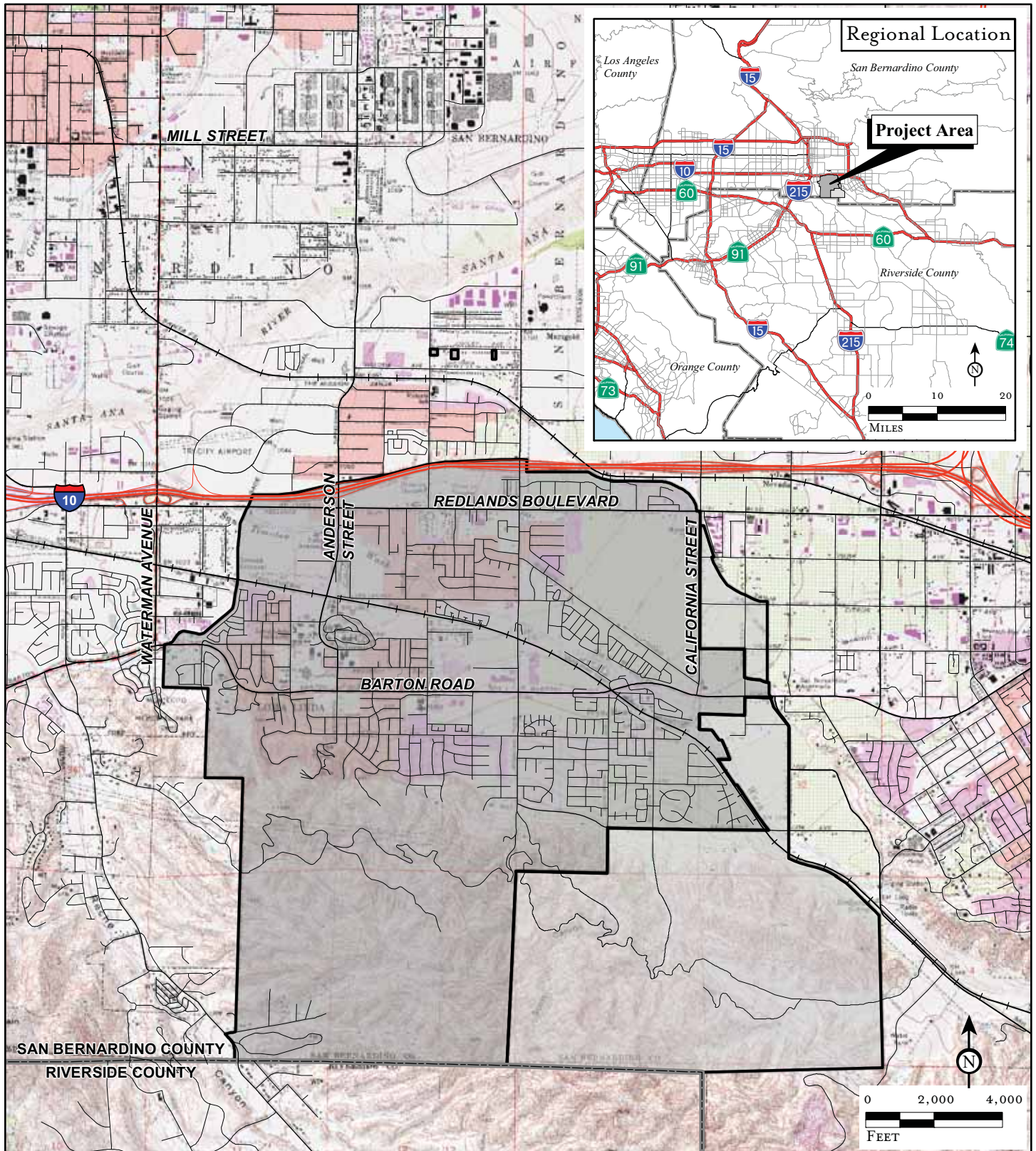


1.0 INTRODUCTION TO GENERAL PLAN ELEMENTS

The Loma Linda General Plan encompasses a comprehensive strategy for managing the community's future. The Loma Linda General Plan is the community's statement of what is in its interest, and is the City's most important statement regarding its ultimate physical, economic, and cultural development over the next 25 years. The General Plan is a legally binding policy document to be used by City officials, the development community, citizens, and others to guide decisions regarding the future development and management of human, land, and natural resources.

The City of Loma Linda is located within western San Bernardino County approximately 60 miles east of the City of Los Angeles, California. The City was incorporated in 1970. Jurisdictions that border the City of Loma Linda include: the Cities of Redlands and San Bernardino to the north; the City of Redlands and unincorporated San Bernardino County to the east; unincorporated Riverside and San Bernardino Counties to the south; and unincorporated San Bernardino County and the Cities of Colton and San Bernardino to the west (Figure 1.1).

In order to address the issues that may affect or be affected by areas outside of Loma Linda's existing city limits, a comprehensive General Plan Study Area has been established. This planning area encompasses the current city limits, as well as the current sphere of influence (Figure 1.1). The total Planning Area covers approximately 10.41 square miles. Of this area, approximately 7.43 square miles are currently within the City limits. This Planning Area boundary is intended to recognize the interrelationships between land use and other issues affecting the City of Loma Linda and surrounding lands. The January 2001 population of the City of Loma Linda was 19,418.



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FIGURE 1.1

- CITY OF LOMA LINDA
- CITY OF LOMA LINDA SPHERE OF INFLUENCE

City of Loma Linda General Plan

**REGIONAL AND PLANNING
AREA LOCATION MAP**

SOURCE: USGS 7.5' Quads: Redlands (1988), San Bernardino South (1980), CA; Thomas Bros., 2009

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1.1 COMMUNITY PROFILE

1.1.1 Historical Perspective

Loma Linda traces its roots to the Spanish/Rancho period (1769 to 1848) when an Asistencia or outpost of the San Gabriel Mission was established in the area. As the missions began to decline, the area became part of a land grant known as Rancho San Bernardino. As early settlers entered the region, the Rancho was transformed into a vast producing area of citrus crops. In the late 1800s the railroad companies encouraged development of tourist hotels along their lines. Loma Linda began as one such development known as Mound City. The community was originally established in 1876, but by the early 1880s, the property had been acquired by the Mound City Land and Water Company. The company built a water pipeline running northwest from the Scott Canyon Drainage to the site of platted community cottages, shops, and the \$30,000 Mound City Hotel. The intended residential development project ultimately failed. In the late 1890s, a group of Los Angeles businessmen and physicians purchased the hotel and reopened it as a health resort and convalescent hospital-resort (then called “Sanitariums”) called Loma Linda (Spanish for “pretty hill.”), and promoted it as “The Switzerland of America—where health and pleasure are twins.”¹ This venture also failed, and the Loma Linda Hotel closed again in 1904 (and was nicknamed “Lonely Linda”). In 1905, the Seventh-day Adventist Church purchased the former resort property, re-opened the sanitarium and established a nursing school. A “College of Medical Evangelists” was opened in 1909, which became Loma Linda University in 1961. The Loma Linda Hotel was used as a university building until 1967, when it was demolished. The College developed into a leading regional medical center, and the town grew as a college community.



City of Loma Linda, incorporated in 1970



Internationally known Veterans Medical Center

Orchards were an important aspect of the economic base into the 1920s and remain part of the character of Loma Linda. By the 1940s, the community had matured into a developed suburb of San Bernardino. Loma Linda was incorporated as a city in 1970.

1.1.2 Loma Linda Today

Today, Loma Linda is a unique community with strong ties to its religious, educational and healing arts roots. The Loma Linda University Medical Center (LLUMC) and the Jerry L. Pettis Memorial Veterans Medical Center (VA Medical Center) are both internationally known. The City is also home to Loma Linda University, which, with the VA Medical Center and LLUMC, provides much of the economic base of the

1 Shipp, James. 2000. “How Big Were Their Footprints? A Study of Loma Linda History.” San Bernardino Museum web site http://rims.k12.ca.us/foot_prints/.



community. The City is seeking to expand upon this economic base with medical support services, research facilities, professional offices, and lodging accommodations. Already, major developments such as MetLife's Corporate Business Center, the Arbors Business Park, Loma Linda Plaza, and Mountain View Plaza have brought diversified business opportunities. In addition to increasing commercial and industrial opportunities, Loma Linda is in the process of managing residential growth to provide an appropriate range of housing opportunities, including executive housing, traditional single-family neighborhoods, and affordable housing for very low and low-income households and senior housing.

1.2 COMMUNITY VISION

1.2.1 Vision of Loma Linda's Future

The City of Loma Linda held several Strategic Visioning Meetings during the year 2000. The members of the Strategic Visioning Team included elected, appointed, and designated members from the general public. From these meetings and subsequent review of the General Plan, the following vision of future Loma Linda was derived.

In the year 2025, Loma Linda will continue to be a small, friendly, beautiful community with natural assets, a unique economy, and healthy lifestyle. The City will still be a university town where education, health and medical services, and recreation are important. The community will have avoided the large-scale, high density development common in large cities, and continued as a small community, with a pedestrian-friendly orientation. New development within the valley portions of Loma Linda will have been clustered around open space areas to provide a low intensity feeling of openness. A substantial portion of Loma Linda's new housing will also have been developed as part of planned communities providing a high level of amenities and a mix of residential product types in close proximity to shopping and employment opportunities. The City will have diverse housing opportunities where the natural environment is protected and enhanced to enrich the body, mind, and human spirit; where ethnic diversity and religious orientations are celebrated; and where citizens play an active role in government. Many of the fine historic buildings and natural resources will have been preserved and restored, creating an elegant, historic quality to the community.

By providing incentives for the clustering of development, the majority of the South Hills will be acquired by the City for permanent open space, including a comprehensive trails system. Clustered development will allow the South Hills to retain their sense of openness and natural beauty. As a result, views of the South Hills from locations such as Barton Road, Interstate 10, and San Timoteo Canyon Road are of natural open space rather than homes.

The City will have a balanced economy that meets the needs of the community and will be a great place to do business. High-tech industries will be attracted to the City and create a diverse mix of high-paying job opportunities to raise the City's standard of living and complement LLUMC. Retail stores, which include a rich mix of local and visitor attractions, will be integrated into the community's design and fit the scale and character of existing buildings to maintain a small town character and to preserve historic buildings.

Loma Linda will upgrade its infrastructure systems providing new and improved services and facilities consistent with development policies that protect the hillsides and open space resources. Transportation corridors will be improved and traffic diverted away from neighborhoods maintaining the pedestrian-friendly quality of the community. The community's streets will be improved and maintained on a regular basis. New trees will grow throughout the neighborhoods providing beautiful, shaded, pedestrian-friendly streets with bike trails. New lighting throughout the City will improve the feeling of safety for local residents, and encourage evening strolls and visiting among neighbors.



A new multi-use cultural performing arts and small conference center will be completed for theater, movies, ballet, concerts, and community use, providing for a diverse range of activities for all residents and visitors. Ethnic groups will be fully integrated into all facets of the community and help to create a rich diversity of cultural activities, retail stores, and services. Community events involve all members of the community. Human services and programs like youth day camps and senior daycare will be provided by the County and local community-based organizations to improve the quality of life and well being for all residents.

A new sports complex will be completed providing the community with recreational activities for all age groups. Neighborhood parks and recreational facilities will be created throughout the community. Improvements to the “multiple centers” include mixed-use activities for commercial, recreational, cultural, and educational activities for local residents, seniors, youth, and visitors. The San Timoteo Creek will be improved for recreational uses, including a trail for exercise, bicycling, walking, and running. A golf course, clubhouse, and hotel/conference center will be created and constructed by private enterprise.

Local government is cooperative, open, and responsive to identified community needs and actively seeks and encourages community input in planning and decision-making. Specific plans have been prepared and implemented for the Redlands Boulevard and Barton Road Corridors to enable high-quality development/redevelopment and provide for well-defined entry statements to the community. Development guidelines that protect the hillsides and open space resources have been created, resulting in the acquisition of large unbroken blocks of natural open space. Reasonable, responsible and environmentally sound design review guidelines, development standards, and project review processes will guide new development consistent with the community’s local character and scale. There are adequate police and fire department personnel to maintain the community’s safety. The quality of the existing schools will be improved and a middle school and high school will be built. Continuing education and training opportunities are provided for young adults and the elderly.

Loma Linda will continue to be a safe, unique community in which to both live and work. People, natural assets, a unique economy and a strong health foundation will provide a beautiful City for generations of all ages to enjoy.

1.2.2 Guiding Principles for Managed Growth

The premise of growth management in Loma Linda has long been to ensure that new development paid its own way, and that sufficient public services and facilities were available to support new development. The City defined the desired pattern of land uses, and, as individual development proposals came forward, placed emphasis on mitigating the impacts of proposed growth. Today, one of the key themes of the Loma Linda General Plan is that new growth and development be directed toward the achievement of the community vision set forth in the General Plan. Thus, new development needs to make a positive contribution to the community, and not just avoid or mitigate its impacts.

- *New development within the planning area and sphere of influence of the City of Loma Linda shall conform to City development standards that promote environmentally sensitive development designed to preserve and enhance the quality of life now experienced in the City.*
- *The hillside areas of the City of Loma Linda, its planning area and its sphere of influence are important to the community and shall be preserved in as natural a state as possible consistent with the Hillside Conservation Amendments and the standards set forth in Chapter 2A.*
- *New developments shall be planned and constructed in a manner that preserves natural scenic vistas and protects against intrusion on the viewshed areas.*



- *Preservation of open space and agricultural land areas is a priority in the City of Loma Linda, its planning area, and its sphere of influence, and dedication of open space in perpetuity shall be a requirement for certain development as well as for the City.*
- *Water quality and availability are critical to the current and future residents of the City of Loma Linda, its planning area, and its sphere of influence. No new development shall be approved that endangers the quality or quantity of water delivered to households within the City.*
- *Traffic levels of service throughout the City of Loma Linda shall be maintained at current levels and new development shall be required to fully mitigate any impact on traffic resulting from that development.*
- New development shall pay its own way in terms of capital costs and ongoing operations and maintenance.
- The pace of future development shall be managed so as to ensure the concurrent expansion of public services and facilities.

1.3 PURPOSE AND AUTHORITY OF THE GENERAL PLAN

1.3.1 State General Plan Requirements

State law (Government Code 65302, et seq.) requires that every California city and county prepare and adopt a “comprehensive, long-term general plan for the physical development of the county or city, and of any land outside its boundaries which in the planning agency’s judgment bears relation to its planning.” According to State guidelines for the preparation of general plans, the role of the General Plan is to establish a document that will “...act as a ‘constitution’ for development, the foundation upon which all land use decisions are to be based. It expresses community development goals and embodies public policy relative to the distribution of future land use, both public and private.”

As further mandated by the State, the General Plan must serve to:

- Identify land use, circulation, environmental, economic, and social goals and policies for the City and its surrounding planning area as they relate to land use and development;
- Provide a framework within which the City’s Planning Commission and City Council can make land use decisions;
- Provide citizens the opportunity to participate in the planning and decision-making process affecting the City and its surrounding planning area; and
- Inform citizens, developers, decision-makers, and other agencies, as appropriate, of the City’s basic rules that will guide both environmental protection and land development decisions within the City and surrounding planning area.

State law requires that the General Plan include seven mandatory elements, but allows flexibility in how each local jurisdiction structures these elements.



In addition, the Loma Linda General Plan includes discussion and resolution of issues related to three issues beyond those required by State law. State law does not mandate discussion of these issues; however, once adopted, “optional” issues have the same force and effect as policies related to the General Plan elements required by the State. These “optional” issues include:

- **Public Services and Facilities:** Incorporated into the Loma Linda General Plan are policies and programs that establish minimum levels of service standards for circulation, drainage, water and sewer facilities, parks and recreation facilities, police and fire services and other services and facilities. The General Plan also identifies responsibilities to be placed on new development and indicates what the consequences will be if such minimum standards are not achieved.
- **Economic Development:** Included in a separate element and throughout the General Plan are strategies devoted to the promotion of a healthy economic base within the City of Loma Linda, including strategies to expand retail sales tax generation within the City, as well as expanding Loma Linda’s local employment base.
- **Community Design:** Included as a separate element are policies and programs establishing guidance for more detailed design guidelines for the community. The General Plan provides the general parameters necessary to maintain the City’s standards for the built environment.
- **Growth Management:** This element brings together those portions of the General Plan that address managing future growth to outline a comprehensive strategy to manage the location of future growth and development and the manner in which it occurs. The Growth Management Element includes performance standards for key community services and facilities to ensure a clear linkage between future growth and the adequacy of services and facilities, and also addresses the manner in which the future of the City’s most precious resource – its South Hills – will be managed.

State-Mandated General Plan Elements

The **LAND USE ELEMENT** designates the general distribution of uses of land for housing, business, industry, open space, education, public buildings and grounds, waste disposal facilities, and other categories of public and private uses. The Land Use Element also sets forth standards for population density and building intensity.

The **CIRCULATION ELEMENT** is correlated with the land use element, and identifies the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities. Overall, the objective of the Circulation Element is to promote the movement of people and goods.

The **HOUSING ELEMENT** includes a comprehensive assessment of current and projected housing needs for all economic segments of the community. It embodies policy for providing adequate housing for all economic segments of the community, and includes a five-year action program.

The **CONSERVATION ELEMENT** addresses the conservation, management, and use of natural resources, including water, soils, biological habitats, and mineral deposits. Specific requirements are set forth to ensure the coordination of water resource planning and future development.

The **OPEN-SPACE ELEMENT** details programs for preserving open space for natural resource protection, the managed production of resources, outdoor recreation, and protection of public health and safety.

The **NOISE ELEMENT** evaluates present and projected noise levels within the community as a guide for establishing a pattern of land uses in the land use element that minimizes the exposure of community residents to excessive noise.

The **SAFETY ELEMENT** establishes policies and programs to protect the community from risk associated with seismic, geologic, flood, and fire hazards, including identification of hazards, establishment of safety standards, and delineation of evacuation routes.



Measure V

On November 7, 2006, the voters of the City of Loma Linda passed Ballot Measure V. Measure V states that *“the purpose and intent of this initiative measure is to amend the Loma Linda General Plan by the addition of a new growth management element designed to establish principles of managed growth that will preserve, enhance, and maintain the special quality of life valued by this community, including the protection of hillside areas, preservation of open space, and maintenance of safe, quiet residential areas so that future development within the City will occur in a way that promotes the social and economic well-being of the entire community.”*

With the adoption of Measure V, Chapter 2A has been added to the 2006 General Plan. Additionally, the 2006 General Plan has been updated to maintain internal consistency with Measure V. Text from Measure V has been identified in this General Plan by using italicized text; any italicized text in this General Plan requires a vote of the people for amendment. In addition, General Plan text adopted in any other vote of the people (including, but not limited to, the City’s 1996 Hillside Initiative and Measure T) will be similarly shown in italicized text, indicated that it may only be amended by vote of the people of Loma Linda.

The comprehensive General Plan consists of a number of parts called elements. This approach provides for a systematic analysis of the community’s planning functions. It must be constantly remembered, however, that all of the elements are intricately woven together and a significant change in one could affect them all. Chapter 2A, “Growth Management Element,” augments and updates the provisions of this Planning Element with regard to land use densities, planned residential developments and communities, circulation, housing, and conservation and open space provisions. To the extent that any inconsistency exists, the provisions of Chapter 2A control. Any provision of this element that is inconsistent with any provision of Chapter 2A is null and void.

1.4 CHARACTERISTICS OF A GENERAL PLAN

A General Plan has a number of characteristics that distinguish it from other types of planning efforts. These characteristics are:

- **Visionary.** A major function of the General Plan is to anticipate the future, and to provide the means for the City to create the future it desires.
- **Long Range.** Even though the future is not easy to predict, a General Plan recognizes that effective planning is based on a long-term view so that trends can be anticipated and managed, and negative effects can be reduced.
- **Comprehensive.** A General Plan reflects an effort to coordinate all of a community’s major components. The relationship between the intensity of land use development and transportation needs is one obvious set of community components that must be coordinated. The General Plan is also comprehensive in that it addresses and resolves both short-term and long-term issues.
- **General.** A General Plan is long-range and comprehensive and, therefore, necessarily broad in scope. A general framework must be established as part of the plan, based on recognized trends, best available projections, and community values regarding the future that is desired by the community. Although the General Plan is a “general” guide for decision making, it is the lead legal document within a community for planning and development decisions. State law requires that zoning and development approvals be consistent with the General Plan.

The Loma Linda General Plan also aims at achieving the following characteristics.



- **Oriented to the Community.** The Loma Linda General Plan is intended to be reflective of the needs and desires of existing and future residents.
- **Fiscally Responsible.** The General Plan is intended to achieve and maintain economic strength and vitality, and to provide plans and implementation programs that are within the City's means.
- **Pragmatic.** The General Plan is based on a realistic assessment of community issues, along with practical, workable programs to resolve those issues.
- **Action-oriented.** In addition to framing a vision for Loma Linda's future, the General Plan works to translate that vision into action, and thereby provide the means to achieve desired outcomes.
- **Usable.** The General Plan is intended to provide practical guidance for development review, environmental management programs, economic expansion, and capital improvements planning. Although the future cannot be known, the General Plan strives to be comprehensive and flexible enough to accommodate unique situations and provide practical guidance in unanticipated situations.
- **Coordinated.** In preparing the General Plan, the City of Loma Linda has attempted to coordinate its plans and programs with those of the County, adjacent cities, and the special districts serving Loma Linda.
- **Reliable.** Although the General Plan is, by definition, "general," the plan strives to provide sufficient detail and explanation of its policies and programs so as to provide clear, consistent policy direction, and to promote certainty for all participants in the development review process.

1.5 THE COMPREHENSIVE NATURE OF THE GENERAL PLAN

To be effective as a decision-making tool, the various elements of the Loma Linda General Plan must integrate the management of the community's future physical, social, environmental, and economic environments.

1.5.1 Identification of Issues

The Updated General Plan not only addresses the issues that the State requires to be included in a General Plan, but also responds to the current and future issues that Loma Linda faces. Key community issues that the General Plan addresses include:

- Achieving and maintaining a vibrant community in which all residents enjoy a wide range of employment, shopping, and recreational opportunities;
- Achieving a closer balance between jobs and housing by providing areas for new residential development that will serve local employees, including executive and upper-end housing, as well as housing for workers, students, seniors, and young adults who are starting their careers and forming families, and additionally establishing areas permitting mixed uses, both residential and commercial;
- Providing opportunities to establish a community downtown area that could provide a focal point for the community, and enhance the City's identity;
- Improving the design quality of the community by establishing guidelines for community development;
- Protecting the hillsides in accordance with the Hillside Initiative and managing growth in the remaining hillside areas through development policies that focus on land stability, roadways, public trails, earthquake fault zones, aesthetics, and public services; and



- Enhancing the City’s economic viability through an improved business climate in order to attract retail businesses and proactively seeking office-based, and medically related or high-tech industrial businesses.

1.5.2 Maintaining a Regional Context

It is important that the General Plan establish local policy while keeping in mind that Loma Linda is part of a larger region. Certain issues addressed in the General Plan, such as freeway traffic and off-ramps, flood control, and air quality, have a local component, but are more readily addressed on a countywide or regional basis. In such cases, the task of the General Plan is to address the manner in which Loma Linda’s interests, values, and concerns are congruent or conflict with existing regional and countywide policies. If conflicts between local interests and countywide or regional plans or policies are identified, the General Plan’s role is to define the extent to which the City can influence such regional or countywide plans or policies, and to provide an appropriate City response. It is also the purpose of the General Plan to provide a forum for addressing issues that cannot be solved by the City alone, but that require cooperative actions among several jurisdictions. Finally, the General Plan recognizes that actions taken by the City of Loma Linda may affect surrounding communities or other agencies, and that actions taken by other agencies can affect the City. As a result, the General Plan provides a forum for ongoing communications between the City and these other agencies, as well as an opportunity for cooperative efforts to capitalize on economic development activities.

1.6 GENERAL PLAN CONSISTENCY

In addition to providing a comprehensive view of Loma Linda’s future, State law requires that the General Plan be **internally consistent**. In order to function as a useful statement of local policy, the various components of the General Plan need to “comprise an integrated, internally consistent and compatible statement of policies...”¹ If a General Plan does not achieve such internal consistency, the City, development community, and citizens who attempt to use the plan will face conflicting directives, and will be unable to rely on the stated policies of the General Plan, thereby defeating its purpose. The concept of internal General Plan consistency revolves around the following issues:

- **Equal Status Among General Plan Elements.** All elements of a General Plan have equal legal status, and no General Plan Element is permitted to take precedence over any other. As a result, the General Plan must resolve potential conflicts between or among the elements through clear language and consistent policy.
- **Consistency Among Elements and Within Individual Elements.** All General Plan elements and portions of the plan must be consistent with each other. An individual provision of the General Plan must not require or encourage an action to be taken that is prohibited or discouraged by another General Plan provision. In addition, the assumptions used in the General Plan must be uniform and consistently applied throughout the document.
- **General Plan Text, Diagram, and Map Consistency.** Because General Plan text, diagrams, and maps are each integral parts of the General Plan, they must be consistent with one another. Thus, the diagrams and maps of the General Plan, including the land use and circulation maps, are a graphic reflection of the General Plan text, and must be consistent with written policies.

It is also important that all parties using the General Plan recognize that resources are not unlimited, and that not all community objectives can be achieved concurrently. In addition, there are often trade-offs between community objectives. As a result, the blind pursuit of one objective may, in some

1 Government Code Section 65300.5.



cases, inhibit the achievement of other community objectives. Thus, the General Plan strikes a balance between competing objectives, and provides statements of community priorities.

In addition to the need to balance competing objectives, it is inevitable that there will arise changing conditions or other circumstances where policy direction is not certain, and interpretation of the provisions of the General Plan is required. In such cases, the City entity charged with approval of a discretionary action must make such an interpretation. In interpreting the provisions of the General Plan, care must be taken to ensure a “best fit” for the action to be taken, aimed toward the achievement of General Plan goals and objectives, recognizing the city’s short-term and long-term priorities.

1.7 **GENERAL PLAN FORMAT**

The General Plan includes the seven mandatory elements as described previously plus two other elements that address local concerns. Table 1.A summarizes the required elements with those contained in the General Plan.

Table 1.A: Organization of General Plan Elements and Required State Elements

General Plan Organization	Element Required by State Law
Introduction	
Land Use	Land Use
Growth Management / <i>Chapter 2A</i>	
Community Design	
Economic Development	
Housing	Housing
Circulation and Transportation	Circulation
Noise	Noise
Public Services and Facilities	
Conservation and Open Space	Conservation and Open Space
Public Health and Safety	Safety

Loma Linda’s growth strategy is to undertake a comprehensive program to accommodate planned economic and population growth in a manner consistent with community values and the lifestyles of existing and future residents. Thus, the management of future growth and development is central to the General Plan. In addition to the provisions of the Growth Management chapter of the General Plan, the specific growth management roles of individual General Plan elements are described below.

- The Land Use Element defines acceptable locations and the appropriate intensity for new development, and sets forth policies regarding development design and land use compatibility. By defining acceptable locations and appropriate intensities for new development, the Land Use Element establishes the maximum allowable development intensity for the City at “build out” of the Loma Linda Planning Area.
- The Transportation Element directly addresses the provision of the new and expanded transportation facilities that are needed to support development of the land uses delineated in the Land Use Element, consistent with the level of service standards set forth in the Growth Management Element. This element defines the specific improvements that will be made over



time to the City's roadway and highway systems in order to maintain the level of service standards set forth in the Growth Management Element.

- The Public Services and Facilities Element directly addresses the provision of the new and expanded public services and facilities that are needed to maintain the performance standards set forth in the Growth Management Element. This element defines the responsibilities of new development projects for the provision of expanded services and facilities, and provides policy direction for the manner in which expansion of public services and facilities will be financed. This element also addresses avoidance of interim facilities and the financing of large-scale facilities needed to maintain the performance standards set forth in the Growth Management Element.
- The Conservation and Open Space Element provides policy direction for the management of open space, hillside development, biological resources, water resources and quality, cultural and historical resources, and energy resources in relation to new growth and development.
- The Public Health and Safety Element addresses the constraints on growth presented by natural and man-made hazards.
- The Housing Element delineates the specific programs that the City of Loma Linda will implement to ensure housing opportunities for all economic segments of the economy. The Housing Element, unlike the balance of the General Plan, is intended by state law to be short-term, setting forth a five-year program. As a result, the Housing Element is required to be updated every five years. This element sets forth specific policies and programs designed to ensure opportunities for the development of housing, and for housing for service workers who could not otherwise afford for-sale housing within Loma Linda. State law requires that the California Department of Housing and Community Development review local Housing Elements to determine whether they meet the applicable legal requirements.
- The Implementation Chapter provides the bridge between the General Plan's growth management provisions and the City's development review process.

1.7.1 Guiding Policies and Implementing Policies

Each element in the General Plan provides a summary of existing conditions, a discussion of trends and issues, followed by guiding and implementing policies. The guiding policies provide a broad direction that the City proposes to achieve. The implementing policies provide actions, programs, and specific techniques to achieve and implement the Guiding Policies. In all instances, the concepts and principles of the Loma Linda Strategic Action Plan as developed in 2000 by the City of Loma Linda Strategic Visioning Core Group and the citizen/business owner contributions at General Plan workshops and public hearings provide the foundation for the guiding and implementing policy statements.



2.0 LAND USE ELEMENT

As required by State planning law, this Land Use Element designates the general distribution, location, and extent of land uses for housing, business, industry, open space, institutions, city facilities, and other categories of public and private uses of land. The emphasis of this Land Use Element is on the desired or intended use of land in the community, including future development of the City and its sphere of influence.

The Land Use Element includes a brief summary of existing types of land uses and contains a summary table of existing land use acreage. Discussion regarding the intended uses and allowable density within each land use category is a primary focus in this Land Use Element. The land use category text is accompanied by the General Plan Land Use Map, which illustrates the intended location and distribution of each of the land use categories.

A description of the general layout desired for each land use is provided in this Land Use Element; however, more extensive descriptions of appropriate design and photo examples of various commercial, office, business park, industrial, and pedestrian oriented development are contained within the Community Design Element.

In addition to the land use category descriptions, which reflect the community's policies regarding the types of allowable uses, density, and character, specific enumerated policies are outlined. These policy statements are organized into more general "guiding policies" and specific "implementing policies" that are intended to facilitate achievement of the guiding policies. Through the implementation of the Land Use Element, the city seeks to:

- Establish and maintain an orderly pattern of development in the city;
- Establish a land use classification system that implements land use policies;
- Identify acceptable land uses and their general location; and
- Establish standards for residential density and non-residential intensity for development.

This Land Use Element concludes with a table showing the estimated numbers for housing units, population, and jobs at the future build out of the planning area, which includes the city and its sphere of influence, according to the land uses and densities outlined in this Element.



2.1 EXISTING LAND USE

The existing land uses within the city and its sphere of influence are shown in Table 2.A (Planning Area – Existing Land Uses). Residential land uses form the largest percentage of developed uses (24 percent). Of the residential uses, single-family residential development occurs within 14 percent of the planning area. These single-family uses are generally located in two areas: (1) the northern portion of the city just south of Redlands Boulevard, and (2) south of Barton Road along the base of the South Hills. Other types of residential uses within the planning area include rural residential (typically adjacent to orange groves or within the hillside), multifamily residential, and mobile homes.

Commercial uses make up a small percentage of the land use within Loma Linda, comprising about 3 percent of the city and its sphere of influence. Commercial uses consist of both general commercial and office commercial types of land use. Large commercial or office uses within the city include the auto dealerships south of the Interstate 10 freeway, the offices within the Corporate Business Center, and the Stater Bros. market.

Land uses that are categorized as Institutional make up 9 percent of the planning area. These uses include medical uses, university uses, schools, churches, public facilities, utilities, and utilities combined with agricultural uses. Of these sub-categories, utilities, university uses, and medical uses are the most well represented Institutional uses within the planning area. Loma Linda University (LLU) and the Loma Linda University Medical Center and Children's Hospital (LLUMC/CH) are significant institutional uses within the city.

Heavy and light industrial uses characterize approximately 31 acres or 0.5 percent of the planning area. Industrial uses include self-storage facilities and the Hallmark-Southwest Corporation, located on Redlands Boulevard, which manufactures mobile homes.

Land devoted to open space, agricultural use, recreational use, or vacant land that is not developed totals approximately 3,867 acres or 63 percent of the planning area. These areas include the hills located to the south and the remaining orange groves within the city and the sphere of influence.

2.2 GENERAL PLAN LAND USE CATEGORIES

This section describes the intended land use for the city and its sphere of influence, according to each land use category. The General Plan Land Use Map (Figure 2.1) illustrates the location and distribution of the uses that will be discussed. The general types of desired land uses are given for each category, along with the maximum building density allowed.

The following summary of general land use goals forms the basis for the specific land use policies contained within this Element:

- Increase the diversity and volume of land uses to help create an economically, socially, and culturally vital community.
- Achieve adequate levels of employment opportunities, tax-generating uses, shopping and service uses, leisure activities, and residential opportunities to enhance and preserve the desired character of the city; provide for the everyday needs of its residents, workers, and visitors; and ensure and increase the quality of life within the Loma Linda community.
- Maintain a pattern of land uses that minimizes conflicts between different land uses and that designates land based on conditions such as location, adjacent uses, access, and natural terrain.
- *Preserve and protect designated hillside areas in a portion of the south hills area of the City designated as "Hillside Conservation" on the General Plan Land Use Element Map.*

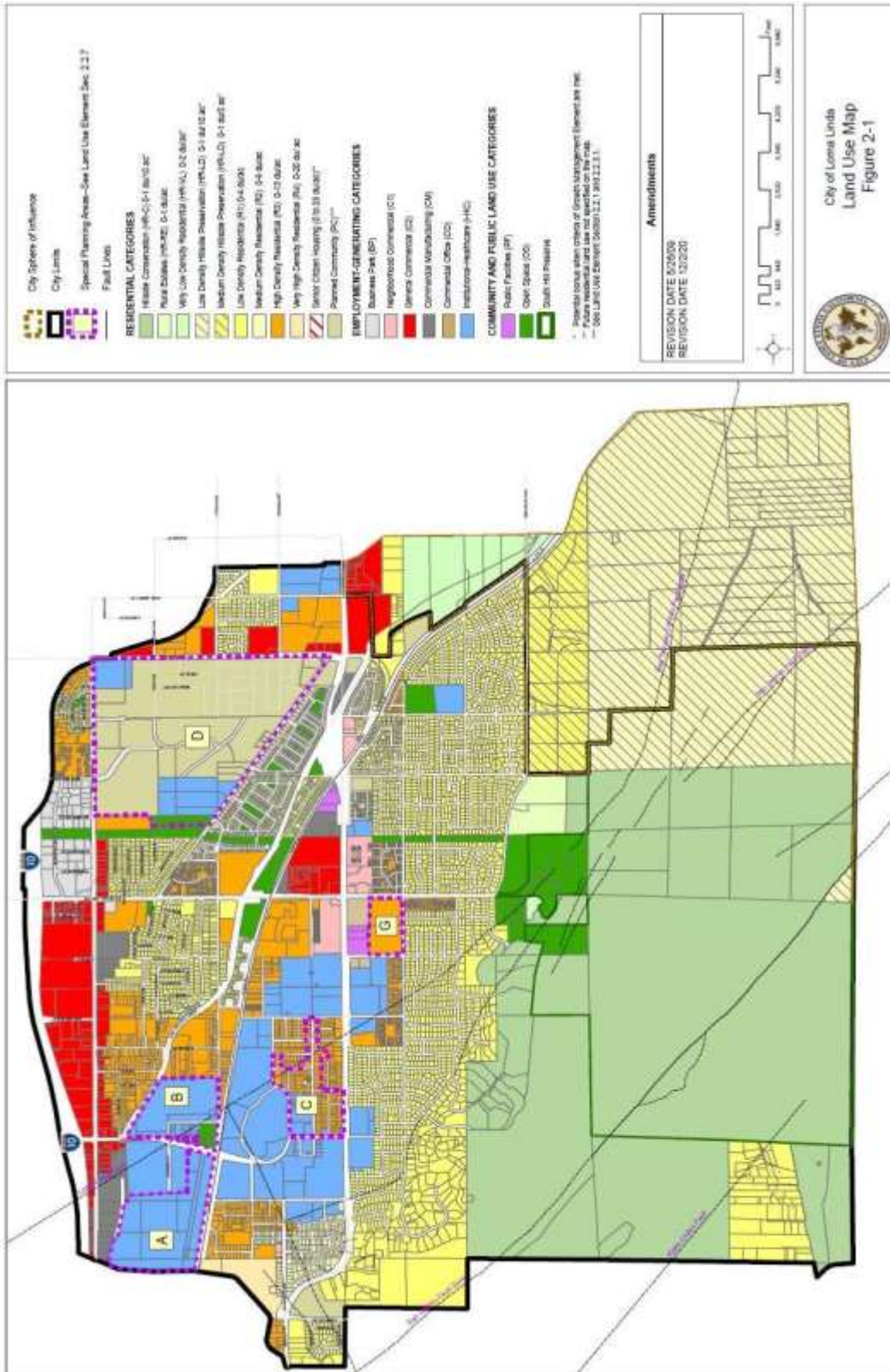


Table 2.A: Planning Area – Existing Land Uses, 2003

Land Use	Acres in City	Acres in Sphere of Influence	Total Acres	Percent of Planning Area (including City and Sphere of Influence)
Residential				
Single-Family Residential (SFR)	846.24	35.62	881.86	14.0%
Mobile Homes (MH)	59.66	0	59.66	0.97%
Multifamily Residential (MFR)	262.74	0	262.74	4.3%
Rural Residential (RR)	149.46	129.12	278.58	4.5%
Subtotal	1318.10	164.74	1482.84	24.0%
Commercial				
General Commercial (CG)	163.67	1.37	165.04	2.7%
Office Commercial (CO)	13.24	0	13.24	0.2%
Subtotal	176.91	1.37	178.28	2.9%
Institutional				
Medical (M)	103.85	0	103.85	1.7%
University (Un)	117.16	0	117.16	1.9%
Schools (S)	58.11	0	58.11	0.95%
Churches (C)	11.05	4.64	15.69	0.25%
Public Facilities (PF)	42.59	0	42.59	0.69%
Utilities (U)	120.55	83.90	204.45	3.4%
Utilities Agriculture (UA)	11.98	0	11.98	0.19%
Subtotal	465.28	88.54	553.82	9.0%
Industrial				
Heavy and Light Industrial (H-L/I)	17.68	0	17.68	0.29%
Subtotal	17.68	0	17.68	0.29%
Open Space				
Open Space (OS)	1494.81	1053.99	2548.80	41%
Vacant (V)	324.03	34.99	359.02	5.8%
Agriculture (AG)	386.05	503.24	889.29	14%
Recreation (R)	63.08	0	63.08	1.0%
Subtotal	2267.97	1592.22	3860.19	63%
TOTAL	4245.94	1846.87	6092.81	100.0%



Insert Figure 2.1 (General Plan Land Use Map)





The description and discussion of desired land use and the distribution of land uses as shown in the Land Use Map inherently reflect the community's policy preferences for addressing these land use issues. In conjunction, specific "guiding policies" and "implementing policies" are presented after each land use category. The former provide direction for decisions and actions, while the latter indicate detailed steps that should be taken in order to strive to meet the specified desires.

In designating land uses, this General Plan takes into account the existing land use patterns within the community and the market demand for various types of land uses. Also considered are which locations of vacant or underdeveloped lands are best for which types of land use and what infrastructure (such as roads) will be required to serve such lands uses. The General Plan provides opportunities, but does not cause development to happen. The General Plan recognizes that, ultimately, growth and development depend on the initiative of individual developers.

The overall pattern of land use desired for Loma Linda is to focus commercial uses in the northern portion of the community near I-10. Institutional uses are to be located in proximity to such existing uses, such as Loma Linda University (LLU) and Loma Linda Academy. Areas designated for health care uses are also located near to existing similar uses such as Loma Linda University Medical Center (LLUMC), the Jerry L. Pettis VA Medical Center, and the Community Medical Center. Areas for business park uses are designated both at the northern and eastern edges of the community, while industrial uses will largely be located in the eastern portion of the community, and separated from residential neighborhoods. Residential uses are intended to characterize the central portion of the community (roughly south of Redlands Boulevard), the base of the South Hills, and the flatter areas within the hillsides. A number of mixed-use-designated areas, especially in the eastern portion of the community, allow for a variety of different types of uses (e.g., commercial, office, institutional, and/or residential) to be located next to each other or within the same building.

Following are the types of land uses allowed within Loma Linda, descriptions of the desired character for such uses, and the relative guiding policies and implementing policies.

2.2.1 Residential Land Use Designations

Residential land use designations within the city and its sphere of influence are divided into eleven categories, each with their own density ranges: Hillside Conservation, Low Density Hillside Conservation, Medium Density Hillside Conservation, South Hills, Rural Estates, Very Low Density, Low Density, Medium Density, High Density, Very High Density, and Senior Citizen Housing. Residential development is also permitted within Special Planning Area land use designations. Permitted development within the South Hills and San Timoteo Creek area is also addressed in the Growth Management Element (Chapter 2A) of the General Plan. Included in Chapter 2A is the "San Timoteo Creek Designation."

Residential densities within residential land use designations include a maximum density per acre.¹ Achievement of this maximum is neither guaranteed nor implied by this General Plan. The final density of any particular residential development is dependent upon development design; any physical, geological, or environmental constraints that might be present within the site or surrounding area; available infrastructure and services; and other factors. Development standards established in the Loma Linda zoning ordinance may also limit attainment of maximum allowable densities.

Within all residential designations, the following non-residential uses are allowed in order to provide functional, high-quality residential areas: infrastructure and utilities needed to serve the residential development; public schools and playgrounds; and parks and other passive open space areas. Home occupations and second dwelling units may be permitted according to the zoning ordinance.

¹ For purposes of determining density, "acre" shall be defined as an acre of gross land area as set forth in Chapter 2A.



Provision of density bonuses as allowed by State law and the Loma Linda zoning ordinance may result in development densities in excess of the nominal General Plan maximum density for any land use designation.

The following subsections discuss the intended development types and allowable densities for each of the residential land use categories. In addition to the development types listed below, the Planned Community (PC) zone may also be used to implement the Residential category for projects requiring flexibility in development and application of standards, to encourage creative and imaginative design, and provide for development of parcels of land as coordinated projects involving a mixture of residential, community facilities and/or commercial land uses.

2.2.1.1 Hillside Conservation (0 to 1 dwelling unit per 10 acres)

This category is intended to provide for very low density single-family residential homes in the Hillside Conservation Area. The allowable density for this category ranges from zero to one dwelling units per 10 acres with a potential bonus up to one dwelling unit per 5 acres where all of the following criteria are met. The maximum anticipated population for this designation is 2.4 persons per ten acres with a potential increase up to 2.4 persons per 5 acres where all of the following criteria are met.

- (1) The project is clustered, provided that in no event shall a lot size less than 2.5 acres in size be permitted;
- (2) The City determines that, to the maximum extent feasible, all development, including roads and utility extensions, is kept off the north facing slopes of the hillsides, which comprise the prime view from Downtown Loma Linda;
- (3) The need for extensions of streets and other utilities and services is minimized;
- (4) Significant natural areas, view areas, and habitats are preserved and set aside as permanent open space and/or conservation areas; and
- (5) Provision is made for riding and hiking trails as called for by applicable City Plans.

This category is implemented by the Hillside Conservation (HR-C) Zone of the Zoning Ordinance.

2.2.1.2 Low Density Hillside Preservation (0 to 1 dwelling unit per 10 acres)

This category is intended to provide for low density single-family residential homes in the Hillside Preservation Area. The allowable density for this category ranges from zero to one dwelling units per 10 acres. The maximum anticipated population for this designation is 2.4 persons per ten acres. This category is implemented by the Low Density Hillside Preservation (HR-LD) Zone of the Zoning Ordinance.

2.2.1.3 Medium Density Hillside Preservation (0 to 1 dwelling unit per 5 acres)

This category is intended to provide for low density single-family residential homes in the Hillside Preservation Area. The allowable density for this category ranges from zero to one dwelling units per 5 acres. The maximum anticipated population for this designation is 2.4 persons per five acres. This category is implemented by the Medium Density Hillside Preservation (HR-MD) Zone of the Zoning Ordinance.

2.2.1.4 South Hills

The South Hills land use category is intended to provide for management of the City's southwestern hillside area in order to balance appropriate levels of development and increased preservation efforts. Defining "appropriate levels of development" is accomplished in the General Plan through a



combination of a maximum allowable development intensity and controlled development and hillside design policies, since reasonable limitations on single-family residential development density and character are needed for the protection of sensitive environmental features; public safety; efficient provision of infrastructure, utilities, and public services; and protection of the City's visual resources. The maximum allowable density for this category ranges from zero to one dwelling unit per 10 acres for non-clustered development and one dwelling unit per 2 acres for clustered development. This category includes lands both within and outside the city limits. Areas within the city limits are regulated by the Hillside Conservation (HR-C), Low Density Hillside Preservation (HR-LD) and Open Space (OS) Zones.

2.2.1.5 Rural Estates (0 to 1 dwelling unit per acre)

This category is intended to provide for single-family homes in a rural setting. The allowable density for this category ranges from zero to one dwelling unit per acre. The maximum anticipated population for this designation is 2.4 persons per acre. This category is implemented by the Rural Estates (HR-RE) Zone of the Zoning Ordinance.

2.2.1.6 Very Low Density (0 to 2 dwelling units per acre)

This category is intended to provide for single-family residential homes in a large lot, suburban setting. The allowable density for this category ranges from zero to two dwelling units per acre. The maximum anticipated population for this designation is 5 persons per acre. This category is implemented by the Very Low Density (HR-VL) Zone of the Zoning Ordinance.

2.2.1.7 Low Density Residential (0 to 4 dwelling units per acre)

This category is intended to provide for traditional single-family subdivisions within the city and sphere of influence. The allowable density for this category ranges from *zero to four* dwelling units per acre. The maximum anticipated population for this designation is 12 persons per acre. This category is implemented by the Low Density Residential (R-1) Zone of the Zoning Ordinance.

2.2.1.8 Medium Density Residential (0 to 9 dwelling units per acre)

This category allows for single-family residential, duplexes, townhouses, and condominium types of development. It is intended that as the aging mobile home developments within the community need to be replaced, they are re-built with one of the above development types, so as to combine lower-cost housing with newer market trends for single-family development types (such as those allowing for landscaped open space and other amenities) to improve the quality of the living environment for residents. The allowable density for this category ranges from *0 to nine* dwelling units per acre. The maximum anticipated population for this designation is less than 22 persons per acre. This category is implemented by the Medium Density Residential (R-2) Zone of the Zoning Ordinance.

2.2.1.9 High Density Residential (0 to 13 dwelling units per acre)

This category is intended for multifamily uses consisting of low-rise (one to three stories) condominium and apartment style development. The allowable density for this use ranges from *0 to 13 dwelling units per acre*. The maximum anticipated population for this designation is 34 persons per acre. This category is implemented by the High Density Residential (R-3) Zone of the Zoning Ordinance.

2.2.1.10 Very High Density Residential (0 to 20 dwelling units per acre)

This category is intended for multifamily uses consisting of low-rise (one to three stories) condominium and apartment style development. The allowable density for this use ranges from *0 to*



20 dwelling units per acre. The maximum anticipated population for this designation is 52 persons per acre. This category is implemented by the Very High Density Residential (R-4) Zone of the Zoning Ordinance.

2.2.1.11 Senior Citizen Housing (0 to 25 dwelling units per acre)

This category is intended for multifamily uses consisting of condominium and apartment style development within age-restricted developments. The allowable density for this use ranges from 0 to 25 dwelling units per acre. The maximum anticipated population for this designation is 45 persons per acre. This category is not currently implemented on the City's Zoning Map. It is intended as an option for development within Special Planning Area G as described in Section 2.2.7.5.

2.2.2 Policies for Residential Land Use

Following are the policies applicable to residential land uses.

2.2.2.1 Guiding Policy for Residential Land Use

Ensure quality single-family and multifamily residential development in order to create and preserve residential neighborhoods that embody the strengths and accomplishments of the community and to preserve both the economic investment of new and existing individual property owners and the community's natural resources.

Implementing Policies

- a. Encourage a mixture of dwelling sizes, layouts, and ownership types (consistent with the corresponding land use designation, density range, and applicable General Plan requirements), especially within large-scale residential development projects, in order to provide housing opportunities for a range of incomes and households.
- b. Residential neighborhoods should exhibit a complementary variety of dwelling setbacks and placement on the lot, and lot patterns that reflect the existing topography.
- c. Where residential infill development is proposed, ensure that the density is compatible with the existing residential neighborhood.
- d. Provide every multifamily dwelling unit with a usable private garden area, yard, patio, or balcony.
- e. *Provide the citizens of Loma with a choice of areas of varying densities and housing with a range of costs.*
- f. Require that new residential development provide for construction of infrastructure and provision of open space and/or construction of recreational facilities in order to reduce the public cost associated with such uses.
- g. Allow gated communities as long as infrastructure is built to typical City standards.
- h. Require that all new detached single-family residences shall have a minimum lot size of 7,200 s.f., regardless of the underlying land use designation or zone.

For purposes of this policy, a "single-family residence" means a detached residence which is intended to serve as the principal dwelling unit on the property, and does not include structures containing more than one dwelling unit, such as duplexes, triplexes or other multiple unit dwellings. In addition, detached condominium units that are part of a larger condominium project are not considered single-family residences for purposes of this policy, provided that (1) the unit adjoins common space shared by other units in the project; and (2) at least a majority of the condominium units in the project consist of attached residences. The 7,200 s.f. minimum lot size



requirement is not intended to prohibit the approval of attached or detached guest structures or second residential units on a parcel occupied by a single detached single-family residence, where the guest unit or second residential unit is authorized in conformity with state law or City regulations, and the second units remain under the same ownership as the principal dwelling unit.

- i. Unless specifically exempted from the applicable provisions of Measure V, require that all residential structures, including the residential portion of any mixed-use structure containing residential dwelling units, be no greater than 35 feet in height.
- j. Conversion of existing single-family uses to multifamily development within the High Density Residential area along the north and south sides of Barton Road at Loma Linda's western City limits shall be contingent upon preparation of a plan for consolidation of access of existing driveways. Prior to approval of multifamily development, the project sponsors shall demonstrate that:
 - Access for proposed multifamily development will be provided in a safe and efficient manner; and
 - There is sufficient agreement among property owners to implement such a plan.

2.2.3 Employment-Generating Land Use Designations

The General Plan identifies five employment-generating types of land use that provide a broad range of employment opportunities for the community: commercial including various types of hotels, office, business park, institutional-health care, and industrial. Permitted maximum land use intensities are given for each designation. These maximum intensities are stated as maximum floor area ratios (FAR). FAR is determined by dividing the total proposed building area (square feet) of a development project by the square footage of the development site prior to any new dedication requirements. Achievement of this maximum is neither guaranteed nor implied by this General Plan. The final density achieved by any particular development is dependent upon the development design/layout; any physical, geological, or environmental constraints that might be present within the site; available infrastructure and services; and other factors. Development standards established in the Loma Linda Municipal Code may also limit attainment of the stated maximum allowable densities.



2.2.3.1 Commercial Land Use (Maximum 0.5 FAR)

The intent of the commercial designation is to provide for the shopping and commercial service needs of the residential community, the workers who are employed within Loma Linda, and those who visit the city, such

Auto sales are considered a commercial use

as to receive health care. Examples of the intended nature of development within the commercial category include shopping centers, in-line shops, specialty shops, and stand-alone commercial uses. The Commercial land use designation also allows office uses and religious assembly uses to be incorporated into commercial development (e.g., offices in small storefronts, a cluster of office suites within a larger shopping center, or religious assembly uses in buildings originally designed for



commercial uses) if the dominant character of the overall development remains commercial. The maximum allowable density for the Commercial designation is 0.5 FAR (0.75 for hotel uses as provided for in Implementing Policy 2.2.4.1 “c,” below). This category is implemented by the Neighborhood Commercial (C-1) and General Commercial (C-2) Zones of the Zoning Ordinance. The Planned Community (PC) zone may also be used to implement the Commercial category for projects requiring flexibility in development and application of standards, to encourage creative and imaginative design, and provide for development of parcels of land as coordinated projects involving a mixture of residential, community facilities and/or commercial land use.

(See also the text descriptions, policies, and photo examples of appropriate commercial design for Loma Linda, which are contained in the Community Design Element of this General Plan. The Community Design Element addresses a variety of commercial types of development, including auto-oriented commercial, “big box” development, hospitality development [e.g., hotels and extended-stay suites], and “convenience” development [e.g., car washes, service stations].)

2.2.3.2 Office (Maximum 0.5 FAR)

This land use category provides primarily for professional or medical office uses, but also allows for commercial uses that support the office uses or office workers (e.g., office supply stores, copy services, pharmacies, day care, restaurants, dry cleaners, sundry stores, etc.). Buildings may range from low to high-rise (one to five stories). (This designation is distinct from the Business Park category, since the latter may include a mix of office and light industrial uses.) The maximum allowable density for the Office designation is 0.5 FAR (Floor Area Ratio). This category is implemented by the Commercial Office (CO) Zone of the Zoning Ordinance.

(See also the text descriptions, policies, and photo examples of appropriate Auto Oriented Commercial and Small Office Development design for Loma Linda, which are contained in the Community Design Element of this General Plan.)

2.2.3.3 Business Park (Maximum 0.5 FAR)

The Business Park designation allows for professional offices, research and development activities, and light industrial uses in low to high-rise developments (one to five stories). Limited retail or service uses designed to meet the business needs of offices or the personal needs of office workers are also permitted. Buildings may be stand-alone or be a series of buildings that are coordinated in terms of site layout, architectural design, and landscaping to form a “campus.” The maximum allowable density for the Business Park designation is 0.5 FAR (Floor Area Ratio). This category is implemented by the Business Park (BP) Zone of the Zoning Ordinance.

The community seeks to expand these types of uses by attracting firms that are related to the medical technology field or that would benefit from the medical advances of LLUMC/CH and the VA Medical Center. The Loma Linda community would also be a good location for the corporate headquarters of firms that are related to physical, mental, and spiritual health products or services, since the location of a firm’s headquarters can be important to company image and marketing.

(See also the text descriptions, policies, and photo examples of appropriate Business Park/ Research and Development design for Loma Linda, which are contained in the Community Design Element of this General Plan.)



2.2.3.4 Institutional-Health Care (Maximum FAR Varies, 0.5 to 1.0)

The Institutional-Health Care designation is intended for educational institutions and religious assembly uses, hospitals, medical clinics, medical research facilities, rehabilitation centers, and residential facilities that provide a high degree of medical care and supervision. Included within this designation is the Loma Linda University (LLU) campus, which is characterized by lecture halls, classroom buildings, laboratory buildings, libraries, administration buildings, and service buildings (e.g., printing service and security office). Also included is student housing (e.g., dorms, detached or attached dwelling units) and employee housing (detached or attached dwelling units). The category also encompasses smaller educational uses, including Loma Linda Academy and the public school (Bryn Mawr Elementary) currently located within the city. These smaller educational uses may include facilities characterized by classrooms, auditoriums, libraries, gymnasiums, administration offices, and cafeterias. Religious assembly uses may be characterized by assembly areas or buildings, classrooms, religious administrative offices, and limited residential facilities for religious personnel. Also permitted within this designation is employee housing as an accessory use. This category is implemented by the Institutional-Healthcare (I-HC) Zone of the Zoning Ordinance.



Institutional uses include Loma Linda University

The design of Institutional-Health Care development may take on a variety of built forms depending on the exact type of use. The maximum allowable density for the Health Care uses is 1.0 FAR (Floor Area Ratio). The maximum allowable density for the large Institutional uses (e.g., LLU) is 0.8 FAR. The maximum allowable density for small Institutional uses (e.g., Loma Linda Academy, Bryn Mawr Elementary, religious assembly uses) is 0.5 FAR.



The Veterans Medical Center provides health care to the community and region

(See also the text and policies regarding appropriate Institutional design for Loma Linda, which are contained in the Community Design Element of this General Plan. This Element also contains descriptions, policies, and photos addressing appropriate design of health care. For hospitals and similar large-scale medical facilities, see the text descriptions, policies, and photo examples of appropriate Large Office/Business Park design. For small medical office uses, see the text, policies, and photos addressing small office use. For residential facilities providing a high level of health care see the text, policies, and photos addressing hospitality use.)

2.2.3.5 Industrial (Maximum 0.6 FAR)

The Industrial land use category is intended for light industrial uses such as manufacturing, assembly, warehousing, and distribution that have limited or no impact on or resulting from the following: air quality, electrical or electronic interference, hazardous materials, light and glare, liquid and solid wastes, noise, odors, ground vibration, or water quality. Warehousing and distribution uses should be limited to those uses that generate a relatively low number of vehicle trips in order to prevent impacts



on traffic congestion from vehicular transportation of goods. Office use that is ancillary to the main industrial use is also allowed. All activities associated with industrial uses must be located within a fully enclosed building, or beneath a covered, semi-enclosed structure (see Industrial section within Community Design Element). The maximum allowable density for the Industrial designation is 0.6 FAR (Floor Area Ratio). This category is implemented by the Commercial Manufacturing (CM) Zone of the Zoning Ordinance.

(See also the text descriptions, policies, and photo examples of appropriate Industrial design for Loma Linda, which are contained in the Community Design Element of this General Plan.)

2.2.4 Policies for Employment-Generating Land Use

Following are policies regarding commercial, office, business park, health care, and industrial land uses.

2.2.4.1 Commercial/Office Guiding Policy

Attract new, and maintain existing, commercial and office uses to better serve the retail and service needs of the community, to keep the sales tax revenues from purchases by the Loma Linda community from going elsewhere, to reduce the length of trips necessary to meet retail and service needs, and to expand employment opportunities within the community.

Commercial/Office Implementing Policies

- a. Encourage commercial uses that are currently underrepresented within Loma Linda (e.g., membership bulk-merchandise stores, home improvement warehouses, discount general merchandisers, electronics, pet supplies, office supplies, sporting goods, linens, furniture, books, toys, family clothing, baby and children's clothing, discount designer clothing, etc.).
- b. Encourage pedestrian-oriented development and small-scale development that feature specialty stores and boutiques to create vibrant areas for people to gather and socialize and to better serve the community by providing a greater range of commercial uses (e.g., sit-down restaurants, upscale apparel, stores related to hobbies or collectibles, gifts, etc.).
- c. Encourage a greater variety of visitor/service commercial uses to better serve the community (e.g., hotels and extended-stay suites that include special event facilities to hold conventions, corporate events, weddings, etc., particularly along Redlands Boulevard, car wash/detailing facilities, service stations, etc.).
- d. On sites where a proposed hotel facility cannot feasibly provide appropriate and desirable amenities and parking with an FAR of 0.50 or less, the City may permit an increase in the allowable floor area ratio up to a maximum FAR of 0.75, if the City determines that the resulting development would be compatible with surrounding existing and planned development.
- e. Encourage more commercial leisure activities (e.g., family-oriented commercial recreation facilities, kids' entertainment restaurants, day spas, sit-down restaurants that not only provide food but are oriented around family gatherings and appreciation of nature through their settings).
- f. Provide for retail and service uses that focus on physical, mental, and/or spiritual well being. By seeking out these uses, the community could attract businesses and services that want health-oriented customers (which the community of Loma Linda provides) and at the same time the community would receive a greater variety of wellness-oriented uses that it needs and values.
- g. Place commercial and office development so that it has a strong relationship with the street, such as by siting the buildings so that they are close to the street, or for buildings that need to be set



back from the street with a large parking lot, locate pad buildings along the street to maintain an attractive street edge and visually buffer the parking lot.

- h. Ensure that new commercial/office developments are designed to provide for reciprocal access, where feasible, along commercial corridors to minimize the number of driveway entries necessary, limit the need to use the street to gain access to nearby uses, and provide a unified street edge.

2.2.4.2 Business Park Guiding Policy

Develop attractive business park uses to expand the employment opportunities within the community and help build the diversity of uses required to create an economically, socially, and culturally vital community.

Business Park Implementing Policies

- a. Create a cohesive visual character within all business parks (i.e., through complementary architecture, landscaping, signage, etc.).
- b. Provide abundant landscaping to create a high caliber, professional character in all business parks.
- c. Require the provision of outdoor amenities (e.g., plazas, outside seating, fountains, public art) to enhance the working environment.
- d. Provide a network of public pathways around the perimeter and between buildings to enhance the connectivity within each business park.

2.2.4.3 Institutional-Health Care Guiding Policy

Strengthen the physical layout and visual identity of LLU as it relates to the community as a whole so that it both functionally integrates with the larger community and is an identifiable landmark. Promote health care facilities that are conveniently located and well designed to aid patients and to make a positive visual contribution to the community in general.

Institutional-Health Care Implementing Policies

- a. Increase the functionality, identity, and appearance of LLU, especially at the edges where it meets with the surrounding community, through appropriate land uses and land use controls, site planning, and use of design elements. (See also the Community Design Element.)
- b. Encourage LLU in its implementation of its master plan process for university-related facilities and future facilities to ensure consistency with the General Plan, zoning, and other City requirements.
- c. Require that residential uses be housing for students or employees of the institutional use.
- d. Encourage LLU in the implementation of its master plan process for its diverse health care facilities and future facilities to ensure consistency with the General Plan, zoning, and other City requirements.
- e. Encourage associated health care facilities and services to locate within close proximity of each other and require pedestrian connections (and bicycle paths, where appropriate) between such uses in order to limit necessary vehicle trips for patients, visitors, health care workers, and health care students.
- f. Ensure that health care uses are designed so that site layout, architectural elements, and signage clearly direct visitors to parking areas, appropriate buildings, and building entries. Encourage



health care uses to employ similar clarity of design and signage on the interior of buildings to ease visitors' stress through a well-designed wayfinding approach.

- g. Require that any residential uses be clearly ancillary to the primary health care use and restricted to housing for employees of the onsite health care facility.

2.2.4.4 Industrial Guiding Policy

Ensure that new industrial development will not impact nearby residential uses and other sensitive uses.

Industrial Implementing Policies

- a. Require all industrial uses to be adequately screened to reduce glare, noise, dust, and vibrations.
- b. Ensure that all industrial uses adjacent to residential land uses (either existing residential uses or residentially designated land) include a buffer zone or noise attenuation wall to reduce outside noise levels at the property line to an acceptable level.

2.2.5 Community and Public Land Use Designations

Included within this heading are public categories of uses as well as recreational open space. The City of Loma Linda acknowledges that some of these land uses may be outside of the jurisdictional control of the City and that the corresponding public entities might not be required to follow the City's development standards. In such cases, the following land use policies, including maximum development density, are intended to serve as a guideline for the public agency.

2.2.5.1 City Facilities (Maximum 0.5 FAR)

The City Facilities designation includes the Civic Center and the City's Corp Yard facility. The Civic Center contains the city hall as well as a senior center, library, community center, and fire station. The Corp Yard facility provides a location for maintenance and storage of City vehicles. The maximum allowable density for the City Facilities designation is 0.5 FAR.

Any new development within the City Facilities designation may take on a variety of built forms depending on the exact type of use. New buildings within the Civic Center should be architecturally consistent with the existing buildings. This category is implemented by the Public Facilities (PF) Zone of the Zoning Ordinance.



Loma Linda City Hall and Civic Center

2.2.5.2 Recreation (Maximum 0.1 FAR)

The Recreation land use category applies to a strip of land located approximately a half mile east of Mountain View Avenue that runs from north to south, connecting Redlands Boulevard to Beaumont Avenue at the foot of the hills. This area contains Edison electrical transmission towers, numerous orange trees, and sections of a pedestrian/bicycle trail with a concrete walkway. The purpose for designating this land as a recreational use is to serve nearby neighborhoods and the community in



general by establishing a continuous trail system characterized by a concrete walkway from Redlands Boulevard to Beaumont Avenue.

The intent of this designation is to preclude the development of buildings, except those that may be ancillary to the recreational use (e.g., restrooms, small service buildings). Thus, the maximum allowable density for the Recreation designation is 0.05 FAR. (Because the allowed development within this designation is extremely limited, there are no applicable text descriptions or photo examples regarding this use within the Community Design Element.) This category is implemented by the Open Space (OS) Zone of the Zoning Ordinance.

2.2.5.3 South Hills Preservation

The South Hills Preservation land use category applies to lands within Loma Linda's South Hills area that is owned by the City, and intended for permanent natural open space and trails. The intent of this designation is to preclude the development of buildings, and to permit only such improvements and facilities as are consistent with the permanent protection of natural open space. Thus, while this area is to be open to the public and recreational trails are encouraged within this area, the design and use of trails and trailheads are to be consistent with the environmental values of the lands they traverse. The boundary of this area is shown on the Land Use Element Map.

2.2.5.4 Parks

The Parks designation applies to lands owned and operated by the City of Loma Linda as passive or active public parks. This category is implemented by the Open Space (OS) Zone of the Zoning Ordinance.

2.2.6 Policies for Community and Public Land Uses

Following are the policies relating to community and public land uses.

2.2.6.1 City Facilities Guiding Policy

The Civic Center should continue to serve as a strong symbol of the community by maintaining its attractive, functional design.

City Facilities Implementing Policy

- a. Any expansion of the Civic Center should be coordinated with the existing buildings in terms of site layout, building orientation, architectural design, and landscaping.

(For any new buildings within the Corp Yard, see also the text descriptions and photo examples of appropriate Industrial design for Loma Linda, which are contained in the Community Design Element of this General Plan.)

2.2.6.2 Recreation Guiding Policy

Ensure functionality and pleasant aesthetics through proper design of the pathway, access points, and landscaping of the north/south riding and hiking trail.

Recreation Implementing Policy

- a. Add an enhanced pedestrian crossing at the signalized intersection of Barton Road and Newport Avenue/Corp Yard in order to provide better access between the trail segments north and south of Barton Road if such an at-grade crossing can provide for adequate pedestrian safety.



- b. Provide trail amenities such as signage, benches, and trash receptacles. Signage should identify the entrances to the riding and hiking trail. Benches and trash receptacles should be spaced along the trail.
- c. Provide increased access by designing pedestrian linkages from the adjacent residential cul-de-sacs to the trail system.
- d. Maintain the privacy of adjacent dwellings by allowing walls and fences of a standard height along existing residential property lines that are located adjacent to the perimeter of the trail.
- e. Encourage public visibility of the trail system in order to promote safety for the users by designing new adjacent residential development with windows that overlook the trail system. Design trail entrances to promote visibility and safety by placing them in prominent locations and minimizing obstacles (e.g., walls, tall plant materials) immediately adjacent to the entrances.
- f. Retain, maintain, and irrigate clusters of the existing orange trees within the designated trail area to serve as landscaping adjacent to the pathway, since these trees help promote the community's sense of place and reflect the community's agricultural past.
- g. *Publicly owned open space owned by the City within the hillside area (area designated "South Hills Preservation") shall be designated as permanent open space and shall be maintained as an open space preservation area on the General Plan land use map. Such permanent open space designation shall not be changed except upon a vote of the citizens of Loma Linda. Lands designated South Hills Preservation shall not be used for residential development or for the purpose of trade to acquire other properties within the South Hills Area or to provide density transfers or density bonuses. Open space land shall be open to public recreational use consistent with prior historical uses and the protection of environmental values. Roads shall be prohibited within the South Hills Preservation Area, except as is necessary for (1) access to trail head locations or (2) protection of public health and safety.*

2.2.7 Special Planning Areas

There are five general areas within the city that are designated as "Special Planning Areas" (Figure 2.1). Each area is intended to provide a different variety of uses at varied densities according to each area's location, access, size, and adjacent land use designations. Each area has its own purpose and intent and provides a healthy mix of land uses throughout the City. The intent is to create areas in which a mix of uses can come together to meet the commercial, employment, institutional, and residential needs of the neighborhood and community at large through efficient patterns of land use; and allow for flexibility in determining the specific use of each parcel, as long as the intent of this Element is maintained, to accommodate changing market forces in the future. The Special Planning Areas are further described below.

2.2.7.1 Special Planning Area A: Loma Linda Academy Area (West of Proposed Future Evans Street Alignment)

This area, which currently consists of agricultural uses, lies on both sides of the future Evans Street alignment and extends to the private Loma Linda Academy schools. The northern boundary is the commercial uses fronting on Redlands Boulevard, and the eastern boundary is the Gage Canal. The Union Pacific Railroad is the southern boundary. An extension of Evans Street is proposed as a new future exit from the Interstate 10 (I-10), and would provide vehicular access to this area.

Guiding Policy for Loma Linda Academy Special Planning Area A

The area should create a "high end" professional character in which building architecture, landscaping, and amenities (e.g., fountains, public art, walking pathways) serve to integrate various uses including



research and development, professional or medical offices, health care facilities, religious assembly, and/or educational uses.

Implementing Policies for Loma Linda Academy Special Planning Area A

- a. Allow business park, professional or medical offices, and/or religious assembly along with ancillary uses such as restaurants and services along the frontage of the proposed Evans Street extension.
- b. Mix uses in a horizontal pattern; that is, the buildings within this Special Planning Area should be designed to work together (e.g., circulation, compatible architectural character, landscaping) as an integrated “campus,” with each building containing different uses. The non-residential uses within this area may also be mixed in a vertical pattern; that is, different types of uses may be contained within the same building.
- c. Place buildings close to the proposed Evans Street in order to form a strong street edge. Access to these uses should be from a consolidated access road as opposed to various driveways along the new street, since the latter would impact traffic flow.
- d. Buffer residential and school uses (e.g., using landscaped setbacks, site layout, and building orientation) from the railroad tracks to reduce impacts from noise.
- e. All buildings should be one to three stories in height, unless additional height is granted by the final reviewing authority through an approved conditional use permit.
- f. Appropriate densities for this Special Planning Area shall be 0.5 FAR for Business Park uses, Office uses, and for small Institutional buildings (e.g., religious assembly buildings and schools). Higher intensity development may be permitted for health care facilities through an approved conditional use permit.
- g. Implement development of Special Planning Area A through the adoption of a specific plan(s) or planned development(s), so that specific siting of land uses/buildings, architectural design, landscaping, road infrastructure, utilities, and other elements can be planned in a comprehensive, rather than piecemeal, manner throughout the area.

(See also the text descriptions, policies, and photo examples of appropriate Large Office/Business Park design for Loma Linda, which are contained in the Community Design Element. For design of schools, see the text descriptions and policies for Institutional uses in the Community Design Element. For residential uses, also see the design policies within the Community Design Element.)



2.2.7.2 Special Planning Area B (Anderson/Van Leuven Area)

This Special Planning Area is located east of Anderson Street, north of Van Leuven Street, south of San Timoteo Creek, and west of existing residential uses and vacant parcels along Poplar Street. Current vehicular access into the interior of this area is provided by Orange Grove Street via either Van Leuven Street located to the south or Anderson/Academy Street located to the west.

This area is currently characterized by single-family residential uses located along Anderson Street and Parkland Street (which splits off from and runs roughly parallel to Anderson Street). Single-family dwellings are also located on the west side of Orange Grove Street. Elmer Digneo Park is located on the east side of Anderson Street, north of the rail line. Agricultural uses occupy the remainder of the area, with a small telephone utility use at the corner of Van Leuven and Orange Grove Streets.

Guiding Policy for Anderson/Van Leuven Area Special Planning Area B

The intent for this area is to develop a mixed use² village with residential, office, retail, cultural, medical/health care, educational, and park and recreation uses. Religious assembly uses, such as a church, would also be appropriate within this area.



Residences currently fronting on Anderson Street

Implementing Policies for Anderson/ Van Leuven Area Special Planning Area B

- a. Encourage horizontal mixed-use development (i.e., different uses in separate, adjacent buildings), as well as and vertical mixed-use development (i.e., different uses such as residential, commercial, office, or educational uses within the same building).
- b. Promote commercial retail, services, and office uses or vertical mixed-use buildings with these uses on the ground floor along the frontage of Anderson Street.
- c. Allow religious assembly and/or residential development, ranging from medium to high density, to be located to the east of the commercial uses to the boundary of the area.
- d. Place medium high (0–13 du/ac) to very high (0–20 du/ac) density residential, as well as senior citizen (0–25 du/ac) housing in proximity to Elmer Digneo Park, to take advantage of this amenity. High to very high density residential and senior citizen housing should also be located closest to the commercial and office uses that are intended along Anderson Street. Medium high density residential should be placed towards the eastern portion of the area to be compatible with the medium to high density residential uses to the east.

² "Mixed-use" development consists of two (2) or more primary land use components such as, but not limited to, residential and retail business, residential and offices, etc., which are harmoniously grouped into a visually compatible and functional land use arrangement that would not otherwise be permitted under a traditional residential, business park, or office zoning district. A "mixed-use" development needs to provide a common amenity or feature that ties different uses together into an integrated project. Thus, merely placing different uses adjacent to each other within a single development does not constitute "mixed-use" development. Mixed-use development may occur in either the same building (vertical mixed use) or on adjoining buildings on the same site (horizontal mixed use).



- e. Permit a maximum of 525 dwelling units within this area (1,280 residents, assuming 2.44 persons per dwelling unit).
- f. Site all residential uses to facilitate pedestrian access to the park from the residential areas.
- g. Provide the main access to the commercial center along Anderson Street so that it is off of Orange Grove Street (or its replacement street).
- h. Provide a new road or improve the existing Orange Grove Street alignment to provide better access into the heart of the Special Planning Area and improve circulation from Van Leuven Street to the Anderson Street/Academy Street intersection, with an opportunity for a second access road connecting to Anderson Street.
- i. Appropriate non-residential development intensity for this Special Planning Area shall be 0.5 FAR for Commercial, Office, and Institutional development, including medical/health care, educational, and religious assembly uses.
- j. Design residential uses at the eastern edge of the Special Planning Area (adjacent to residences along/near Poplar Street) as one story dwellings of an appropriate height and scale to avoid visual conflicts with existing residences.
- k. Implement development of Special Planning Area B through the adoption of a specific plan(s) or planned development(s), so that specific siting of land uses/buildings, architectural design, landscaping, road infrastructure, utilities, and other elements can be planned in a comprehensive, rather than piecemeal, manner throughout the Special Planning Area.



**Conceptual development for a portion of
Special Planning Area B**

(See also the text, policies, and photo examples of Auto Oriented Commercial/Small Office buildings that are contained in the Community Design Element of this General Plan. General site layout and design policies for religious assembly uses are addressed in the Institutional section of the Community Design Element. For residential uses, also see the design policies within the Community Design Element.)

2.2.7.3 Special Planning Area C (“University Center”)

This area generally lies south of Mound Street and Shepardson Drive, north of Barton Road, with a portion straddling Prospect Avenue. The western boundary is Anderson Street and the eastern boundary varies with the outer edge extending to Richardson Street. Vehicular access is provided by a number of streets primarily located at the area’s perimeter, including Anderson Street, Mound Street, Prospect Avenue, Taylor Court, Taylor Street, La Mar Road, Shepardson Drive, and Richmond Road. This area is walking distance from LLU, LLUMC, and the surrounding residential area to the east and southeast.

Current uses include retail and service commercial, a federal post office, university offices, and single and multifamily



**The small University Center offers
future potential as a “village”**



residential. Service and retail uses (e.g., travel services and watch shop), as well as LLU department offices are currently located to the west of Anderson Street. A post office, bank, and market are located on or near the eastern frontage of Anderson Street. The eastern half of this Special Planning Area currently consists of single and multifamily residences.

Guiding Policy for University Center Special Planning Area C

The University Center Special Planning Area is intended to be a vertical mixed-use³ area that is the center of activity within the neighborhood, especially serving the students, faculty, workers, and visitors of the nearby LLU and LLUMC. Retail and service commercial uses should be increased in the area (especially along the frontage of Anderson Street and Taylor Street), adding to and strengthening the small number of existing retail and service uses. These expanded retail and service uses should consist of pedestrian-oriented development with residential uses on the upper floors, to build a denser and varied “downtown” character.

Within this Special Planning Area, it is intended that a parking structure be developed to provide parking for many users, including new upper floor residential units, commercial customers who arrive via car, and University students since the existing University parking lots (which require a parking permit) may be lost due to the new mixed-use development. The residences that are anticipated to be lost due to the development of the parking structure are intended to be replaced by upper floor residential units constructed in association with the new mixed-use development.

Implementing Policies for University Center Special Planning Area C

- a. Allow retail and service commercial uses on the ground floor of buildings. Permit office and residential uses on upper floors.
- b. Orient development to existing primary circulation routes such as Anderson Street, Mound Street, and Prospect Avenue, or at least provide detailed, pedestrian friendly architecture on all street frontages. (See the section on Pedestrian-Oriented Development within the Community Design Element for descriptions and photo examples of pedestrian oriented development.)
- c. Place buildings that are located within the interior of the Special Planning Area (i.e., those that do not front directly on a street) so that they front onto pedestrian-only internal “streets” or streets designed so that pedestrian use takes precedence over vehicular traffic.
- d. Integrate large commercial uses such as the existing market, bank, and post office with new, smaller sized tenant spaces. Existing University department offices within this “downtown” area should be moved elsewhere on campus or relocated to the second floor of new mixed-use development, if at all possible, since the buildings in which they are contained are not pedestrian-friendly (e.g., they lack interesting/detailed architecture, large display windows, pedestrian pathways along the perimeter, amenities such as landscaping or seating near the buildings, etc.). At a minimum, new retail and service tenant spaces that are designed to be pedestrian-friendly should be developed immediately adjacent to the perimeter of the existing department offices to help integrate them into the pedestrian environment (e.g., by obscuring the blank exterior walls of the offices with a series of small pedestrian-oriented tenant spaces).

³ “Mixed-use” development consists of two (2) or more primary land use components such as, but not limited to, residential and retail business, residential and offices, etc., which are harmoniously grouped into a visually compatible and functional land use arrangement that would not otherwise be permitted under a traditional residential, business park, or office zoning district. A “mixed-use” development needs to provide a common amenity or feature that ties different uses together into an integrated project. Thus, merely placing different uses adjacent to each other within a single development does not constitute “mixed-use” development. Mixed-use development may occur in either the same building (vertical mixed use) or on adjoining buildings on the same site (horizontal mixed use).



- e. Retain and integrate existing historic buildings with new development, wherever possible.
- f. Design parking structure(s) to have shared walls with mixed-use development so that secured access to upper floor residential units can be provided from within the structure. In addition, the parking structure should be designed so that retail and service uses are located along the perimeter of the ground floor of the structure to provide a pedestrian-friendly and visually attractive method for camouflaging the parking structure.
- g. Explore the feasibility of angled on-street parking in order to provide additional short-term parking for commercial uses.
- h. The appropriate density for this Special Planning Area shall be 1.0 FAR for commercial, office, and residential uses in a mixed-use building.
- i. Implement development of Special Planning Area C through the adoption of a specific plan(s) or planned development(s), so that specific siting of land uses/buildings, architectural design, landscaping, road infrastructure, utilities, and other elements can be planned in a comprehensive, rather than piecemeal, manner throughout the Special Planning Area.
- j. Provide for an increase of 83 dwelling units over 2006 conditions (202 residents, assuming 2.44 persons per dwelling unit).

(See also the text, policies, and photo examples for Pedestrian-Oriented Development that are contained in the Community Design Element of this General Plan. Parking structures are discussed and illustrated in the "Convenience" Development section of the Community Design Element.)

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

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

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

This area is intended to be characterized by a horizontal and vertical mixed uses developed along the frontages of Redlands Boulevard and California Street, including commercial, office, structured parking, and up to 400 very high density residential dwelling units. Religious assembly uses are also anticipated along Redlands Boulevard and California Street. (Also see the discussion regarding adaptive reuse of historic homes associated with the orange groves in the Community Design Element.)

If the existing school at the corner of Redlands Boulevard and California Street should cease to be used as an educational facility, then the possibility of adaptive reuse of the buildings for professional and medical offices, as well as low intensity commercial and restaurant use, should be explored (also see adaptive reuse section in the Community Design Element).



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

The General Plan envisions establishment of a heritage park within the Redlands Boulevard/California Street Special Planning Area, providing passive recreational uses within an historic setting, consisting of examples of local historic architecture. This vision includes relocating historic homes into the park, and establishing a local heritage/cultural museum, as well as adapting the structures for use for civic and cultural events, as well as for use by local civic and cultural organizations.

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

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

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

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

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

- Each Phase shall be first conceptually approved through a General Plan Amendment that defines the allocation of land uses consistent with Table 2B and the proximate geographic area for that phase.
- Any single Phase shall not be less than 40 acres in total area.
- Each conceptual Phase shall demonstrate that proposed land uses and siting are consistent with the Guiding and Implementing policies for Special Planning Area D, and shall



demonstrate that sufficient land area is provided within the proposed Phase to accommodate that Phase's fair share contribution (as determined by the City) for parks, open space, trails, roadways and other community amenities expected within the broader context of Special Planning Area D.

- Any single Phase shall only be approved for areas with a zone category designation that requires site planning and development design to be addressed through a “planned development permit” or equivalent planning review process, so that adequate design flexibility can be addressed to provide for superior design quality. It is anticipated that any planned development (or equivalent) process would include (at a minimum) specific property development standards and design guidelines in combination with the underlying site plan layout.

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

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

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

Land Use	Acres	Dwelling Units
Institutional	25.05	0
Institutional – Existing:	6.65	
Institutional – Phase 1:	0.00	
Institutional – Phase 3:	18.4	
Very Low Density Residential (0 to 2 du/ac)	29.3	60
VLDR – Phase 3:	29.3	(60)
Low Density Residential (0 to 4 du/ac)	49.5	198
LDR – Phase 2:	49.5	(175)
LDR – Phase 3:	0.00	0
Medium Density Residential (2 to 6 du/ac)	12.4	103
MDR – Phase 3:	12.4	(103)
High Density Residential (6 to 13 du/ac)	10.1	93
HDR – Phase 2:	5.5	(72)
HDR – Phase 3:	4.6	(60)
Park (School Associated)	14.05	0
Park – Existing:	4.95	
Park – Phase 3:	9.1	
Parking Structure	0.00	0
Parking – Phase 2:	0.00	
Parking – Phase 3:	0.00	
Parks / Open Space	51.93	0
Parks/Open Space – Existing:	9.60	
Parks/Open Space – Phase 1:	5.50	
Parks/Open Space – Phase 2:	20.60	
Parks/Open Space – Phase 3	16.23	



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

Land Use	Acres	Dwelling Units
Retail / Mixed Use	77.0	400
Retail/Mixed Use – Phase 1:	27.64	(0)
Retail/Mixed Use – Phase 2:	20.00	(142)
Retail/Mixed Use – Phase 3:	49.53	(258)
Roadway	19.2	0
Roadway – Phase 1:	3.29	
Roadway – Phase 2:	5.90	
Roadway – Phase 3:	10.1	
Senior Citizen Housing (0 to 25 du/ac)	9.0	213
Sr Housing – Phase 2:	9.0	(213)
Sr Housing – Phase 3:	0.00	(0)
Trail	13.62	0
Trail – Phase 1:	0.32	
Trail – Phase 2:	1.20	
Trail – Phase 3:	0.70	
TOTAL	299.81	1,067

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

Land Use	Acres	Dwelling Units
Institutional	25.1	0
Very Low Density Residential (0 to 2 du/ac)	29.3	60
Low Density Residential (0 to 4 du/ac)	49.5	198
Medium Density Residential (2 to 6 du/ac)	12.4	103
High Density Residential (6 to 13 du/ac)	10.1	93
Senior Citizen Housing (0 to 25 du/ac)	9.0	213
Retail/Mixed Use	77.0	400
Parks/Open Space/Trails (& School Fields)	68.2	0
Roadway	19.2	0
TOTAL	299.8	1,067

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



they side on to the street and by placing parking lots so that they are easily accessed but not dominating the street frontage.

- d. Pursue adaptive reuse of the large residences associated with the citrus groves to the greatest extent feasible in order to maintain elements from the community's history; potential new uses for these historic structures may include restaurants, offices, and bed and breakfast establishments. New adjacent uses/buildings should be sensitively sited and designed in order to preserve historic buildings, allow for viable access to them, and create a cohesive architectural character that reflects, and is compatible with, the historic buildings. New development shall be consistent with the City's Historic Mission Overlay District.
- e. Align north-south collector roads with existing streets located to the north of Redlands Boulevard.
- f. Design vehicular and pedestrian circulation patterns in the residential areas to facilitate access to the commercial uses along Redlands Boulevard and California Street via the residential collector streets behind the commercial uses. Thus, nearby residents should not need to drive or walk along Redlands Boulevard or California Street to access the commercial and service uses.
- g. Provide residential uses with easy access to the planned recreation trail running north and south through the city (located approximately one half mile east of Mountain View Avenue), such as by placing trail connections at the end of cul-de-sacs.
- h. Provide public open space in proximity to residential uses, either in concert with (and in addition to) the planned recreation trail running north and south through the city (located approximately one half mile east of Mountain View Avenue), or in a separate area.
- i. Limit non-residential buildings to a maximum of three stories in height, with taller "signature buildings" conditionally permitted at key intersections and locations within the Special Planning Area.
- j. Under no circumstances shall a residential structure or the residential portion of a mixed use structure be permitted to exceed 35 feet in height.
- k. The maximum allowable number of residential units within Special Planning Area D shall be 1,067.
- l. Multi-family and senior housing products shall be provided with sufficient usable open space within the development. The internal open space provided within such developments may not be counted toward meeting minimum requirements for public park area, but shall be considered to be an added amenity pursuant to General Plan policy "o," below.
- m. New residential uses in proximity to existing residential uses that will remain along Mission Road shall be compatible in density (generally, low density residential 0 to 4 dwelling units per acre) and scale. A gradation of lot sizes shall be provided from large lots along Mission Road to the north and east.
- n. The appropriate density for shopping centers, business parks, and office buildings shall be 0.5 FAR. The appropriate density for small institutional uses (e.g., religious assembly uses and schools) shall also be 0.5 FAR.
- o. Implementation of development within Special Planning Area D shall be through a master plan coordinated process so that specific siting of land uses/buildings, architectural design, landscaping, road infrastructure, utilities, and other elements can be planned in a comprehensive, rather than piecemeal, manner throughout the Special Planning Area. Such implementation shall reinforce development standards and guidelines to:
 - Maintain a feeling of "openness" within the area;



- Provide for varying front yard setbacks and a mix of one- and two-story residential dwelling units;
 - Development of an area of lots larger than those found in a typical suburban subdivision; and
 - Preserve existing oak trees and provide for replacement at an appropriate ratio of those trees than cannot feasibly be preserved.
- p. The design of development within Special Planning Area D must encompass a variety of amenities to serve the project. Development of residential product types other than single family detached dwelling units on minimum 7,200 square foot lots shall require the provision of a strong package of project amenities within the overall Specific Plan or planned development, including, but not limited to:
- 25 percent usable open space;
 - Trails and paseos;
 - Child care facilities;
 - Neighborhood/satellite community libraries;
 - Fountains and water features;
 - Public art;
 - Amphitheaters and public gathering places;
 - Homeowner-owned parks and recreational facilities, such as sports fields, ball courts, tot lots, putting greens, pools, lakes, and community center buildings;
 - Public facilities/parks substantially in excess of that required by Quimby Act provisions;
 - Provision of up to 10 percent of the project's dwelling units affordable to low and moderate income households;
 - Provision of one or more high density, walkable village areas and/or
 - Public facilities with a recognizable connection to the project that are substantially in excess of the city's minimum requirements.
- q. Development of commercial, office, and business park development within the Redlands Boulevard/ California Street Special Planning Area shall comply with the following.
- (1) Provide plazas, pocket parks, public art, and similar amenities to create gathering places with a high level of visual interest.
 - (2) Provide a strong mix of commercial uses including neighborhood retail, specialty retail, restaurant, entertainment, office-based employment and/or professional services.
 - (3) Encourage a pedestrian-oriented character through detailed, pedestrian oriented architecture; pedestrian amenities such as seating areas, landscaping, and lighting; water features such as fountains and public art; signs that are placed and scaled to the pedestrian; wide sidewalks and/or pathways to link buildings; and open areas such as plazas to encourage gathering.
 - (4) Limit buildings to a maximum of three stories in height, with taller "signature buildings" conditionally permitted at key intersections and locations within the Special Planning Area.
 - (5) Under no circumstances shall a residential structure or the residential portion of a mixed use structure be permitted to exceed 35 feet in height.



- r. Pursue establishment of a heritage park to preserve the existing reminders of Loma Linda's history; establish a location to which historic structures can be relocated, restored, and protected; and provide a location for the operation of historical preservation organizations and passive recreation in an historic setting.
- s. Within planned open space and park areas, provide active sports facilities.
- t. Phase One Implementation shall be established for an approximate 42.45 acre area located at the northwest corner of Special Planning Area D. Proposed future development within Phase One shall only be allowed subject to the following:
 - (1) Submittal and City approval of planned development permit(s), or equivalent planning review process as determined acceptable by the City, which demonstrates comprehensive site planning, site-specific development standards and design guidelines.
 - (2) The detailed development proposal (e.g., planned development application) shall demonstrate through the project design and accompanying plans and guidelines that the proposed land uses and siting are consistent with the Guiding and Implementing policies for Special Planning Area D, and shall demonstrate that sufficient land area is provided within the proposed Phase to accommodate Phase One's fair share contribution (as determined by the City) for parks, open space, trails, roadways and other community amenities expected within the broader context of Special Planning Area D.
- u. Phase Two Implementation shall be established for an approximate 111.7-acre area located within the easterly third of Special Planning Area D, generally south of Redlands Boulevard, west of California Street and north of Mission Boulevard. Proposed future development within Phase Two shall only be allowed subject to the following:
 - (1) Submittal and City approval of planned development permit(s), or equivalent planning review process as determined acceptable by the City, which demonstrates comprehensive site planning, site-specific development standards and design guidelines.
 - (2) The detailed development proposal (e.g., planned development application) shall demonstrate through the project design and accompanying plans and guidelines that the proposed land uses and siting are consistent with the Guiding and Implementing policies for Special Planning Area D, and shall demonstrate that sufficient land area is provided within the proposed Phase to accommodate Phase Two's fair share contribution (as determined by the City) for parks, open space, trails, roadways and other community amenities expected within the broader context of Special Planning Area D.
 - (3) Preparation and adoption of the "Citrus Trails Master Plan," having been determined to be of acceptable format and applicability, would fulfill the planning review process requirements required under subsections (1) and (2) above.
- v. Phase Three Implementation shall be established for an approximate 103-acre area located primarily within the central third of Special Planning Area D, generally south of Redlands Boulevard, west of Phase Two, north of Mission Boulevard and east of Phase One, and also including Heritage Park. Proposed future development within Phase Three shall only be allowed subject to the following:

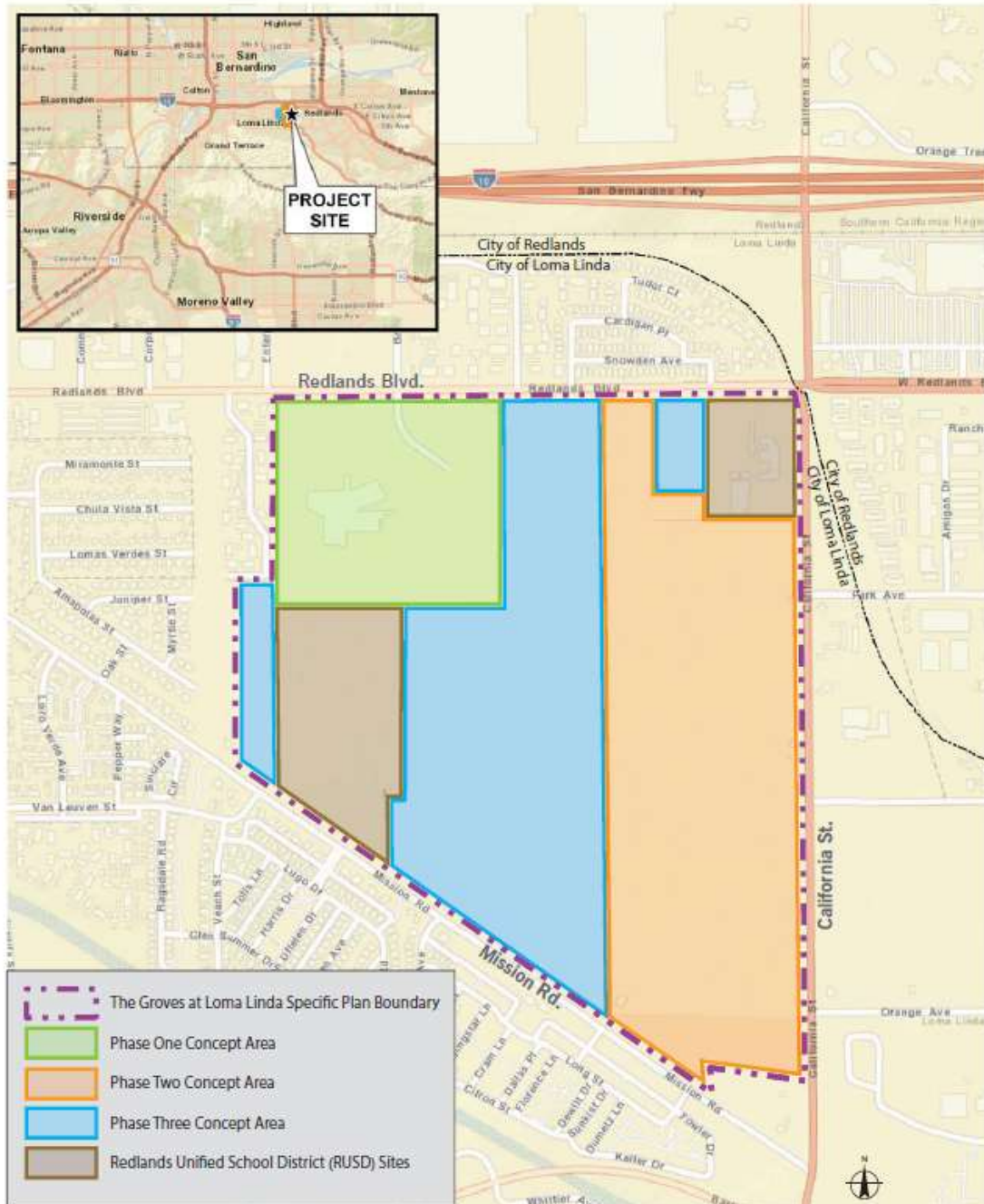


- (1) Submittal and City approval of The Groves at Loma Linda Specific Plan, which shall demonstrate comprehensive site planning, site-specific development standards and design guidelines for the balance of Special Planning Area D.
- (2) The Groves at Loma Linda Specific Plan shall demonstrate through the project design and accompanying development standards and guidelines that the proposed land uses and siting are consistent with the Guiding and Implementing policies for Special Planning Area D, and shall demonstrate that sufficient land area is provided within the proposed Phase to accommodate Phase Three's fair share contribution (as determined by the City) for parks, open space, trails, roadways and other community amenities expected within the broader context of Special Planning Area D.
- (3) Preparation and adoption of The Groves at Loma Linda Specific Plan, having been determined to be of acceptable format and applicability, would fulfill the planning review process requirements required under subsections (1) and (2) above.

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



Figure 2.2 (Special Planning Area D)



2.2.7.5 Special Planning Area G

This area consists of approximately 20 acres located south of City Hall between Loma Linda Drive and Mountain View Avenue. This area is intended to take advantage of the location of the Senior



Center portion of the City Hall complex, and provide a transition between higher intensity uses to the north and single family neighborhoods to the south. Primary vehicular access to this area should be taken from Loma Linda Drive and Mountain View Avenue, with limited access from Lawton Avenue.

Guiding Policy for the South of City Hall Special Planning Area

The intended use for Special Planning Area G is a mix of medium density (0-9 du/ac) and senior citizen (0-25 du/ac) housing. It is intended that age-restricted senior housing be located within the interior and northern portions of the area, designed to provide direct pedestrian access to the City's Senior Center. Medium density housing is to be provided as a buffer to medium and low density neighborhoods to the west, east, and south.

Implementing Policies for Special Planning Area G

- a. Provide for development of approximately 10 acres each of Senior Housing (0-25 du/ac) and Medium Density (0-9 du/ac), with senior housing located within the interior and northern portions of the area, and provided with direct pedestrian access to the City's Senior Center. Medium density housing is to be provided as a buffer to medium and low density neighborhoods to the west, east, and south.
- b. Permit a maximum total of 335 dwelling units (652 people, assuming 2.44 persons per dwelling unit for medium density and 1.8 persons per dwelling unit for senior housing).
- c. Cluster parking areas away from street frontages to emphasize the pedestrian-oriented nature of onsite development.
- d. Limit all residential buildings to a maximum height of 35 feet.
- e. Senior housing and medium density residential development shall provide appropriate open space and recreation areas for the use of its residents.
- f. A minimum of 25 percent of the Special Planning Area shall be retained in open space.

2.2.7.6 Special Planning Area H

(Reserved)

2.2.7.7 Special Planning Area I

(Reserved)

2.2.7.8 Special Planning Area J

(Reserved)

2.3 ESTIMATED POPULATION, HOUSEHOLDS, AND EMPLOYMENT AT FUTURE BUILD OUT DATE

Table 2.C shows SCAG's estimated total population, households, and employment numbers for the City portion of the planning area. These estimates are provided in five-year increments through the year 2035. Tables 2.D through 2.F show detailed estimated numbers for acreage, dwelling units, and jobs at the future build out date based on the land uses and allowable densities outlined in this Element. As shown in these tables, SCAG projections indicate that Loma Linda will reach buildout of its residentially designated land uses about 2020, while non-residential land uses will achieve buildout sometime beyond the year 2035.



Table 2.C: SCAG Projection of Population, Households, and Employment (Within Existing City Limits Only)

	2005	2010	2015	2020	2025	2030	2035
Total Population	21,777	25,481	28,997	32,259	35,426	38,470	41,385
Total Households	8,140	9,586	11,458	13,050	14,554	15,960	17,286
Total Employment	16,128	19,343	22,170	24,376	26,915	29,767	33,086

Source: 2008 SCAG RTP Growth Forecast by City

Table 2.D: General Plan Build Out Land Uses (Acres)

Land Use	City	Sphere of Influence	Total Acres
South Hills	391.90	0.00	391.90
Rural Residential	33.87	0.00	33.87
Low-Density Residential	878.54	22.24	900.78
Medium-Density Residential	62.71	0.00	62.71
High-Density Residential	325.00	0.00	325.00
Very High-Density Residential	25.53	0.00	25.53
Senior Citizen Housing	0.00	0.00	0.00
South Hills Preserve (Open Space)	1,417.67	0.00	1,417.67
Expanded Hillside Area	11.74	0.00	11.74
Hillside Conservation Area	353.13	0.00	353.13
Low Density Hillside Preservation	0.00	733.78	733.78
Medium Density Hillside Preservation	0.00	156.75	156.75
San Timoteo Creek Area	6.74	90.45	97.19
Commercial	319.03	24.43	343.46
Office	10.70	0.00	10.70
Business Park	1.50	0.00	1.50
Health Care	131.40	0.00	131.40
Industrial	48.04	0.00	48.04
Institutional	165.51	0.00	165.51
City Facilities	19.22	0.00	19.22
Park	35.93	0.00	35.93
Recreational (Public Open Space)	31.54	0.00	31.54
Special Planning Areas			
A Loma Linda Academy	77.07		77.07
B Anderson Ave/Van Lueven St	47.63		47.63
C University Center	36.31		36.31
D Redlands Blvd/California St	299.81		299.81
G South of City Hall	19.79		19.79
<i>Total</i>	<i>480.61</i>		<i>480.61</i>
		0.00	
Rights of Way ¹	116.97	0.00	116.97



Table 2.D: General Plan Build Out Land Uses (Acres)

Land Use	City	Sphere of Influence	Total Acres
Total Acres	4,158.03	1,781.51	5,939.54

¹ The City's GIS data includes "rights of way" that are considered "parcels" and therefore are included in this table. Traditional rights of way for roadways are not included in the acreage calculations for the Planning Area.

Table 2.E: General Plan Build Out Housing

Land Use	City	Sphere of Influence	Total Dwelling Units
South Hills			
Single-Family dwelling units	203	0	203
Multifamily dwelling units	0	0	0
Hillside Conservation Area			
Single-Family dwelling units	27	0	27
Multifamily dwelling units	0	0	0
Expanded Hillside Area			
Single-Family dwelling units	5	0	5
Multifamily dwelling units	0	0	0
Low Density Hillside Preservation			
Single-Family dwelling units	0	73	73
Multifamily dwelling units	0	0	0
Medium Density Hillside Preservation			
Single-Family dwelling units	0	31	31
Multifamily dwelling units	0	0	0
San Timoteo Creek Area			
Single-Family dwelling units	12	180	192
Multifamily dwelling units	0	0	0
Rural Residential			
Single-Family dwelling units	34	0	34
Multifamily dwelling units	0	0	0
Low-Density Residential			
Single-Family dwelling units	3,107	75	3,182¹
Multifamily dwelling units	0	0	0
Medium-Density Residential			
Single-Family dwelling units	801	0	801
Multifamily dwelling units	1,135	0	1,135
High-Density Residential			
Single-Family dwelling units	0	0	0
Multifamily dwelling units	898	56	954
Very High-Density Residential			
Single-Family dwelling units	0	0	0
Multifamily dwelling units	3,581	0	3,581



Table 2.E: General Plan Build Out Housing

Land Use	City	Sphere of Influence	Total Dwelling Units
Senior Citizen Housing			
Single-Family dwelling units	0	0	0
Multifamily dwelling units	0	0	0
Special Planning Areas			
Single-Family dwelling units	2,076	0	2,076
Multifamily dwelling units	1,409	0	1,409
Total Dwelling Units	13,288	415	13,703
Total Households	12,624	394	13,018
Total Population	31,886	996	32,882

Table 2.F: General Plan Build Out Employment

Land Use	City	Sphere of Influence	Total Number of Employees
Commercial			
Retail Employment	4,363	426	4,789
Other Employment	1,213	119	1,332
Office			
Retail Employment	0	0	0
Other Employment	180	0	180
Business Park			
Retail Employment	405	495	900
Other Employment	788	963	1,751
Health Care			
Retail Employment	428	0	428
Other Employment	11,104	0	11,104
Industrial			
Retail Employment	0	0	0
Other Employment	33	0	33
Institutional			
Retail Employment	1,095	0	1,095
Other Employment	9,944	0	9,944
City Facilities			
Retail Employment	0	0	0
Other Employment	626	0	626
Special Planning Areas			
Retail Employment	1,162	0	2,344
Other Employment	4,539	0	4,539
Total Retail Employment	8,635	921	9,556
Total Other Employment	28,427	1,082	29,509
Total Employment	37,062	2,003	39,065





2A GROWTH MANAGEMENT ELEMENT

In order to achieve the goal of maintaining the unique quality of life in the City of Loma Linda and to assure the protection of natural hillsides, the preservation of open space, the reduction of traffic congestion, and the maintenance of safe, quiet residential areas, the following principles of managed growth shall apply to all new development:

SECTION I: SIX PRINCIPLES OF MANAGED GROWTH

A. PRINCIPLE ONE—*New development within the planning area and sphere of influence of the City of Loma Linda shall conform to City development standards that promote environmentally sensitive development designed to preserve and enhance the quality of life now experienced in the City.*

In order to assure that future development within the City of Loma Linda is limited so that it promotes the environmental, social and economic well-being of the entire community, the following standards shall apply to new development in all areas within the City and its sphere of influence:

1. Definitions

(a) Definition of Gross Land Area. *Gross Land Area of developable land in any residential project is defined as the area remaining after deducting the area of any floodway easement, utility easement, and the area of the right-of-way of any bordering street.*

(b) Residential Land Use Designations and Standards Defined. *The following maximum allowable densities apply with regard to Gross Land Areas within the residential land use designations set forth below:*

Land Use Designation	Maximum Allowable Density
Hillside Conservation	0–1 du/10 acres*
Low Density Hillside Preservation	0–1 du/10 acres**
Medium Density Hillside Preservation	0–1 du/5 acres**
Rural Estates	0–1 du/acre



Land Use Designation	Maximum Allowable Density
Very Low Density	0–2 dus/acre
Low Density	0–4 dus/acre
Medium Density	0–9 dus/acre
High Density	0–13 dus/acre
Very High Density	0–20 dus/acre
Senior Citizen Housing	0–25 dus/acre

Du=dwelling unit

* With potential bonus when the specified criteria of the Hillside Conservation Amendments are met.

** With potential bonus when the specified criteria of this Chapter 2A are met.

- (c) **Minimum Residential Lot Size.** *The minimum lot size for a single family residence, regardless of density bonuses, shall not be less than seven thousand, two hundred (7,200) square feet in any planning area or zone.*
- (d) **Maximum Residential Building Height.** *The maximum residential building height shall not exceed thirty-five (35) feet.*
- (e) **Avoidance of Environmentally Sensitive Areas.** *New development shall be sited so as to maximize the permanent preservation of large blocks of unbroken open space and to minimize the loss of habitat, wildlife, and watershed resources.*
- (f) **Development to Respect Wildlife Habitats.** *Development projects are to be designed to protect habitat values and to preserve significant habitat areas and habitat connections in their natural condition:*
 - i. *Within habitat areas of rare, threatened or endangered species, disturbance of protected biotic resources is prohibited.*
 - ii. *Development shall avoid “canyon bottoms,” which are defined as the land occurring within 200 feet of either side of a line referred to as a “blue line stream” as designated on a U.S. Geological Survey (USGS) map. Within riparian and wetland areas, the vegetative resources that contribute to habitat carrying capacity (vegetative diversity, faunal resting areas, foraging areas, and food sources) shall be preserved in place or replaced so as to not result in a measurable reduction in the reproductive capacity of sensitive biotic resources. Development shall not result in a net loss of wetlands.*
 - iii. *Buffer zones adjacent to areas of preserved biological resources shall be provided. Such buffer zones shall be adequate in width so as to protect biological resources from grading and construction activities, as well as from the long-term use of adjacent lands. The landscape design adjacent to areas of preserved biological resources shall be designed so as to avoid invasive species that could negatively impact the value of the preserved resource.*
- (g) **Animal Uses Preserved.** *Within single family residential areas, existing entitlements for recreational, equestrian and animal uses shall be preserved.*
- (h) **Alternative Infrastructure.** *Use of alternative infrastructure (e.g., septic systems, water systems, etc.) may be permitted in areas where municipal systems feasibly cannot be extended in an economically feasible manner. The cost of either alternative infrastructure or the extension of municipal systems shall be the responsibility of the developer.*



- (i) **San Timoteo Creek Area Designation.** *The San Timoteo Creek Area is depicted on Exhibit A to this Chapter 2A. Land area in the San Timoteo Creek Area shall not be re-designated for any use other than single family residential use and the maximum allowable density shall not exceed more than two (2) dwelling units per acre. Land in this area may only be re-designated for single family residential use at a maximum allowable density which shall not exceed two (2) dwelling units per acre upon approval by a four-fifths (4/5) vote of the total authorized membership of the City Council following a noticed public hearing. The boundaries of the San Timoteo Creek Area are described in Exhibit A1 to this Chapter 2A.*

2. Development in the City's Planning Area and Sphere of Influence

Development within the planning area and within the sphere of influence of the City, and within all other areas outside the City for which City services are requested to be provided, shall conform to development standards within the City and shall be subject to the following policies:

- (a) **Residential Density Standards Shall be Retained.** *Neither the number of residential land use designations nor the maximum residential density standards set forth in this Chapter 2A shall be increased without a vote of the people.*
- (b) **Development Agreements.** *All development agreements entered into by the City and any developer pursuant to California Government Code Sections 65864, et seq. shall conform to the policies contained in the Loma Linda General Plan, including without limitation this Chapter 2A and the Loma Linda zoning ordinance.*
- (c) **Annexation.** *No pre-annexation agreement shall be entered into by the City that conflicts with the Loma Linda General Plan and/or this Chapter 2A. Any property subject to a pre-annexation agreement or otherwise annexed to the City shall be designated and zoned to conform to the Loma Linda General Plan including this Chapter 2A, and any previous designation and zoning imposed by any other jurisdiction shall be null and void.*
- (d) **Extension of Public Utilities Outside the City Limits.** *Extension of utility services shall mean the provision of any utility or public service to any parcel of land not subject to City metering, billing, taxation or other fee for service arrangement for such services. No extension, connection, or provision, either directly or indirectly through any other entity, of City-provided utility services to areas or parcels outside the City limits shall occur until such areas or parcels are properly annexed to the City, except that utility services may be extended, connected, or provided to areas or parcels outside the City limits without prior annexation if, and only if, all of the following conditions are met:*
- i. The area or parcel to be served is not contiguous to the City;*
 - ii. The City and the landowner have entered into a properly recorded and binding pre-annexation agreement establishing covenants running with the land that assure full compliance with all development standards of the City, payment of all capital improvement and other development fees which would be applicable to the property if it were within the City limits at the time of extension, connection, or provision of such services, and immediate processing of annexation to the City at the City's request; and*
 - iii. The landowner agrees as a condition of extension, connection, or provision of utility services or facilities to serve the proposed development to pay the full cost of such extension, connection, or provision of such utility services or facilities, including without limitation its proportionate share of the cost of developed infrastructure necessary for the extension, connection, or provision of such utility services.*



3. Development Fee Policy

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

B. PRINCIPLE TWO—The hillside areas of the City of Loma Linda, its planning area and its sphere of influence are important to the community and shall be preserved in as natural a state as possible consistent with the Hillside Conservation Amendments and the standards set forth in this Chapter 2A.

1. Hillside Preservation Area Defined

The Hillside Preservation Area is depicted on Exhibit A to this Chapter 2A. The boundaries of the Hillside Preservation Area are described in Exhibit A1 to this Chapter 2A.

2. Hillside Conservation Area Defined

The Hillside Conservation Area is described in the Hillside Conservation Ordinance (Ordinance 495) as amended by Ordinance 541, which is codified as Chapter 20.12 of the Loma Linda Municipal Code, and is described in Exhibit B of that Ordinance. The boundaries of the Hillside Conservation Area as depicted on Exhibit A to this Chapter 2A are intended to be consistent with Ordinance 541. In the event that any inconsistency should be found, the map set forth as Exhibit A to this Chapter 2A shall control over the map attached to Ordinance 541 as Exhibit A and the legal description attached to Ordinance 541 as Exhibit B.

3. Expanded Hillside Area Defined

The Expanded Hillside Area is depicted on Exhibit A to this Chapter 2A. The boundaries of the Expanded Hillside Area are described in Exhibit A1 to this Chapter 2A.

4. Hillside Preservation Area, Hillside Conservation Area and Expanded Hillside Area Development

(a) Permitted Development. *The City shall only allow future development within the Hillside Preservation Area, the Hillside Conservation Area, and the Expanded Hillside Area which:*

- i. Protects the area's natural environment and sensitive environmental features, as well as public health and safety, maximizing the preservation of land in permanent public open space;*
- ii. Ensures that the design and layout of future hillside development adapts to the natural hillside topography; and*
- iii. Minimizes the need for and costs of providing infrastructure, utilities, and public services to all hillside areas.*



(b) Ridgeline Setbacks. Development shall be set back from Primary Ridgelines 100 feet horizontally and 100 feet vertically. "Primary Ridgelines" include ridgelines having any of the following characteristics:

- i. Ridges that have a difference in elevation of at least 200 feet from the toe of slope of the valley floor or the toe of slope of any canyon floor;
- ii. Ridges which, prior to grading, are visible, or which would be visible but for man-made obstructions such as buildings or houses, from north of Barton Road, Interstate 10, or east of San Timoteo Canyon Road;
- iii. Ridges that form a prominent landform in the foreground, a major skyline ridge in the background, or one of the layers of ridges that may be visible in between, or which would be visible but for man-made obstructions such as buildings or houses; or
- iv. Ridges that frame major visual access when a person is traveling through the Hillside Preservation Area, the Hillside Conservation Area or the Expanded Hillside Area and will provide the first view of valley and canyon areas as a traveler emerges from the other side of the ridge.

(c) Commercial Uses Generally Prohibited. No commercial uses such as, but not limited to, retail stores, professional or medical buildings, offices, warehouses, construction or manufacturing businesses, and hotels, shall be allowed in the Hillside Preservation Area, the Expanded Hillside Area or the Hillside Conservation Area except that commercial animal and agricultural uses such as ranches, stables, grazing, citrus and avocado groves that existed as of the Effective Date of enactment of this Chapter 2A shall be allowed. Commercial recreational uses and associated uses may be allowed consistent with the protection of environmental values.

(d) Trails Master Plan Policies. The City shall develop a Trails Master Plan that identifies existing usable trails and potential future trails and open space areas in the Hillside Preservation Area, the Expanded Hillside Area, and the Hillside Conservation Area. Once a Trails Master Plan is adopted, the City shall encourage new development to be consistent with the Trails Master Plan. New development in the Hillside Preservation Area, the Expanded Hillside Area and the Hillside Conservation Area shall provide a trail system that will link with future dedicated trails. Sidewalks in development projects are not considered trails unless such sidewalks are suitably broad and equipped for equestrian use.

5. Clustering Policies for Hillside Preservation Area

(a) Clustering. Clustering requires development to be grouped in the more level and less environmentally sensitive portions of the Hillside Preservation Area, while steeper or more environmentally sensitive areas are preserved in a natural state. Clustering should facilitate the permanent protection of key natural features, such as, without limitation, steep slopes, biological habitats, recreational roads and trails, ridgelines, and scenic areas.

(b) Only Single Family Residences Permitted. Only single family residences shall be permitted in the Hillside Preservation Area.

(c) Dedication of Open Space. Where clustering is allowed, the remaining open space shall be preserved and deeded to the City and dedicated as permanent open space and/or conservation area or subject to a permanent conservation easement and shall be open to the public for noncommercial recreational uses consistent with environmental values. The City is



prohibited from permitting any development inconsistent with non-commercial recreational uses or open space on such dedicated land without a vote of the people.

- (d) No Clustering on Northerly Facing Slopes.** *In no event shall clustering be permitted on the northerly facing slopes which, prior to grading, are visible, or which would be visible but for man-made obstructions such as buildings or houses, from north of Barton Road, Interstate 10, or east of San Timoteo Canyon Road (the "Northerly Facing Slopes").*
- (e) No Commercial Recreational Development on Northernmost Northerly Facing Slopes.** *In no event shall commercial recreational development or associated development be permitted on the northernmost Northerly Facing Slopes.*
- (f) Urban Slope Line.** *The Urban Slope Line is depicted on Exhibit A to this Chapter 2A. This line is intended to correspond to the toe of slope of the hillside. If there is a discrepancy between the Urban Slope Line as depicted on Exhibit A and the toe of a slope for a particular parcel as determined by a registered civil engineer or surveyor, the line which is farther north is the line which shall be used for purposes of determining the Cluster Area boundary line for that particular parcel.*
- (g) Cluster Areas.** *The following are general descriptions of the only areas where clustered housing is allowed:*
 - i. Cluster Area A, with 2½-acre minimum lot size: south of Beaumont Avenue and the southern boundary of the railroad, north of the Urban Slope Line, east of Bryn Mawr Avenue, and west of Nevada Street.*
 - ii. Cluster Area B, with 1-acre minimum lot size: south of the eastern boundary of Loma Linda's Sphere of Influence, north of the Urban Slope Line, east of Nevada Street, and west of the eastern boundary of Loma Linda's Sphere of Influence.*
 - iii. Cluster Area C, with ½-acre minimum lot size: with the exception of the Northerly Facing Slopes, south of the ridgelines of the northernmost Northerly Facing Slopes.*

6. Density Bonus Policies for Developments in Hillside Preservation Area

A density bonus is allowed only where clustering of dwelling units and additional public benefits, such as preservation of open space, are provided. In no event shall more than one density bonus be allowed for any particular project.

- (a) Criteria for Allowing a Density Bonus.** *Where all of the following criteria are met, a density bonus as provided in Section 6(b) may be permitted:*
 - i. No dwelling unit or related structure or commercial recreational development or associated development is located on the northernmost Northerly Facing Slopes;*
 - ii. The project is clustered except for in no event shall clustering be permitted on any Northerly Facing Slopes;*
 - iii. In no event shall a lot size less than 2½ acres be permitted in Cluster Area A;*
 - iv. In no event shall a lot size less than 1 acre be permitted in Cluster Area B;*
 - v. In no event shall a lot size less than ½ acre be permitted in Cluster Area C;*



- vi. *In no event shall densities or density bonuses be transferred from parcels south of the northernmost ridgelines to land north of the northernmost ridgelines;*
- vii. *All development infrastructure, including roads and utility and service extensions, is kept off of the Northerly Facing Slopes to the fullest extent possible;*
- viii. *The need for extensions of streets and other utilities and services is minimized;*
- ix. *The remaining open space created through clustering, including without limitation, significant natural areas, view areas, and habitats, is preserved and deeded to the City and dedicated as permanent open space and/or conservation area;*
- x. *Provision is made for riding and hiking trails; and*
- xi. *The land is not located within the area depicted as Rural Estates on Exhibit A to this Chapter 2A.*

(b) Extent of Density Bonus Allowed Where All Criteria Are Met. *Where all of the criteria set forth in Section 6(a) above are met, the City may grant a density bonus as follows:*

- i. *In the Low Density Hillside Preservation Area, one unit per 10 acres is allowed, subject to a density bonus of up to one dwelling unit per 5 acres; and*
- ii. *In the Medium Density Hillside Preservation Area, one unit per 5 acres is allowed, subject to a density bonus of up to one dwelling unit per 2.5 acres.*

(c) Alternative Density Bonus Standard. *In lieu of the above density bonuses, the City may grant a density bonus of up to 1.5 dwelling units per 5 acres in the Low Density Hillside Preservation Area, and a density bonus of up to 1.5 dwelling units per 2.5 acres in the Medium Density Hillside Preservation Area, where all of the following criteria are met:*

- i. *All of the criteria set forth in Section 6(a) above; and*
- ii. *The densities and resulting density bonuses are transferred to land south of the northernmost ridgelines from parcels any portion of which is north of the northernmost ridgelines.*

(d) Transfer of Densities. *Transferring densities from land north of the northernmost ridgelines to south of those ridgelines shall be encouraged.*

(e) The City May Refuse to Allow a Density Bonus. *The City may refuse to allow a density bonus for reasons that include, but are not limited to the public health, safety, and welfare, environmental concerns, protection of view sheds, habitat preservation, maintenance of recreational trails, or any other rational basis consistent with the goals of the Loma Linda General Plan, the Trails Master Plan, and this Chapter 2A.*

7. Grading Policies for Hillside Preservation Area

(a) Focused Grading Allowed. *Focused Grading is defined as the minimum grading required for access roads, the grading necessary for the extension of City services, and/or the grading of no more than the size of the footprint of the house and ancillary structures on each individual lot, with each such footprint and ancillary structures separated from each adjacent lot by ungraded, natural terrain. Mass Grading is defined as any grading that does not meet the definition of Focused Grading.*



(b) Mass Grading Prohibited. *Mass Grading on any Primary Ridgeline or any Northerly Facing Slope is prohibited.*

(c) Slope Conforming Foundations Required. *Development shall preserve natural scenic vistas where the natural slope is fifteen (15) percent or greater by requiring building foundations for structures to conform to the natural slope to minimize grading and other environmental impacts and to ensure that roof lines do not eliminate or obstruct ridgelines.*

8. Limitation of Traffic Impacts

Roads through the Hillside Conservation Area and/or the Hillside Preservation Area and/or the Expanded Hillside Area from Reche Canyon Road or San Timoteo Canyon Road to roads north of the Hillside Conservation Area or the Hillside Preservation Area or the Expanded Hillside Area shall be restricted to use by emergency vehicles only. Otherwise, no existing or future roads shall be connected to Reche Canyon Road or San Timoteo Canyon Road, or to each other by roads through the Hillside Conservation Area or the Hillside Preservation Area or the Expanded Hillside Area. Examples of existing roads which these restrictions apply to, include, but are not limited to, Anderson Way, Allen Way, Carrol Court, Loma Linda Drive, Welebir Street, Almond Court, Pecan Way, Crestview Drive, Richardson Street, Sierra Vista Drive, Oakwood Drive, Bryn Mawr Avenue, Whittier Avenue, Wellesley Avenue, Beaumont Avenue and roads extending to the south of Beaumont Avenue, Lawton Avenue and roads extending to the south of Lawton Avenue, and Mountain View Avenue. A road which connects to Beaumont Avenue in two different locations may be allowed, so long as it does not connect to other existing roads.

9. Roads in Hillside Conservation Area, Expanded Hillside Area, and Hillside Preservation Area

Construction of roads in the Hillside Conservation Area, the Expanded Hillside Area, and the Hillside Preservation Area must minimize grading and be consistent with environmental concerns, view sheds, habitat preservation, wildlife corridor preservation, recreational trails, landslide avoidance, and other factors related to the public health, safety, and welfare. The Hillside Preservation Area, the Hillside Conservation Area, and the Expanded Hillside Area shall be developed with the minimum number of roads possible, with clustering of development strongly encouraged to minimize the need for access roads. The purpose of limitations on through roads is to minimize the adverse impacts of through traffic and the environmental damage that is often caused by road construction. All roads in the Hillside Preservation Area, the Hillside Conservation Area, and the Expanded Hillside Area should be designed to fit the hilly terrain by following contour lines, using minimum pavement widths, relaxed curve and other standards, and slow speeds.

C. PRINCIPLE THREE—New developments shall be planned and constructed in a manner that preserves natural scenic vistas and protects against intrusion on the view shed areas.

1. Preservation of Vistas

New development shall only be approved if it preserves scenic vistas of natural hillside areas and ridgelines, which, prior to grading, are visible, or which would be visible but for man-made obstructions such as buildings or houses, from north of Barton Road, Interstate 10, or east of San Timoteo Canyon Road.



2. Minimization of View Shed Intrusion

New development shall only be approved if it minimizes wall surfaces facing towards view shed areas through the use of split pads, varying setbacks, low roof pitches, and landscaping.

3. Architectural Compatibility

New development shall only be approved if it uses architectural style which is compatible with the natural setting. The use of colors, textures, materials, and forms which will attract attention shall be avoided.

4. Massing and Scale

The overall scale and massing of structures shall respect the natural surroundings by incorporating designs which minimize bulk and mass, and minimize visual intrusion on the natural landscape. Structures shall be sited to best fit with a hillside's natural contours in hillside areas.

D. PRINCIPLE FOUR—Preservation of open space and agricultural land areas is a priority in the City of Loma Linda, its planning area and its sphere of influence, and dedication of open space in perpetuity shall be a requirement for certain development as well as for the City.

1. City-owned Land

The City-owned land in the Hillside Conservation Area, the Expanded Hillside Area, and the Hillside Preservation Area (approximately 850 acres) is designated open space with no development of any type allowable except as provided in this Chapter 2A. The City shall not sell, rent, lease, or otherwise confer any right or title to land in, the Hillside Conservation Area, the Expanded Hillside Area or the Hillside Preservation Area to which the City holds title without a vote of the people. The sole exception to this restriction is that the City-owned land southwest of the San Jacinto Fault Line (approximately 350 acres) may be traded for other land inside the Hillside Conservation Area and/or the Hillside Preservation Area and/or the Expanded Hillside Area so long as the land received is preserved and deeded to the City and dedicated as permanent open space and/or conservation area. Land southwest of the San Jacinto Fault Line that is traded by the City may be re-designated for use other than open space after it is traded. Land may be traded only to preserve open space and to reduce densities in other, more highly valued hillside areas, and for no other purposes. The City shall not approve a trade of land unless all of the following conditions are met: (1) Mountain View Avenue shall not connect to future development in the traded land, (2) All roads connecting to future development in the traded land shall not extend farther east than Mountain View Avenue, and (3) the only roads which may connect to future development in the traded land are Oakwood Drive or roads connecting to Reche Canyon Road.

City-owned land in the Hillside Conservation Area, the Hillside Preservation Area, and the Expanded Hillside Area shall be open to public non-commercial recreational uses consistent with the protection of environmental values. Public non-commercial recreational amenities, such as, but not limited to, parks, trails, and tennis courts may be allowed on City-owned land.

2. Planned Residential Developments and Planned Communities

Planned Residential Developments and Planned Communities shall meet one of the following open space standards as described below:



- (a) **Properties under Fifteen Percent Slope.** *Not less than twenty percent of the gross land area shall be held in common as landscaped, recreational open space. Such open space shall contain a minimum dimension of fifty square feet, and be accessible to each lot through a system of public or private walkways. Open space areas may include swimming pools, putting greens, court games, and other recreational leisure facilities, as well as landscaped areas or areas with native vegetation. Such areas shall be identified as permanent open space on the final tract map. Open space calculations shall not include buildings, private patios, balconies, driveways, and off-street parking areas.*
- (b) **Properties with an Average Slope of Fifteen Percent or More.** *Not less than twenty-five percent of the gross land area shall be held in common open space. Such open space shall contain a minimum dimension of twenty-five square feet, and be accessible to each lot through a system of public or private walkways. Open space areas may include natural undeveloped areas of land, swimming pools, putting greens, court games, and other recreational leisure facilities, as well as landscaped areas or areas with native vegetation. Such areas shall be identified as permanent open space on the final tract map. Open space calculations shall not include buildings, private patios, balconies, driveways, and off-street parking areas.*
- (c) **Preservation of Citrus Groves.** *The City recognizes the desire to maintain citrus and avocado groves and other agricultural uses as a means to provide open space, to provide and maintain a balanced economy, and to maintain green space and vegetation that will consume carbon dioxide and improve air quality. The open space requirement of paragraphs (a) and (b) of this section may be met by preserving citrus and/or avocado groves or other agricultural uses determined appropriate by the City Council, and assuring ongoing maintenance through a conservation easement or other legal mechanism, provided that the minimum percentage open space requirement of (a) and (b) are met.*
- (d) **Common Open Space.** *Common open space may include areas held in common by associations where the perpetual open space is guaranteed by acceptable legal mechanisms including public and private easements and conservation easements and other open space conditions, restrictions and covenants guaranteed in perpetuity by similar mechanisms. If an applicant proposes to dedicate a portion of a site as public park lands, this area may be considered as common open space by the affirmative vote of a majority of the City Council.*
- (e) **Maintenance of Common Open Space.** *Maintenance of common open space areas within Planned Residential Developments and Planned Communities shall be the responsibility of the developer and the residents. In no event shall the City be responsible for such maintenance.*
- E. PRINCIPLE FIVE—Water quality and availability are critical to the current and future residents of the City of Loma Linda, its planning area and its sphere of influence. No new development shall be approved that endangers the quality or quantity of water delivered to households within the City.**

No development project shall be approved which would cause the quality of water delivered to Loma Linda households to fail to meet State and/or Federal water quality standards, or which would cause an increase in residential rates, or which would result in a restriction of water usage, except for those projects exempt under State and/or Federal law.



F. PRINCIPLE SIX—Traffic levels of service throughout the City of Loma Linda shall be maintained at current levels and new development shall be required to fully mitigate any impact on traffic resulting from that development.

Limitations on traffic levels of service are essential to managing growth within the City by preventing undue urbanization and its attendant urban blight, the degradation of public services, and the over-intensive development of land.

1. Traffic Levels of Service Defined

Level of service (LOS) is a qualitative measure of traffic service along a roadway or at an intersection. LOS ranges from A to F, with LOS A being best and LOS F being worst. LOS A, B and C indicate conditions where traffic can move relatively freely. LOS D describes conditions where delay is more noticeable and average travel speeds are as low as 40 percent of the free flow speed. LOS E indicates significant delays and average travel speeds of one-third the free flow speed or lower where traffic volumes are generally at or close to capacity. Finally, LOS F characterizes flow at very slow speeds (stop-and-go), and large delays (over a minute) with queuing at signalized intersections; in effect, the traffic demand on the roadway exceeds the roadway’s capacity. Levels of Service are defined according to the following table:

Level of Service	Description	Volume to Capacity Ratio:	
		Freeway Segments	Street Segments
LOS A	Conditions of free flow; speed is controlled by driver’s desires, speed limits, or physical roadway conditions.	0 to 0.30	0 to 0.60
LOS B	Conditions of stable flow; operating speeds begin to be restricted; little or no restrictions on maneuverability from other vehicles.	0.31 to 0.49	0.61 to 0.70
LOS C	Conditions of stable flow; speeds and maneuverability more closely restricted; occasional backups behind left-turning vehicles at intersections.	0.50 to 0.71	0.71 to 0.80
LOS D	Conditions approach unstable flow; tolerable speeds can be maintained but temporary restrictions may cause extensive delays; little freedom to maneuver; comfort and convenience low; at intersection, some motorists, especially those making left turns, may wait through one or more signal changes.	0.72 to 0.88	0.81 to 0.90
LOS E	Conditions approach capacity; unstable flow with stoppages of momentary duration; maneuverability severely limited.	0.89 to 1.00	0.91 to 1.00
LOS F	Forced flow conditions; stoppages for long periods; low operating speeds.	>1.00	>1.00

Sources: Transportation Research Board, Highway Capacity Manual, 1994. DKS Associates.

2. Levels of Traffic Service Throughout the City Shall Be Maintained

To assure the adequacy of various public services and to prevent degradation of the quality of life experienced by the residents of Loma Linda, all new development projects shall assure by implementation of appropriate mitigation measures that, at a minimum, traffic levels of service (LOS) are maintained at a minimum of LOS C throughout the City, except where the current level of service is lower than LOS C. In any location where the level of service is below LOS C at the time an application for a development project is submitted, mitigation measures shall be imposed on that development project to assure, at a minimum, that the level of traffic service is maintained at levels of



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

SECTION II: EXEMPTIONS

The following categories of development shall be exempt from certain restrictions of the Principles of Managed Growth set forth in this Chapter 2A, as specified herein.

- A. Vested Projects.** *This Chapter 2A shall not apply to or affect any property on which a vested right has been legally perfected and acquired pursuant to state law prior to the Effective Date.*
- B. Certain Non-Profit Entities.** *Development projects that directly further the primary institutional purposes of Loma Linda University Adventist Health Sciences Center and/or related entities or subsidiaries are exempt from the traffic level of service requirements except as to those related to the Hillside Preservation Area, the Hillside Conservation Area and the Expanded Hillside Area, the building height requirements, and the maximum allowable residential densities except for those set forth for the Hillside Conservation Area and the Hillside Preservation Area, so long as such development projects are either 1) non-residential in character, or 2) provide only student and/or staff housing for those exempt entities. In no event shall such entities be exempt from the standards established in Principle Two of this Chapter 2A.*
- C. Infill Construction.** *New infill construction of individual single-family homes on existing lots of record that are smaller than 5 acres, and bounded on three sides by developed property as of the Effective Date of this Chapter 2A, are exempt from the traffic level of service requirements.*
- D. Remodeling, Rehabilitation and Additions.** *Rehabilitation, remodeling or additions to existing single-family residential structures are exempt from the traffic level of service requirements.*
- E. Reconstruction and Replacement.** *Reconstruction or replacement of any uses to the same density, intensity and classification of use as existed on the Effective Date of this Chapter 2A, including legal non-conforming uses, are exempt from the traffic level of service requirements.*
- F. Temporary Uses.** *Special, temporary, or occasional uses of public streets, including parades, local sporting and cultural events, graduation ceremonies, approved school activities, religious gatherings, and other occasional public gatherings, are exempt from the traffic level of service requirements.”*



EXHIBIT A1

San Timoteo Creek Area Boundaries

Beginning at the point where the western boundary of the Sphere of Influence intersects with the northern boundary of Beaumont Avenue, thence northerly along the western boundary of the Sphere of Influence to the point which is as far north as the southern boundary of Lawton Avenue, thence easterly along a line that is as far north as the southern boundary of Lawton Avenue to the eastern boundary of the Sphere of Influence, thence southerly along the easterly boundary of the Sphere of Influence to the northern boundary of Beaumont Avenue, thence westerly along the northern boundary of Beaumont Avenue to the beginning point.

(a) Hillside Preservation Area Boundaries

i. Low Density Hillside Preservation:

Area 1. *Beginning at the point where the southern boundary of EL/RL-5 in the Sphere of Influence (depicted on the San Bernardino County Official Land Use Map dated January 5, 2004 and attached as Exhibit B to Chapter 2A) intersects with the eastern boundary of the Hillside Conservation Area, thence easterly along the southern boundary of EL/RL-5 in the Sphere of Influence to the eastern boundary of the Sphere of Influence, thence southerly along the eastern boundary of the Sphere of Influence to the southern boundary of the Sphere of Influence, thence westerly along the southern boundary of the Sphere of Influence to the eastern boundary of the Hillside Conservation Area, thence northerly along the eastern boundary of the Hillside Conservation Area, thence northerly along the eastern boundary of the Hillside Conservation Area to the beginning point.*

Area 2. *Beginning at the point where the San Jacinto Fault Line intersects with the southern boundary of the Sphere of Influence, thence westerly along the southern boundary of the Sphere of Influence to the western boundary of the Sphere of Influence, thence northerly along the western boundary of the Sphere of Influence to the San Jacinto Fault Line, thence easterly along the San Jacinto Fault Line to the beginning point.*

ii. Medium Density Hillside Preservation:

Beginning at the point where the southern boundary of Beaumont Avenue intersects with the western boundary of the Sphere of Influence, thence easterly along the southern boundary of Beaumont Avenue to the southern boundary of the railroad, thence southerly along the southern boundary of the railroad to the eastern boundary of the Sphere of Influence, thence southerly

iii. Rural Estates

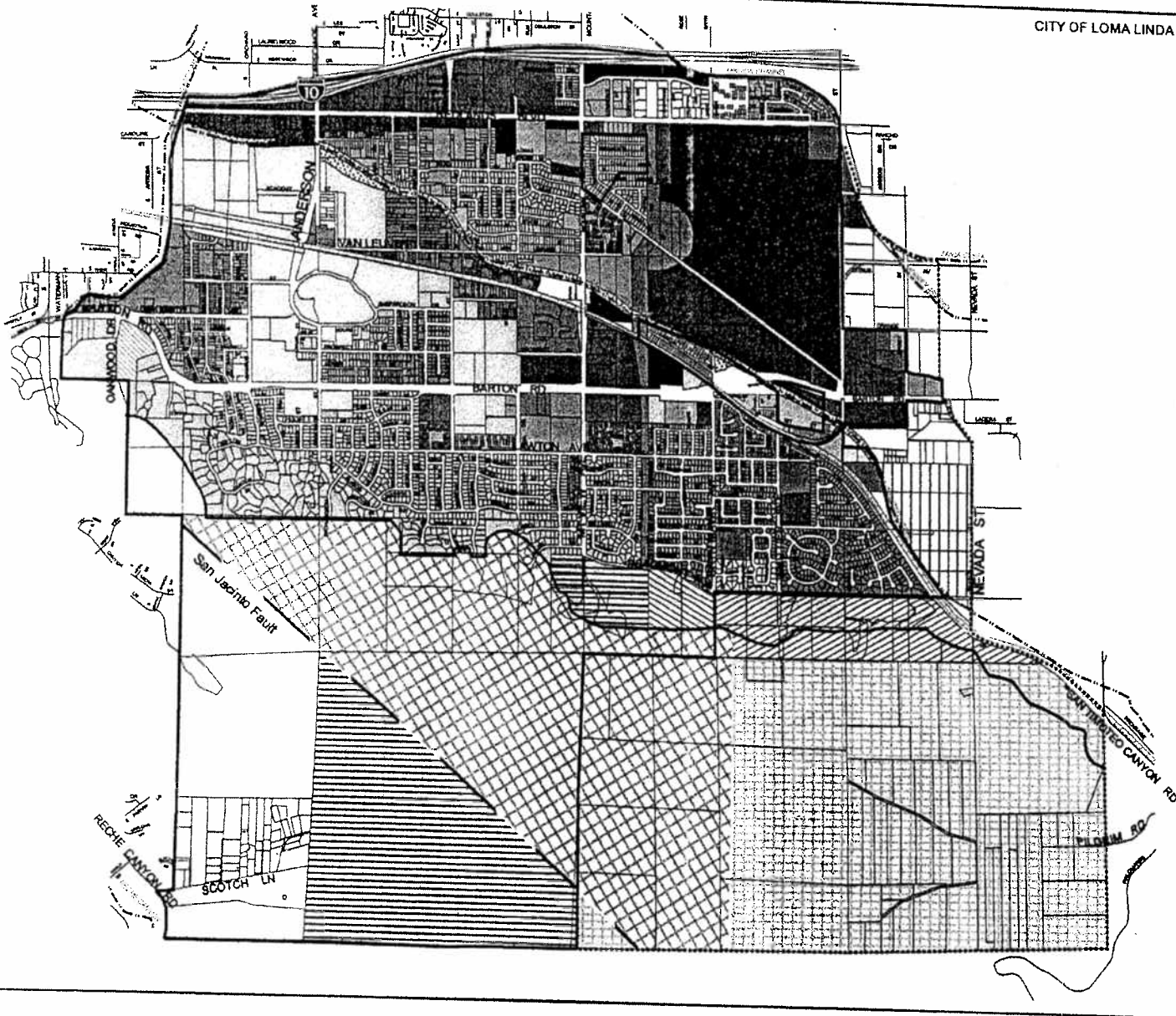
(b) Expanded Hillside Area Boundaries

Area 1. *Beginning at the point where the San Jacinto Fault Line intersects with the western boundary of the Sphere of Influence, thence southerly along the western boundary of the Sphere of Influence to the Riverside County Line, thence westerly along the Riverside County Line to the western boundary of the land owned by the City of Loma Linda as of September 14, 2005, thence northerly along the western boundary of the land owned by the City of Loma Linda as of September 14, 2005 to the San Jacinto Fault Line, thence easterly along the San Jacinto Fault Line to the beginning point.*










Area 2. *Beginning at the northern boundary of the Hillside Conservation Area, thence due north to the point where the western boundary of Hulda Crooks Park intersects with the northern boundary of Hulda Crooks Park, thence easterly along the northern boundary of Hulda Crooks Park to Mountain*

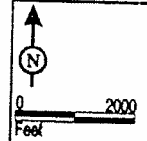


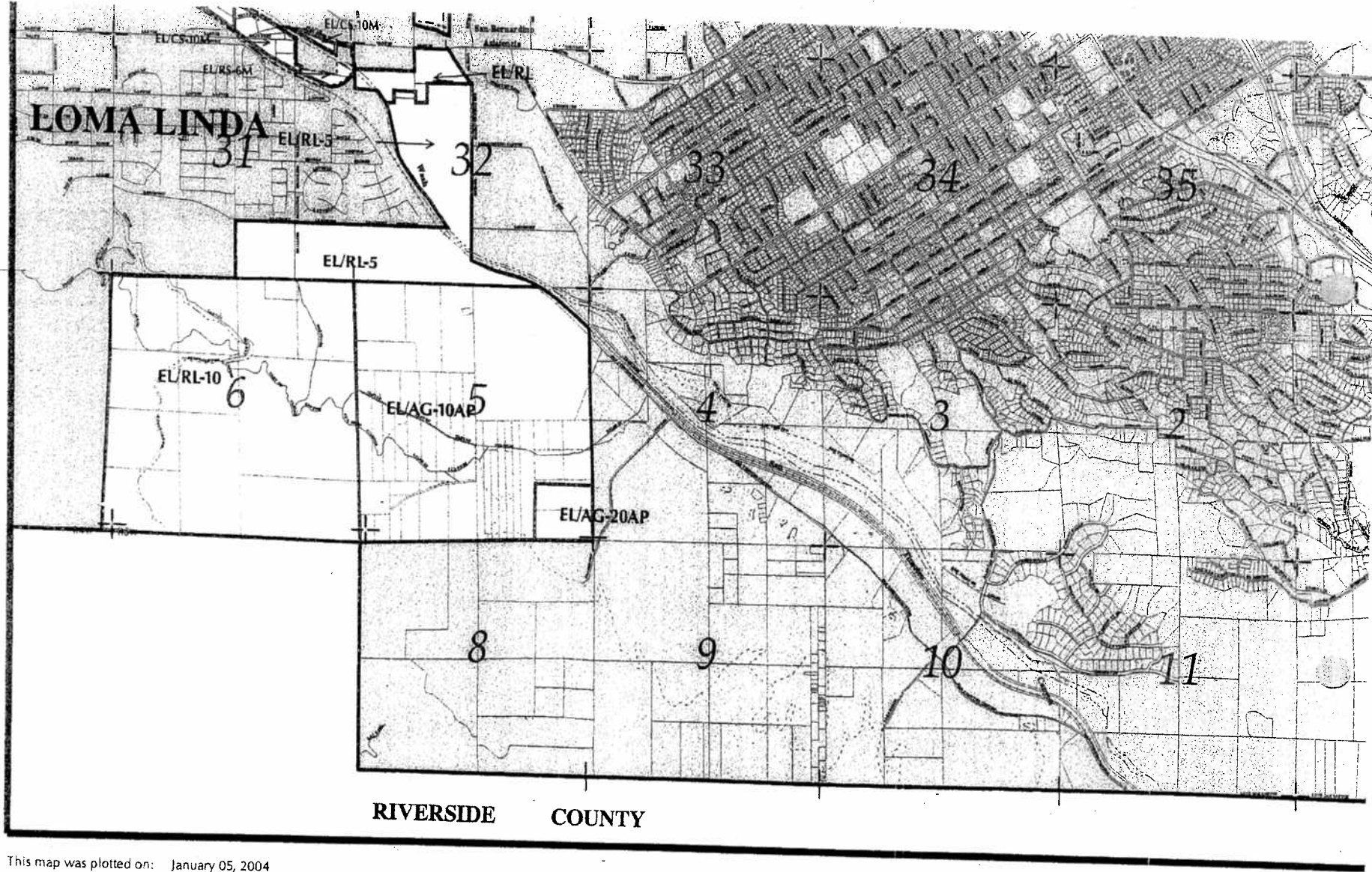
view Avenue, thence easterly across Mountain view Avenue to the southern boundary of Beaumont Avenue, thence easterly along the southern boundary of Beaumont Avenue to the eastern boundary of the land owned by the city of Loma Linda as of September 14, 2005 to the northern boundary of the Hillside Conservation Area, thence westerly along the northern boundary of the Hillside Conservation Area to the beginning point.



LEGEND

-  City Limit
-  Sphere of Influence
-  Urban Slope Line
-  San Timoteo Creek Area
-  Expanded Hillside Area
-  Hillside Conservation Area
- Hillside Preservation Area:
 -  Low Density Hillside Preservation
 -  Medium Density Hillside Preservation
 -  Rural Estates





This map was plotted on: January 05, 2004



San Bernardino County Official Land Use Plan
GENERAL PLAN
 Official Land Use Districts

SCALE 1:24000

1 inch on the map represents 2000 feet on the ground





3.0 COMMUNITY DESIGN ELEMENT

The Community Design Element serves several purposes that help to define the visual character desired for Loma Linda. The focus of this Element is to provide policy direction through verbal descriptions of appropriate design to guide future improvements, revitalization projects, and new development by private, non-profit, and City entities. This Element works in concert with the Land Use Element by taking the general design provisions closely related to land use, such as site layout, and providing further detail such as appropriate architectural style to reflect the Loma Linda community. The design policies contained within the text descriptions are further supplemented by photo examples that facilitate an understanding of appropriate development character for Loma Linda, in order to guide developers and design professionals. Another purpose of this Element is to identify opportunities to enhance the City's existing built form and make suggestions regarding appropriate options for design improvements.

Design should not be underestimated as merely a visual aesthetic, for community design can have many important implications. Positive design character can have the following benefits:

- Create a pleasant, functional, and organized environment that helps residents, workers, and visitors have a sense of well-being while in the community;
- Encourage residents, workers, and visitors to use businesses within the City by making commercial areas more attractive and functional;
- Provide good "wayfinding" to assist visitors in finding facilities and services within the community;
- Attract future development of a high quality by giving developers and new businesses the confidence that their investment in the community will be protected; and
- Visually reflect the quality of the community.

The end result of the Community Design Element is to provide an understanding of the important positive effects that good design can have on a community, recognize the many positive features of Loma Linda's existing development, identify opportunities for making changes to positively influence the Loma Linda's appearance, and to provide clear guidance for future development that reflects the character of Loma Linda and the community's vision for its built environment.



3.1 APPROPRIATE DESIGN OF NEW DEVELOPMENT

New development must do more than just fit in with its surroundings; it needs to make a positive contribution to the community. As vacant land develops and under-utilized land experiences new development in the future, Loma Linda will require a vision and design parameters to serve as a guide for creating attractive and functional new development that reflects the community's unique character. The overall vision for Loma Linda as it relates to the design quality of its built environment is based on the following goals:

- Create an image and sense of place that reflects the community's present, past, and future
 - Traditional values teamed with innovation
 - Excellence and achievement
 - Focus on health and well-being
 - Agricultural heritage
- Ensure high quality and functionality of new development
- Convey a sense of vitality and create more "gathering places" within the community
- Make sound investments in Loma Linda's built environment by promoting a timeless appearance in design so that the need for frequent renovations and remodels is alleviated.

Appropriate site planning, building orientation, building scale, and architectural character depend on the type of development (e.g., pedestrian-oriented or "big box") or the nature of the use (e.g., commercial, business complex, industrial). The following categories address appropriate design of new development according to its type or nature of use (using the same name for the type/nature of use as used in the Land Use Element). For design of mixed-use developments (the appropriate mix of uses and locations are described in the Land Use Element), refer to the description and policies of Pedestrian Oriented Development in the case of "vertical mixed use" (i.e., different uses are mixed within the same multi-story building). For "horizontal mixed-use" (i.e., the different uses occur within separate adjacent buildings), refer to the respective use component of the development (e.g., commercial, office, institutional). The design descriptions and policies within this Element are also supplemented by photo examples to facilitate an understanding of appropriate development character for Loma Linda and to guide developers and design professionals in designing new development. These photo examples are found at the end of the following descriptions and policies (Figure 3.1).

3.1.1 Pedestrian-Oriented Development

Pedestrian-oriented development is designed around the pedestrian, and facilitates walking and bicycling as a primary means of travel for short trips within the development area. The traditional small town "Main Street" is the prototype for modern pedestrian-oriented development, which provides a mix of land uses such as retail, offices, commercial services, and residential in the same building or in nearby buildings. This mix of uses helps to build the synergy that is necessary for successful pedestrian oriented development because it allows buildings to be in use 24 hours a day. Pedestrian-oriented development is typically characterized by the location of buildings close to streets, building architecture that is detailed and scaled to the pedestrian, and a variety of amenities (e.g., benches, fountains, awnings, plazas) in a form that is quite different from that of modern development that is designed around the car and that requires strict separation of different types of uses (e.g., residential, commercial).



These buildings use entry statements and architectural details to avoid a plain "box" look.



"Big Box" Development



Require varied rooflines such as in this example.

This building features a great level of building articulation and breaking up of mass.



Design "convenience" development using architectural elements with a traditional character such as these articulated brick walls and verdigris metal roof.



Design hotels so that they have similarities to residences.

Hospitality Development



Require hotels and extended-stay hotels to use varied rooflines and "traditional" materials such as these, rather than flat roofs and mirrored glass.



Encourage service stations to use traditional building roofs, such as this hipped roof with decorative cupola, instead of flat canopies.



When designing parking structures, use details such as these to make them look like buildings more than parking.



"Convenience" Development



Provide amenities for workers such as this decorative water feature.



When using mirrored glass, combine it with other materials, such as stucco and brick as shown here.

Large Office/Business Park



Use architectural design to break up the building mass, like is done with these linked building components.



On the front elevation, use architectural elements such as varied rooflines and windows.

Industrial



This building uses a traditional stucco facade to screen the metal building behind.



City of Loma Linda General Plan

SAMPLES OF APPROPRIATE DESIGN TO GUIDE NEW DEVELOPMENT

Figure 3-1





3.1.1.1 Pedestrian-Oriented Development Guiding Policy

For pedestrian-oriented development (located within commercial or mixed-use land use designations as indicated in the Land Use Element) ensure that the features that make for attractive and functional pedestrian-oriented development are provided.

3.1.1.2 Pedestrian-Oriented Development Implementing Policy

- a. Design buildings to be from one to three stories in height.
- b. Locate retail uses on the first floor in order to benefit from street activity and to generate activity themselves by providing convenient shopping opportunities and attractive window displays. Service uses, such as hair salons and dry cleaning drop-off/pick-up, should only be placed on the first floor if the interior tenant spaces are designed to present an attractive, active image that adds to the vitality of the street life.
- c. Within horizontally mixed-use buildings, provide professional services offered directly to the public on the first floor with other office-based employment reserved office uses for the second floor of pedestrian-oriented buildings. Residential uses are appropriate on the second and third floors.
- d. Orient buildings so that they are always the primary element as seen from the street, as opposed to parking areas.
- e. Design streets to accommodate slow to moderate moving local traffic (e.g., two lanes maximum each direction) or close streets to provide for pedestrian use only. Thus, through traffic on arterials would be provide on the periphery of pedestrian oriented development.
- f. Though pedestrian access is the focus, also provide convenient vehicular parking via nearby parking in an adjacent parking lot located to the side or rear of the building and/or on-street parking (where feasible considering traffic). Permit off-street parking standards to be met with a convenient off-site parking structure or lot that serves the area.
- g. Provide wide sidewalks/walkways for pedestrian circulation and bicycle lanes or paths for bicycle travel.
- h. Scale buildings to the human user and feature detail that is an appropriate level and scale for close up viewing.
- i. Keep private residential areas on the upper floors of mixed-use buildings distinct from public spaces and public uses, providing separate entries where feasible.
- j. Feature prominent display windows on the first floor of buildings with commercial and commercial service uses.
- k. Employ awnings, covered archways, covered patios, arcades, or trees to provide shade and to offer protection from sun and rain.
- l. Use traditional materials such as stucco, brick, stone, wood siding, terra cotta roof tiles, and wood-look shingles.
- m. Avoid the use of extremely bright or fluorescent hues (e.g., neon orange).
- n. Provide seating areas (e.g., benches, tables and chairs, low walled planters) and trash receptacles. These items should complement the building in style, material, and color.
- o. Encourage public open areas such as plazas that are designed for gathering and ancillary outdoor uses such as outdoor dining.



- p. Provide abundant landscaping (e.g., street trees, walled planters, window boxes, and/or pots along the building) to add color, fragrance, and soften the appearance of the building. Plant materials and sizes should be appropriate to their placement.
- q. Design lighting so that it provides adequate levels of lighting for security and safety, and to create a “comfortable” atmosphere. Use lighting to highlight landscaping.
- r. Place signs so pedestrians can easily see them.
- s. Encourage the provision of amenities such as water features (e.g., fountains), public art, and enhanced paving (e.g., colored paving, special paving designs).
- t. Incorporate appropriate design details, such as street furniture (e.g., benches, trash enclosures and receptacles), fencing, and placement of murals and sculpture in public locations.
- u. Utilize streetlights that are pedestrian-oriented, attractively designed, compatible in design with other street furniture, and provide adequate visibility and security.
- v. Install “street furniture” (benches, bus shelters, planters, bike racks, trash receptacles, newspaper racks, water fountains, and bollards) within streetscapes to enhance the pedestrian experience and embellish pedestrian gathering places (places for sitting, meeting people, relaxing, people watching, etc.). It should be compatible with the streetscape theme, durable, easily maintained and easily replaced.
- w. The design and location of street furniture should avoid conflicts with driver sight lines and utilities.
- x. As pedestrian furniture is both in the public right-of-way and on private property, the style and placement of furniture should be coordinated on public and private property, and should avoid blocking travel on the sidewalk.

3.1.2 Auto-Oriented Commercial and Small Office Development

The name of this type of development refers to its vehicular oriented design, not refer to the type of business conducted on the site. Thus, “auto-oriented” development does not refer to auto sales or auto service uses, but to businesses and development that are designed to be primarily accessed via the automobile (e.g., traditional suburban shopping centers, commercial, and office uses). Commercial/small office uses that are not specifically designed as pedestrian oriented development typically focus on the automobile when designing access, circulation patterns, building orientation, and level of architectural detail. The appropriate design of such auto-oriented development depends on whether it consists of small buildings adjacent to the street (e.g., a small building on a small lot or a “pad” building within a shopping center) or a shopping center with a mix of building sizes (up to approximately 60,000 square feet each) surrounding a central parking lot. The following policies address each of these situations.

3.1.2.1 Guiding Policy for Auto-Oriented Commercial and Small Office Development

For auto-oriented commercial and small offices (located within commercial, office, or mixed-use designations as indicated in the Land Use Element) promote designs that facilitate easy auto access and parking and create pleasing buildings that are easily visible from the street.

3.1.2.2 Implementing Policies for Auto-Oriented Commercial and Small Office Development

- a. For commercial or small office development that is immediately adjacent to the street, place parking wherever feasible at the side of the building or at the rear of the building, or provide



berms or landscaping around the outside of parking lots to reduce their visual prominence from the adjacent street.

- b. For a building immediately adjacent to the street (i.e., no parking area intervening between the building and the street), design the building elevation facing the street so it is the main architectural focus. A building may place its main entrance adjacent to the parking lot; however, the elevation facing the street should still receive the main (or at least equal) architectural focus.
- c. Place large-scale buildings that are on large lots so that they are set back from the street with a parking area in front. Place “pad” buildings at the perimeter of the parking area along the street to form a strong edge.
- d. When large-scale shopping centers are located on a street corner, angle the buildings placed near the corner to create space for a large landscape treatment facing the street.
- e. Avoid a large “sea of asphalt” parking lot that is visible from the street. Screen any areas of the parking lot visible from the street using shrubs, hedges, or low wall treatments.
- f. Building elevations visible from the street should feature architectural elements and details of a scale that can be noticed from a passing vehicle.
- g. Feature a high level of building articulation and detail on the main entry elevation to make it easily identifiable.
- h. Employ detailed rooflines, windows on any street-adjacent building elevation, and architectural detail on all buildings.
- i. Avoid the use of “franchise architecture” by requiring that buildings be specifically designed to meet the needs of the subject site, to complement adjacent buildings, and to exhibit an appropriate character for the building’s setting within Loma Linda.
- j. Limit auto-oriented commercial/small office buildings to a maximum of three stories in height.
- k. Avoid the use of extremely bright or fluorescent colors (e.g., neon orange).
- l. Feature convenient access driveways for interior parking areas.
- m. Design parking lots to ensure safe and convenient circulation for both vehicles and pedestrians.
- n. Landscape the required front and side building setbacks using tree and plant palettes that combine materials in a strong design.
- o. Use plant materials of appropriate type (i.e., considering height and width of mature plants) and placement to complement the building orientation and architectural elements.
- p. Distribute landscape planters throughout the center and the parking lot so that landscaping highlights the building entries, provides shade for pedestrians and cars, and breaks up the visual mass of the asphalt parking lot.

3.1.3 “Big Box” Development

“Big box” development is a popular term used to describe large retail uses such as discount department stores and warehouse stores that typically occupy more than 60,000 square feet and often more than 100,000 square feet in a rectangular, single-story building. These buildings that require so much square footage can present design challenges and create a negative impact on the community’s built form if not designed appropriately. Thus, architectural design requires special attention to ensure a high quality appearance. Currently, the primary location of such development is outside of Loma Linda within the cities of San Bernardino and Redlands. However, as the area’s population expands, development of new large-scale commercial buildings can be expected. As discussed in the Land Use Element, appropriate locations for such development are within the



northeastern portion of the General Plan study area along California Avenue and Redlands Boulevard.

3.1.3.1 “Big Box” Development Guiding Policy

For “big box” development (located within commercial or mixed-use land use designations as indicated in the Land Use Element) ensure that site and building design create a high quality image that avoids a box-like building appearance

3.1.3.2 “Big Box” Development Implementing Policies

- a. Design building placement, parking lot location, access and circulation, and landscaping as indicated for auto-oriented commercial development (excluding those policies applying only to small buildings adjacent to the street).
- b. Visually break up the building mass into a series of attached building components to prevent the look of a plain, rectangular building. When this is not feasible because of the interior layout required for the building, at a minimum, big box buildings should provide articulated and detailed roof lines, shallow relief of building walls, architectural elements such as towers or archways above the main building entry, and variation in colors and materials.
- c. Place trees and/or vines on trellis structures along, and immediately adjacent to, front or side wall elevations.
- d. Generally limit building heights for big box development to one story; however, two story elements may be placed at the main entry of a building.

3.1.4 Hospitality Development

Hospitality development includes uses such as hotels, which may have ancillary services such as restaurants and meeting rooms, and extended stay hotels (which typically feature “suites” that provide kitchen facilities and living areas in addition to sleeping areas).

3.1.4.1 Guiding Policies for Hospitality Development

Design hotels and extended stay hotels (as allowed within commercial or mixed-use areas as indicated in the Land Use Element) to evoke a residential feel (i.e., through roofline forms, choice of materials), in contrast to a hi-tech, high rise look.

3.1.4.2 Implementing Policies for Hospitality Development

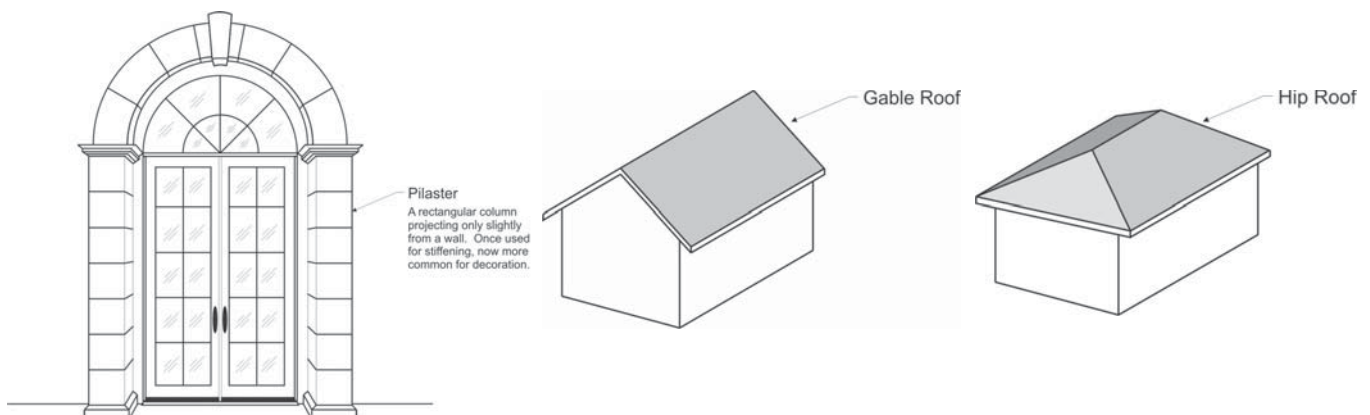
- a. Feature enhanced architectural elements (e.g., tower, projecting arch, columns, pilasters) on the main building entry. Special exterior treatments may be provided for restaurant and meeting room entrances.
- b. Design roofs to be gabled or hipped styles in order to further convey a residential aspect; flat roofs are not encouraged.
- c. Distribute landscape planters throughout the development and the parking lot so that landscaping highlights the building entries, provides shade for pedestrians and cars, and breaks up the visual mass of the asphalt parking lot.
- d. Provide permitting requirements within the zoning ordinance that would permit consideration and approval of buildings taller than three stories in height in appropriate locations.



- e. Select exterior materials that are typical in traditional residential construction, such as wood siding (or wood-look vinyl siding), brick, stucco, terra cotta roof tiles, and wood-look roof shingles (i.e., fire resistant materials made to look like wood).
- f. Avoid the use of extremely bright or fluorescent colors (e.g., neon orange).

3.1.5 “Convenience” Development

There are many types of development today that provide for modern necessities, but that can pose design dilemmas because of their unconventional layouts or building forms; if not properly designed, such “convenience” uses as service stations, car washes, fast food outlets and parking structures could become design eyesores. Such uses are appropriate along Barton Road only under limited circumstances, where they are not the primary use of a site, and visually secondary to a larger, permitted use.



3.1.5.1 Guiding Policies for “Convenience” Development

Design “convenience” development (as allowed within commercial or mixed-use areas as indicated in the Land Use Element) to be of a high quality and visually compatible with traditional types of development (such as those that feature fully enclosed buildings).

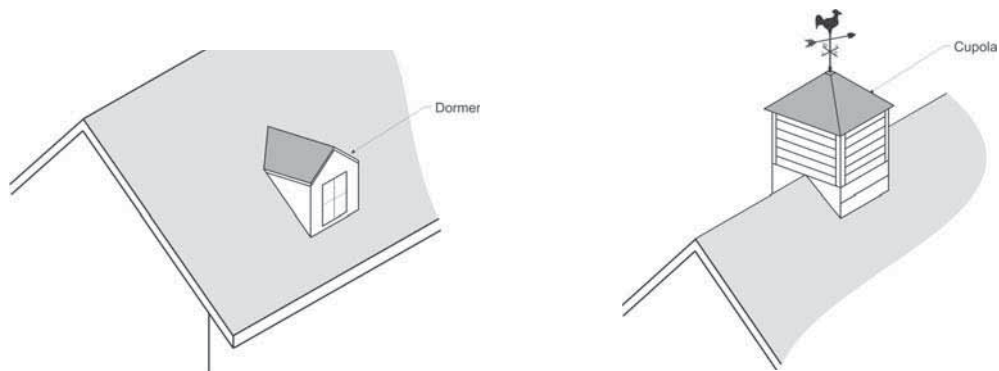
3.1.5.2 Implementing Policies for “Convenience” Development

- a. When circulation patterns allow, orient development so that building walls abut the street in a “reverse” layout (i.e., turn their “back” to the street) so that the operations/mechanics of the business are hidden or de-emphasized through placement (i.e., away from the street) or through use of screening techniques (i.e., walls).
- b. Employ architectural details and articulation (e.g., pop-outs, recesses, pilasters) to avoid blank walls.
- c. In the case of parking structures, install landscaping along and on building walls (e.g., climbing vines) to visually break up the mass of the structure.
- d. When landscaped setbacks are required, they should consist of a mix of plant materials, which should include species of trees, shrubs, and groundcover. The mix of plant types is intended to



provide greater visual interest than would result from landscaping consisting of only shrubs or only groundcovers.

- e. When landscaping of setbacks is not required, movable landscape planters shall be provided throughout the site wherever feasible in order to visually break up the expanse of impervious materials.
- f. Permit neon colors in conjunction with fast food when part of a recognized design theme.



3.1.6 Large Office and Business Park Development

This type of development can consist of a single large building, such as an office or “R & D” building, but can also be characterized by multiple buildings organized into a “campus” facility. This type of development usually has large landscaped setbacks, whether the access is from a major corridor or from a smaller network of streets.

3.1.6.1 Guiding Policies for Large Office and Business Park Development

Design large office and business park buildings (as allowed within the office, business park, health care, and mixed-use designations as indicated in the Land Use Element) to create a unified, professional business image.

3.1.6.2 Implementing Policies for Large Office and Business Park Development

- a. Site the building so that when viewed from the street, the major focus is on landscaping and an attractive building elevation(s) instead of a “sea of asphalt” parking lot.
- b. Site individual buildings/developments to acknowledge and contribute to the business park as a whole. Refrain from siting buildings so that they turn their “back” on other buildings.
- c. Design a business complex located at the corner of a major street so that it is either anchored with a small building (e.g., an ancillary service use), the building is stepped or embellished with a major landscape entry treatment.
- d. Limit buildings within business parks to a maximum of five stories in height, permitting buildings of three or more stories only at major intersections and at the center of development projects to function as visual landmarks within the community.
- e. Employ architectural detail and rhythm using patterns (e.g., window design/placement/ repetition) to give a human scale to large buildings by reducing large blank areas on the façade.



- f. Visually break up buildings into several components and/or use a mix of materials to further reduce the appearance of bulk.
- g. If mirrored glass is used, accent it with more traditional materials such as brick, stone, or stucco. The amount of mirrored glass used should be limited to a maximum of 70 percent of each building elevation.
- h. Improve the appearance of parking areas by using landscaping and/or building placement to screen them from the street. Design parking lots as clusters of spaces rather than large parking areas with row upon row of parking stalls.
- i. Provide abundant landscaping at street edges, parking lot and building entries, and throughout the parking lot so that it provides shade for pedestrians and cars and breaks up the visual mass of the asphalt parking lot.

3.1.7 Institutional Development

Religious assembly facilities (e.g., churches, temples), schools (e.g., LLU, Loma Linda Academy, and Bryn Mawr Elementary), and hospital facilities (e.g., Veterans Administration Hospital) comprise the institutional category. The City of Loma Linda acknowledges that some uses within the institutional category may be outside of the jurisdictional control of the City and that the corresponding public entities might not be required to follow the City's development standards. In such cases, the following design policies are intended to serve as a guideline for the public agency. It is also recognized that institutional uses are unique, often with special architectural requirements and style preferences that reflect the buildings' users and sometimes their religious beliefs; therefore, photo examples of appropriate building styles for Loma Linda are not specifically provided within the Community Design Element. However, the following policies address general layout and design for institutional uses.

3.1.7.1 Guiding Policies for Institutional Development

For institutional development (located within institutional or mixed use designations as indicated in the Land Use Element) ensure that site and building design reduce traffic and circulation conflicts, minimize disruption to adjacent sensitive uses, and promote high quality architectural design.

3.1.7.2 Implementing Policies for Institutional Development

- a. Provide vehicular access via a collector road, instead of from an arterial, wherever feasible. Vehicular access points should be consolidated and designed with proper width and turning radii to alleviate impacts to traffic flow.
- b. When located within or adjacent to residential areas, facilitate pedestrian access from off-site.
- c. Avoid impacts to adjacent sensitive uses (e.g., residences, hospitals) through proper design that limits effects from noise and glare (i.e., through site layout, building orientation, circulation/parking layout, noise attenuation, landscape buffering, and lighting design/location).
- d. Design the various buildings within an institutional facility so that the architectural style, materials, and colors are complementary.
- e. Feature architectural details that relate to the building's scale and acknowledge pedestrian entryways through the use of detailed rooflines, enhanced entry statements for principal buildings, and building ornamentation.
- f. Design access to schools with sufficient staging areas such that vehicles waiting to drop off or pick up a student do not block travel lanes on public streets.
- g. Encourage the use of architectural elements that define the main entrance of buildings and organize space at the ground plane (e.g., arcades, colonnades, and covered walkways) is



encouraged. Such elements help to reinforce the pedestrian scale of the building and contribute to its overall low-rise character. Ensure that the site design of institutional uses distinguishes between primary and secondary uses within the site.

- h. Encourage the grouping of buildings or the configuration of a building to create courtyards, plazas, or seating areas where people can gather.

3.1.8 Industrial Development

This category includes facilities encompassing light industrial, manufacturing, assembly, warehousing, and distribution uses.

3.1.8.1 Guiding Policies for Industrial Development

Require that industrial facilities (as allowed within industrial or mixed-use designations as indicated in the Land Use Element) are aesthetically pleasing as well as functional.

3.1.8.2 Implementing Policies for Industrial Development

- a. If pre-engineered metal buildings are used, provide a veneer (e.g., stucco, concrete, brick, or simulated stone) or architectural accent such as windows on at least 80 percent of building elevations that are visible from public streets. The design objective is to provide the visual appearance of traditional construction compatible with the design quality expected of other new buildings in the community.
- b. Locate structures that are to be used for ancillary storage at the side or rear of the property where they are not visible from public streets.
- c. Design ancillary storage structures that are visible from areas accessible to the public to be consistent with the main building by the use of consistent or complementary architectural massing, rooflines, and materials. Such storage structures must be fully enclosed, and have a fully covered roof.
- d. Provide landscaping within all required setbacks. If turf is used, it should be mixed with other plant materials such as trees and/or shrubs in order to create a high quality appearance.
- e. Avoid the use of extremely bright or fluorescent colors (e.g., neon orange).
- f. Avoid the use of unpainted, bare metal and highly polished metal materials.

3.1.9 Residential Development

Residential development within Loma Linda will feature a variety of built forms, including traditional single-family neighborhoods, upper-end rural hillside residential development, attached residential development condominiums, town homes, and multi-level apartments.

3.1.9.1 Guiding Policy for Residential Development

Ensure quality of design for single-family and multifamily residential development in order to create and preserve functional and attractive residential neighborhoods that embody the strengths and accomplishments of the community and to preserve the economic investment of new and existing individual property owners.

3.1.9.2 Implementing Policies for Residential Development

- a. Neighborhood streets should be quiet, safe, and amenable to bicycle and pedestrian use.



- b. Locate parks and recreational areas as close to the center of the neighborhoods they serve as feasible.
- c. Provide individual neighborhoods with pathways and open spaces that connect residences to school and recreational facilities, thereby facilitating pedestrian and bicycle access.
- d. Create a distinct character for each residential neighborhood through the use of neighborhood signage, streetscapes and landscape buffers, a palette of various complementary architectural styles/materials, a complementary variety of dwelling setbacks and placement on the lot, and lot patterns that reflect the existing topography.
- e. Provide quality design and visual interest within a development by alternating the massing, layout, architectural details, accent materials, and colors so that adjacent dwelling units are not nearly identical.
- f. To reduce architectural massing, orient the shortest and lowest side of a corner residential dwelling unit toward the side street.
- g. Where feasible, orient garages so that garage doors do not directly face the street (e.g., use of alleys, "side-on" garage configuration, and side loaded corner lots). Garage doors should be set back from the front face of the house so that residential tracts are more pedestrian/neighborhood friendly.
- h. Within multifamily developments, cluster residential buildings around open space and/or recreational features.
- i. Design the common space associated with each cluster of multifamily dwelling units to provide differences in size, dimensions, grading, amenities, and site furniture in order to create variety.
- j. In higher density projects with tuck-under parking and/or opposing garages, avoid the monotony of long parking corridors by turning individual units, staggering parking areas, and/or using an interesting variety of landscaping within parking areas.
- k. Provide each unit of a multifamily development project with some unique elements to create a sense of place and identity. Individual units within a multifamily development project should be distinguishable from each other, and should have separate entrances and entry paths, where feasible.
- l. Where residential infill development is proposed, ensure that the scale and massing of dwellings as well as the architectural character of new development is compatible with the existing residential neighborhood.
 - Setbacks for new residential units should continue the prevailing setback pattern, unless a different setback standard is required.
 - New development should incorporate representative characteristics of the surrounding area when the area exhibits a positive, distinctive site layout and/or established pattern.
- m. Structures that are historic or are otherwise distinctive should be preserved and incorporated into the design of new development.
- n. Variation in setbacks should be provided within single-family residential neighborhoods. Within multifamily developments, buildings should be oriented to avoid instances where the living spaces of one unit face the living spaces of another and significantly reduce indoor privacy.
- o. Ensure that applications for new single-family or multifamily residential projects require the submittal of site plans, elevations, and color and material boards.
- p. Residential developments should be oriented toward major streets so as not to give the impression of an enclave/compound.



- q. Promote and facilitate the development of custom and semi-custom home projects for move-up housing.
- r. Reduced front setbacks should be encouraged with mixed housing types. Density in these developments should not be tiered but integrated throughout.
- s. Implement traffic calming on residential streets subject to high speed through travel in order to improve neighborhood livability¹. Traffic calming techniques such as narrower than standard streets, speed humps, neck-downs and traffic diverters, rough-paved crosswalks, roundabouts, and planted median islands at the entries into neighborhoods can successfully reduce undesirable through traffic within residential neighborhoods.
- t. *The maximum residential building height shall not exceed thirty-five (35) feet.*
- u. *The minimum lot size for a single-family residence, regardless of density bonuses, shall not be less than seven thousand, two hundred (7,200) square feet in any planning area or zone.*

3.2 DESIGN OF NEW DEVELOPMENT TO PROMOTE ADAPTIVE REUSE AND PRESERVATION OF HISTORIC FEATURES

Loma Linda has a number of structures, features, and other cultural resources that warrant adaptive reuse and/or preservation (or rehabilitation or re-creation, when appropriate) so that they are not “lost” as the community continues to grow. Examples of such elements include the large residences (currently or formerly) associated with the citrus groves and buildings from the early years of the University. Other long-time features within the community that have taken on the character of local landmarks include the rows of palm trees along Citrus Avenue and the many remaining citrus groves.

3.2.1 Guiding Policy for Adaptive Reuse and Preservation with New Development

Employ adaptive reuse of structures that have local historic value because of their scientific, aesthetic, educational, cultural, architectural, or historical significance in order to incorporate them

¹ "Traffic calming" refers to programs designed to increase the compatibility of roadways with their surrounding environment, as well as increase their carrying capacity, by creating a steady flow of traffic at slower speeds. By calming (slowing) traffic, less space is needed between automobiles to maintain safe stopping distances, thereby allowing more vehicles to use roadways without requiring widening. The effect of traffic calming is to create a safer, quieter environment for adjacent land uses.

Traffic calming techniques that may be incorporated into the City's circulation system include narrower than existing standard streets; speed humps; roundabouts; and neck-downs. Many cities have found that the traditional 40-foot wide residential street provides more pavement than is necessary, and have gone to narrower sections (typically 32 to 36 feet, depending on whether on-street parking is provided along one or both sides of the street).

Speed humps are raised roadway pavement areas running across the entire width of a street that normally have a height of three to four inches and a length of approximately twelve feet. Speed humps represent a lesser risk to vehicles than do traditional speed bumps, and have the advantage of being largely self-enforcing and or creating a visual impression, real or perceived, that a street is not intended for high speeds or "through" traffic.

Neck-downs consist of landscaped islands that are used to either narrow down a roadway, or to define a parking lane on either side of a roadway. They can be used to define entries into local residential neighborhoods, thereby discouraging through traffic. They can also be used to create subtle changes in direction along existing roadways by placing landscaping within existing parking lanes on one side of the street, and providing parking and neck-downs on alternating sides of the street. Neck-downs may also be appropriate within commercial and office areas to enhance the streetscape and slow down traffic. Traffic diverters are physical barriers across a portion of a street, generally constructed in the same manner as raised medians that are designed to prevent through traffic from entering a neighborhood at an intersection, while permitting local traffic to exit the neighborhood at the same intersection.

In some cases, crosswalks constructed of rough paving materials, such as stamped concrete or split face block, can be used to reduce the speed of traffic across an intersection.

A roundabout is an at-grade intersection having a one-way circular roadway around a curbed central island. Sometimes called traffic circles or rotaries, a properly design roundabout provides for the safe and efficient movement of people and goods while preserving, enhancing, or reclaiming the adjacent neighborhood's livability.



into any new adjacent development and prevent their demolition. Also, preserve other physical elements that are cultural resources by incorporating them (either in their entirety or through a representative sample/re-creation if it would carry the same merit) into any future development of the area.

3.2.1.1 Implementing Policies for Adaptive Reuse and Preservation with New Development

- a. Retain the historic and architectural integrity when pursuing adaptive reuse of buildings, while aiming to meet the design policies set forth within the applicable category of the intended new use (i.e., auto-oriented commercial) to the greatest extent feasible.
- b. Sensitively site and design new adjacent buildings in order to preserve historic buildings, allow for viable access to them, and create a cohesive architectural character that reflects, and is compatible with, the historic building.
- c. Preserve the character of the existing citrus groves by preserving and incorporating strategically located existing trees or rows of existing trees into new development (i.e., in the form of landscaped setbacks and/or landscape treatments). Having accomplished this, the remaining grove may be removed.
- d. Include new citrus trees of a hearty variety and/or other species that are similar to resemble citrus trees within appropriate new or re-landscaped City rights-of-way.
- e. Encourage private development to use new citrus trees as landscape materials on any private property when feasible.
- f. Preserve the rows of palm trees located along Citrus Avenue east of California Street and incorporate the trees into future development of the area.

3.3 STRENGTHENING DESIGN WITHIN THE EXISTING COMMUNITY

There are many opportunities within the community to make design improvements within existing development. Following are specific areas or functions within Loma Linda that could be improved by adding or changing specific design elements to achieve better design. These areas or functions have been selected because they can be improved through minor modifications, and do not require extensive renovation or rebuilding to make a visible improvement. Later in this section, samples of appropriate signage and design elements that can be used to remedy the following needs are discussed and illustrated.

3.3.1 Places to Strengthen Design

The following discussion identifies locations throughout the community where improvements in existing design and appearance could be made with a reasonable, modest level of effort. This discussion is supplemented by the accompanying photos shown in Figure 3.2. The discussion is concluded with policy statements giving direction and assigning responsibility for design improvements.

3.3.1.1 City Entry Signs

There are existing signs placed at the City boundaries identifying the City of Loma Linda. However, these signs should be re-oriented to be perpendicular to the vehicles traveling on the street so that they can be more easily read. The message on the back side of the signs needs to be deleted or altered, because it is confusing since it actually announces the City of Loma Linda as drivers are leaving the city limits. The appearance of the entry signs should be made more attractive by adding landscaping. Plant materials are needed to “soften” the hard surfaces created by the asphalt pavement, stamped concrete island, and hard edged stucco sign.

Landscaping of City entry signs would create a "softer" image. Sign text should be deleted on the back side or changed to an appropriate farewell message.



A landscaped median should replace the plastic delineator cones on the roadway bridge over the creek and aesthetically pleasing bridge railings should be installed.



An enhanced entry sign for the VA Medical Center would not only better mark its location for visitors, but would also add a pleasant visual element along Barton Road.



Improved visual elements are needed at this intersection to better identify the route to the University facilities on the mound and the direction of the Medical Center and Childrens Hospital.



The edges of the University, such as the intersection of Stewart and Anderson Streets, should be defined using signage and visual elements to enhance the campus image and help orient drivers and visitors.



The Campus Plaza needs more noticeable visual elements and/or signage; its services can easily be missed by visitors.

The junction of University Avenue and Campus Street creates an opportunity to identify the west edge of the University, such as through the use of signage and/or other visual elements.



Some large centers need improved methods for directing customers, including readable vehicular directional signs.



Street edges, especially at the perimeter of commercial centers, should convey a pleasant image through the use of landscaping.



Much of the signage associated with the University's Medical Center and Children's Hospital could be improved in appearance.



City of Loma Linda General Plan PLACES TO STRENGTHEN COMMUNITY DESIGN

Figure 3.2



3.3.1.2 Anderson Street at San Timoteo Creek

The overpass on Anderson Street at San Timoteo Creek provides an opportunity to make a positive design statement. The existing white delineator cones in the center of the bridge need to be replaced with a decorative median. The guardrails adjacent to the sidewalk require redesign to be a decorative feature that is attractive to passing motorists. Besides creating a pleasant visual statement, such improvements would help visitors assess their location on the street (i.e., at the creek) and establish a recognizable visual landmark that could be used in wayfinding.

3.3.1.3 Loma Linda University and Surrounding Area

Loma Linda University (LLU) is an important entity in the community and should be easily recognizable to create a strong sense of place within the community and to help visitors with wayfinding. There are several key locations within LLU that need to be made more visually prominent. Also, the routes to major destinations should be more clearly identified.

The intersection of Anderson and Stewart Streets should feature design elements to make an entry statement that identifies LLU. Appropriate types of design elements could include a vertically oriented pillar type sign on one or both sides of Anderson Street or an archway sign that spans the street. The design element should be large in size since this location forms a main entry into LLU and should avoid a horizontally oriented ground monument that might be obscured by auto traffic. Although design, materials, and colors should be somewhat traditional in keeping with the character of LLU, the design element should be easily noticeable by passing motorists. This location would also be appropriate for a “reader board” type of sign that could convey changeable messages. Landscaping should be designed to form a visual foundation at the base of the element and to complement the design element by further adding visual appeal.

The intersection of Anderson and Mound Streets is in need of new design elements and signage to assist in wayfinding, clearly indicating the route to Loma Linda University Medical Center (LLUMC) as well as the direction to the University facilities on the mound. The current sign at this location contains too much information and consists of small lettering, which together make it very difficult for motorists to read. Signs should be more prominent in scale and color and should keep text simple. Appropriate design elements do not have to be limited to signs; for example, public art or colorful, pole-mounted flags/banners placed on a corner could give needed visual character to this location. And such elements, even though they may lack written messages, can serve as visual landmarks that can be referenced when directing visitors within the community.

The entryway into the Campus Plaza commercial center from Anderson Street should be made more easily identifiable using new design elements and/or signage. The size and color of the current sign make it extremely difficult for visitors to identify the commercial area, which could meet their shopping and service needs, especially while visiting the nearby medical uses. Re-design of the parking lot layout and on-site circulation would also visually and functionally improve the shopping area. Careful placement of walls or other screening such as trees along the rear of buildings visible from the interior of the parking area would also make this small center more pleasing. (The long-term goal for major renovation/new development of this area is discussed within the Mixed Use section of the Land Use Element.)

The edges of the University, such as the west boundary along Campus Street, should be clearly marked through the use of design elements in order to create an identifiable LLU district. Appropriate design elements include banners that can be mounted on existing light poles or new flag poles featuring flags with a theme or LLU emblem. Monument signs can also be placed at prominent corners, as long their placement insures good visibility, considering that traffic may serve as an obstruction. Themed bollards or small pylon elements can also be used in a series at key LLU



boundaries to create a visual identity. Where buildings are clearly visible from the LLU edges, building mounted signs or flags can portray a logo or identifiable theme. A wide variety of design elements and materials (e.g., stone, brick, stucco, painted wood, fabric) would be appropriate and provide latitude for meeting budget and logistical constraints. The ultimate design of style, materials, and colors should generally be traditional to reflect the existing University character and provide a longer life span from a style perspective. Care should be taken to also avoid design combinations that would be so conservative and bland that the design elements would fail to be noticed.

Better wayfinding for the University's facilities is needed, as most of the current signs are difficult to read because of poor placement, obstruction from foliage, sign size and orientation, text size, and/or fading. Replacement signs should be part of a new comprehensive sign program that studies sign location and design to improve readability, especially from a distance to better guide motorists. Inclusion of pedestrian directional signage should also be considered for the LLU campus. New wayfinding signs should be complementary to the design of other new elements such as LLU entry signs and boundary markers.

3.3.1.4 Jerry L. Pettis Memorial Veterans Medical Center (VA Medical Center)

Because the VA Medical Center is a significant facility within the Loma Linda community and the region, the City should work with the medical center to encourage the installation of a strong design element and improved signage to identify the facility from Barton Road. The existing signage is utilitarian in its design and is difficult to read because of its size and placement. The city street sign hanging from the traffic signal arm currently provides the only clear signage for the Medical Center. This important community landmark deserves more attractive signage to provide good wayfinding and to create a pleasant visual landmark along Barton Road that symbolizes the Medical Center. The landscaping surrounding the medical center makes for a beautiful setting, which could serve as an impetus for equally attractive signage that coordinates with this landscaping.

3.3.1.5 Commercial Centers

Existing commercial centers within the community need to ensure that they present an attractive landscaped perimeter. This will serve many purposes: attract positive attention from motorists, portray an image of quality and forecast a pleasant shopping experience, and create a positive impression of the community as viewed from major roadways. Landscaping should create a consistent image that extends around the entire edge of the commercial center and is complemented by related landscaping patterns and materials placed throughout the parking area to soften the hard image of asphalt and provide shade.

Also, signage within the centers needs to help patrons find the services that they seek. This should be done with clear, attractive building mounted signs. If existing centers are large and contain many uses that are not visible from the main vehicular entries, free standing monument signs should be used to identify tenants, ensuring that text is large enough to read from a vehicle and that arrows are clear.

In well-designed centers, patrons are guided by many visual cues, although they may not even be consciously aware of them. Appropriate use of building colors/materials and landscaping can help to create a more organized pattern that can guide customers to where they want to go and create a pleasant appearance from the street. For example, retail and office areas within a larger center should use different complementary building colors or materials to distinguish these functions. Patrons should be guided to building entries that can not easily be seen from the main parking areas by using colorful landscaping to lead them to distinct walkways. Proper location of landscaping and selection of plant materials to serve specific functions can guide patrons by identifying primary circulation routes and highlighting and delineating specific areas (e.g., anchor tenants, clusters of



boutique shops, office suites) within a center. For example, rows of tall palms can delineate main drive aisles through parking lots and trees can be used to frame buildings or groups of buildings.

3.3.1.6 Guiding Policy regarding Places to Strengthen Design

Make design improvements, replace older design elements that have become unattractive or non-functional, and add new design elements where possible to help improve the appearance and function of existing development.

3.3.1.7 Implementing Policies regarding Places to Strengthen Design

- a. Make revisions to the existing City entry signs by adding landscaping, deleting or changing the message that is visible on the back of the sign (e.g., “thanks for visiting Loma Linda”), and re-orienting the sign placement when the latter is feasible.
- b. Enhance the bridge on Anderson Street over the San Timoteo Creek by adding a decorative median (e.g., stamped concrete, monument sign, landscaping that meets the technical requirements since the location is part of a bridge) in place of the plastic cones. Also, make the bridge a decorative visual feature.
- c. Work with LLU to encourage the addition of entry signage elements, better identification of the commercial center on University property, visually define the edges of the campus, and improve wayfinding.
- d. Work with the VA Medical Center to replace the existing signage with a visually attractive signage element that creates a landmark that is visible from Barton Road.
- e. Develop a design renovation program to encourage private property owners to implement design improvements. Provide financial incentives (funded by grant money) to participants. Streamline the City approval and permit process and/or designate a single point of contact for program participants to serve as a liaison between relevant city departments.
- f. Develop a priority task list for design improvements that fall within the responsibilities of the City. Identify the relevant department(s) and the budget source for design improvements.
- g. Encourage landscaping along Barton Road that is cohesive and compatible with the community theme (Loma Linda University Medical Center, Veterans Medical Center, City of Loma Linda).

3.3.2 Design Elements to Improve Community Design

Loma Linda has many design options to improve the visual identity of the community, build a stronger sense of place, improve functionality, and aid visitors in easily finding services that they seek within the city. The following section describes some of these design elements and design tools. Figure 3.3 graphically illustrates design options that have the potential to be customized to enhance the community of Loma Linda. The policies regarding these design tools are stated at the end of the section. As evident in the policies, it is the intent of this General Plan that the City encourage private property owners and non-profit institutions to employ such design elements. It is also the intent that the City pursue such improvements when they are within its jurisdictional responsibility.

3.3.2.1 Monument Signs

New or enhanced monument signs could be used to identify locations and to make an attractive visual statement in existing institutional uses, public street right-of-ways, public facilities, and other non-commercial uses (this discussion is not intended to address commercial signage that serves primarily as advertisement). Entry monument signs can identify a single key building or can be used as a series of consistent signs to identify related areas. Traditionally styled signs would be the most



Landscaping



Directional Signage



Public Art



City of Loma Linda General Plan
**DESIGN ELEMENTS TO
IMPROVE EXISTING
COMMUNITY DESIGN**

Figure 3.3





consistent with the character of the community. There is a range of appropriate materials, including stone, brick, stucco, and wood. Monument signs are enhanced when accompanied by landscaping, especially bright colored flowering plants at the base or taller species with interesting shapes placed behind the sign in order to attract attention.

3.3.2.2 Large-Scale Signs

Large-scale signs/design elements are appropriate for large institutional and large medical uses (e.g., LLU, LLUMC/CH, Veterans Medical Center), when used at one or two key locations per use, such as at the corner of Anderson and Stewart Streets and/or at the corner of Anderson Street and Barton Road. Large-scale signage that includes a “reader board” or changeable copy could not only identify the University, but could convey major announcements in a timely manner. The placement of large-scale signs should ensure that they are easily visible from passing vehicles. If a reader board or changeable copy is used, locations where vehicles are often stopped, such as at a traffic signal, are most appropriate so that persons in vehicles have the opportunity to safely read the messages. Appropriate materials for large-scale signs are similar to those for monument signs, as discussed above. Reader boards or changeable copy signs typically require the use of plastic materials, which would be appropriate if the overall design of the sign maintains a high quality, conservative look.

3.3.2.3 Elements to Identify Boundaries

Small, repeating design elements can be used to identify boundaries and establish districts, such as LLU or pedestrian oriented districts. Appropriate design elements include pole-mounted flags, street light-mounted banners, building mounted signs, and bollards. Such elements could feature a logo or create a color scheme. A high quality look should be created by taking into account the height and scale of adjacent development when selecting the size of new flags/banners in order to ensure that they do not end up being too small to be readily visible or so massive that they look awkward. Materials, colors, and style of flags/banners and associated poles or light fixtures should also be consistent with the location and character where they will be used. Placement of these design elements should avoid blocking vehicular lines of sight, yet should be highly visible.

3.3.2.4 Directional Signage

Appropriately placed off-site directional signage is important for providing good wayfinding to key locations within the community, including LLU, medical centers/hospitals, public facilities, or locations such as downtown districts. (Such off-site signs are not appropriate for other types of land uses, such as individual commercial uses.) On-site directional signs can be useful for locating individual business tenants in large commercial, office, or business park uses. This type of design element can also create an image through its design style, materials, and colors. Vehicular directional signage that uses large lettering and reduces the amount of text is the most readable. Design characteristics can also help to make a sign easily readable, such as using separate color blocks or horizontal lines to differentiate lines of text, employing a consistent pattern for the layout of text and arrows, and placing adequate space between lines of text. Pedestrian directional signage can contain more detailed information and maps, since readers can easily stop to gather the information that they need. Directional signage should be placed in prominent locations, especially where decisions need to be made at divergent routes.

3.3.2.5 Landscaping

Landscaping can be associated with community design because it can make an environment more visually attractive, help to define and organize the city’s built form, and convey a sense of character.

Landscaping can visually soften and break up large expanses of hard materials such as streets and parking lots. It can add visual interest to blank walls and reduce the appearance of bulk in large buildings.



A consistent landscape palette can unify disparate architectural styles and materials. Landscaping can also provide visual interest by creating color contrasts to enliven monochromatic building colors.

Well organized plant palettes that create different themes can help to differentiate major city streets and provide visual transitions between different areas of the community, such as commercial and residential areas, through the landscaping of street medians and parkways. Appropriate selection and placement of plant materials can help visitors find their way by defining an individual site by highlighting parking and building entries, delineating vehicular and pedestrian circulation routes, and identifying property boundaries.

Plant materials that are well suited to the Loma Linda climate are preferable, and help to create a character that is reflective of the community and its natural environment. Landscaping can also reflect and help preserve the City's heritage by including plants typically grown for agricultural purposes, such as orange trees, within landscaped medians, parkways, and development whenever feasible.

3.3.2.6 Public Art

Public art can enhance the aesthetics of an area or serve as a landmark to facilitate wayfinding through the community and should be encouraged and promoted. Public art is appropriate for use in institutional, commercial, office, business park, and public facilities. The theme and style of public artwork, which includes murals among other art forms, should be meaningful to the community and related to themes such as health, the citrus industry, religion, and family.

3.3.2.7 Guiding Policy regarding Design Elements to Improve Community Design

Encourage private property owners and non-profit facilities, and make a definitive City commitment to take action to improve existing design within the community by employing the use of monument signs, large-scale signs, boundary markers, directional signage, landscaping, and public art to enhance the community's sense of place, aid in wayfinding, and convey a positive visual image within the community.

3.3.2.8 Implementing Policies regarding Design Elements to Improve Community Design

- a. Promote monument signs that effectively identify key institutional uses, public facilities, and special districts and characterize the theme of the area. Signs should be designed so that they feature styles and materials with a traditional nature and are accompanied by landscaping at the base.
- b. Encourage attractive, large-scale signs/design elements be used to identify LLU, LLUMC, and Veterans Medical Center. Signs should be placed so that they are easily visible but do not pose a traffic safety concern. Signs should be designed so that they feature styles and materials with a traditional nature, and limit the use of plastic or highly reflective materials. They should be accompanied by landscaping at the base.
- c. Encourage the installation of repeating design elements (e.g., pole-mounted flags, street light-mounted banners, building mounted signs, bollards) to identify the boundaries of LLU and special pedestrian districts.
- d. Promote the addition or revision of directional signage to provide good wayfinding to key locations within the community, including LLU, medical centers/hospitals, public facilities, or special districts. (Such off-site signs are not appropriate for other types of land uses, such as individual commercial uses.)



- e. Encourage existing commercial, office, business park, health care, institutional, and industrial uses to ensure that their site landscaping creates a strong design character (i.e., delineates property perimeters, emphasizes circulation patterns, accents building entries, provides visual relief in parking areas, and screens where necessary) and is properly maintained.
- f. Install landscaped medians along Redlands Boulevard to beautify the street and to add continuity to the variety of development and vacant parcels that currently line the street.
- g. Whenever feasible, improve City streetscapes by adding landscaped medians and/or parkways along major street corridors.
- h. Encourage and promote public art that embodies physical health and wellbeing and that reflects the community's past, including its historic roots, culture, and agricultural base.
- i. Develop a design renovation program to encourage property owners and tenants to implement design and wayfinding improvements. Provide financial incentives (funded by grant money) to participants. Streamline the City approval and permit process and/or designate a single point of contact for program participants to serve as a liaison between relevant city departments.
- j. Develop a priority task list for design improvements that fall within the jurisdiction of the City. Identify the responsible department(s) and the budget source for design improvements.



4.0 ECONOMIC DEVELOPMENT ELEMENT

The Economic Development Element seeks to promote economic and fiscal stability in Loma Linda in order to maintain a vibrant and healthy community. The City recognizes the economic contributions of Loma Linda University and associated medical facilities and seeks to expand upon these economic assets while also diversifying the local economy. The Economic Development Element provides guidance to City decision-makers, developers, businesses, and the public when considering specific projects and other municipal decisions affecting the community economic development and fiscal health.

4.1 ECONOMIC DEVELOPMENT AND FISCAL CONDITION CONCEPTS

Economic conditions consist of circumstances of the *private sector economy* in an area, typically measured by jobs and incomes. Fiscal conditions, in the General Plan context, consist of *public sector revenues and cost*; that is; the City's net cost/revenue balance. These two sets of conditions are distinct but related. Conditions in the overall economy (local, regional, national) affect local government substantially through direct impacts on jobs and incomes, while local fiscal conditions influence the local economy by affecting the mix of advantages and disadvantages that businesses consider in choosing where to establish operations.

A city's fiscal outlook tends to rise and fall with economic conditions. When economic conditions are favorable, employment levels are robust and higher individual and household incomes support expanded discretionary spending. Retail sales increase, property values may rise, and all of the activities that relate to local government charges, such as fees and taxes, tend to increase. Therefore, city revenues are likely to grow. While new development may add to a city's service delivery responsibilities, it will also at the same time contribute to increased local revenues.

When economic conditions are adverse, the opposite tends to occur. Lower employment and income levels translate into reduced consumer spending, resulting in decreased local tax revenues from retail sales as well as lower levels of activity of other kinds that are typically subject to local fees, permits, and other revenue sources. In a prolonged recession, property values will decline to a point at which the valuations of real property will be adjusted downward.



Long-term economic stability strengthens the stability and predictability of municipal costs and revenues. The effects of a marked change in economic direction, whether it is expansion or contraction, take time to show up in revenue increases or reductions of city fiscal conditions. The influences of an economic cycle on the public sector normally lags behind the private sector.

Local communities are affected by the health of the overall economy. City fiscal conditions, in turn, can affect city economic vitality. A solid fiscal base is among the influences that can prompt employers to retain or establish operations locally; a weak economic base, in contrast, will discourage establishment of new economic operations and may even prompt existing employers to relocate elsewhere. City fiscal management—tax and fee levels, availability and quality of services, efficiency and responsiveness of city staff—will also influence the perception of a city as “a good place to do business.”

Often a business seeking a site for a new operation will look critically at the mix of local government costs and benefits associated with sites in different cities, balancing costs against the benefits that various cities offer. If a city’s operating revenues are insufficient to support an adequate level of services, some new development may be discouraged from locating there. A high level of services, in contrast, can attract prospective employers and residents. If a city charges higher development fees than its neighbors because the cost of providing infrastructure is high, however, then development may gravitate toward other, lower-cost locations.

4.2 LOCAL ECONOMIC PROFILE

A useful indicator of economic activity in an area is the pattern of existing and projected employment. The City of Loma Linda’s economy is centered on Healthcare and Education. As shown in Table 4.A, Loma Linda University and related medical facilities are the four largest employers in the community. In addition, these same medical facilities are included in the list of top 15 major employers in the San Bernardino County. A mobile home manufacturer rounds out the top five employers in the City.

Table 4.A: Major Employers in Loma Linda

Company	Employees
Loma Linda University Medical Center	6,392
Loma Linda University	3,700
Jerry L. Pettis Memorial Veterans Medical Center	1,395
Loma Linda Community Medical Center	560
Hallmark Southwest	270

Source: Loma Linda Chamber of Commerce, November 2002.

The 2000 Census confirmed that a high proportion of the residents of the City rely on educational and medical institutions for employment. The 2000 Census reports a total of 8,679 employed persons over the age of 16 living in Loma Linda. Of this number, a little over half works in the fields of education, health, and social services. According to the 2000 Census, a total of 4,445 residents in Loma Linda were employed in these fields and accounted for 54.2 percent of the workforce. Table 4.B shows the top industry areas of employment of the workforce in Loma Linda.



Table 4.B: Loma Linda Residents Top Five Employment Industries

Industry	Number	Percent of Total Industries ¹
Education, health, and social services	4,445	54.2
Retail trade	604	7.4
Professional, scientific, management, administrative, and waste management services	485	5.9
Arts, entertainment, recreation, accommodation and food services	478	5.8
Other services (except public administration)	367	4.5

¹Number reflects percentage of all industry categories, not just top five industries and therefore does not total 100%.
Source: U.S. Census Bureau, <http://factfinder.census.gov>.

As shown by the number of jobs and the number of City residents employed in education, health, and social services, the economy of the City of Loma Linda is affected by the economic well-being of the University and related medical facilities and the Veterans Medical Center. Major reductions or expansions in employment at these facilities would affect the fiscal condition of the City, as there would be less discretionary spending on retail items and thus less sales tax revenue to the City. However, the forecast for employment in the region indicates growth will continue to occur in the service industry. It is forecast that the service industry will comprise 41.5 percent of the total jobs in the five Counties of Los Angeles, Orange, Riverside, San Bernardino, and Ventura by the year 2020. Table 4.C shows the forecast five-county employment by industry.

Table 4.C: Five-County¹ Employment Forecast by Industry (Jobs Listed in Thousands)

Industry	2000	2005	2010	2015	2020	Share of Total Jobs in 2020
Agriculture	55.2	50.8	50.5	49.0	47.6	0.5%
Construction	244.8	261.6	273.8	280.3	286.5	2.7%
Financial, Insurance, and Real Estate	399.1	430.9	455.3	470.6	485.9	4.6%
Government	925.5	985.1	1,053.6	1,103.6	1,156.1	11.0%
Manufacturing	977.3	952.5	953.2	937.8	915.5	8.8%
Mining	7.3	5.6	3.6	2.3	1.5	0.0%
Self-Employed	689.3	761.8	807.3	836.5	865.5	8.3%
Services	2,249.0	2,695.8	3,203.1	3,729.7	4,345.8	41.5%
Trade	1,522.8	1,668.8	1,799.1	1,896.4	1,996.1	19.0%
Transportation, Communications, Public Utility	308.9	323.7	343.9	358.1	373.5	3.6%
Total Jobs	7,739.0	8,136.6	8,943.4	9,664.4	10,483.9	100.0%

¹Includes Counties of Los Angeles, Orange, Riverside, San Bernardino, and Ventura.
Source: SCAG, 1998 RTP Adopted Forecast.

4.2.1 Jobs/Housing Balance Concepts

In the ideal world, jobs/housing balance helps a community achieve important goals. For example, if employed residents can work locally, commute times and distances will be reduced; air quality will be improved; transportation infrastructure needs will be minimized; and each jurisdiction will have a mix of housing types that accommodates the workers in the entire range of income groups created by the local jobs. In the real world, achieving a numeric balance between jobs and housing (measured by the number of employed local residents) is an often cited but rarely accomplished objective. Although



some cities require that new or expanding companies they provide with financial assistance grant local hiring preference, cities cannot ultimately dictate who works at local jobs. The existence of a certain number of local jobs does not guarantee that employed residents will choose to work locally or that newly hired employees at a company will choose to move to the city they work in. Even if the number of housing units in a community is sufficient to accommodate the number of local residents who work, some workers at local jobs who live elsewhere may not be able to afford the prices (or rents) of new or even existing housing in the community. Most cities have a limited ability to reduce the price of market-rate housing to bring it in line with the earnings of local workers. For these and other reasons, a city in which there is parity between jobs and housing may still have substantial cross-commuting: employed local residents working elsewhere and local job-holders living elsewhere.

A ratio greater than 1.0 indicates a net in-commute due to the fact there are more jobs than workers in the community and a ratio of less than 1.0 indicates a net out-commute of workers. Although the term “jobs/housing” is used, a more precise relationship is between local employment and the number of employed residents. The primary reason is that some households have no workers, while others have multiple workers. Generally, 1.3 jobs per household is often cited as representing a balance between jobs and housing, depending on the demographics of a community (e.g., number of retirees and resident labor force).

4.2.2 Jobs/Housing Balance in City of Loma Linda

As shown in Table 4.D SANBAG projects that Loma Linda will continue to be one of the few jobs-rich communities in the Inland Empire; the number of jobs in Loma Linda will continue to be greater than the workforce living within the City. Unlike many communities with substantial local employment, a large percentage of Loma Linda residents in the workforce are already employed locally. As was discussed earlier in this Section, over half of Loma Linda’s workforce is employed in education, health fields, or social services, the same fields as the largest employers in the City. Therefore, even though the jobs/housing balance is weighted towards jobs, the City actually provides both homes and jobs to a majority of its citizens. It is the objective of the General Plan to continue to provide housing for local employees and students of the University.

Table 4.D: SANBAG Jobs/Housing Balance Projections

	2000	2010	2015	2020	2025
Population	18,837	23,225	24,746	26,293	27,613
Total Jobs	14,896	21,018	22,418	23,722	25,046
Total Civilian Workers	9,163	12,305	13,630	14,677	15,967
(Total Jobs/Civilian Workers)	1.63	1.71	1.64	1.62	1.57

4.2.3 The Retail Sector

Another economic indicator for a local area is the amount of taxable retail sales a city provides. According to the *Inland Empire Quarterly Economic Report*, the City of Loma Linda ranked 23rd out of the 48 communities in the Inland Empire in per capita sales in 2002, largely due to automobile sales. Even with this relatively positive per capita sales ranking, a retail market analysis prepared for the City of Loma Linda found the City to have a very large deficiency in taxable retail sales. According to the market analysis, Loma Linda residents spend more than Loma Linda businesses sell (net leakage of retail sales) in the retail markets of general merchandise, apparel, eating establishments, hardware and building materials, home furnishings, and food store categories. Leakage of taxable sales exists in all these areas, which means that Loma Linda residents are making substantial retail purchases of what they need in these retail categories in other cities, primarily San Bernardino and Redlands. The report further indicated Loma Linda residents have the purchasing power to easily support expanded



retail stores in these areas. However, San Bernardino and Redlands have successfully developed large-scale commercial developments near Loma Linda's borders, contributing to significant sales tax leakage from the City. Thus, although the Loma Linda maintains a relatively high per capita sales tax ranking, it is not retaining taxable sales by City residents within the community.



Retail center on Barton Road

4.3 REDEVELOPMENT AND INLAND VALLEY DEVELOPMENT AGENCIES

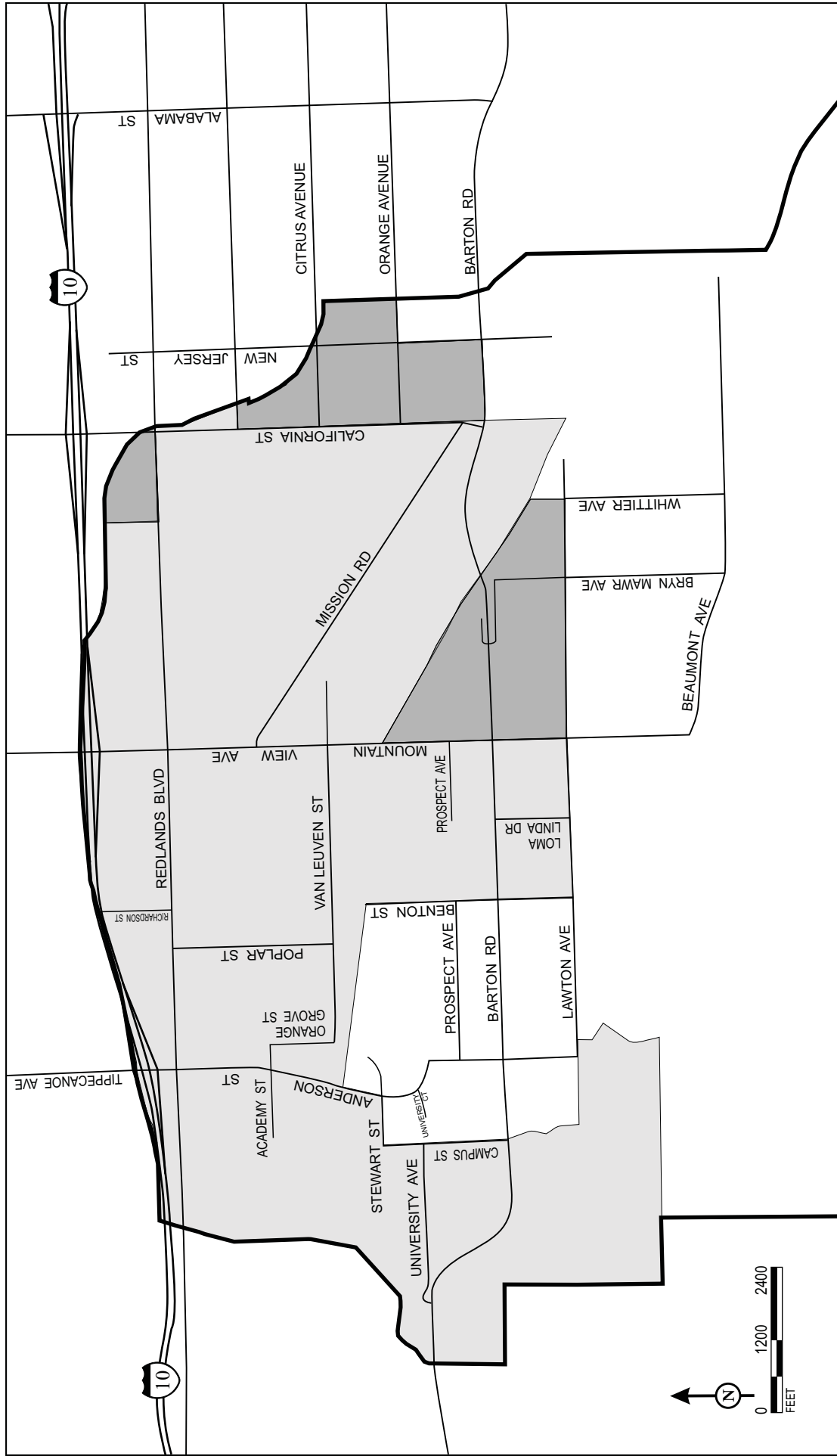
The Loma Linda Redevelopment Agency (RDA) is a vital component of the fiscal performance of the City. RDA tax revenues have provided the City with a substantive, stable, and long-term alternative revenue stream. These revenues, which are derived mainly from tax increment financed bonds, have provided the resources that enable the City to provide quality public facilities, while the RDA helps fund low- and moderate-income housing, as well as capital improvements.

The RDA has one Merged Project Area in the City (a combination of two project areas), which generally covers the entire City north of Barton Road, excluding the University of Loma Linda and immediately surrounding areas (see Figure 4.1). The RDA has focused on funding infrastructure improvements in the Merged Project Area. Specifically, the RDA has concentrated on sewer system rehabilitation/upgrade, water replacements/upgrades, and storm drain improvements. The RDA's annual projects and programs for the next five years continue to include sewer and water pipeline replacements, economic development, historic and archaeological preservation, and open space/recreational park facilities in addition to affordable housing programs. The RDA's programs for affordable housing will continue to include substantial rehabilitation, new construction, senior housing programs, first-time buyer programs, purchase of covenants, and directly related infrastructure to support affordable units.

The Inland Valley Development Agency (IVDA) of which Loma Linda is a member, is a regional Joint Powers Authority whose goal is to redevelop the Norton Air Force Base properties and an additional 14,000 acres within a three-mile radius of surrounding property outside the base. The goal of IVDA is to replace the 10,000 jobs that were lost with the closure of the Base. IVDA uses income from bonds to encourage the development of businesses that generate employment on the properties under their influence. Property in the City of Loma Linda planning areas included in IVDA is shown in Figure 4.1.

4.4 CITY FISCAL CONDITION

A city's operating revenues and expenditures determine its fiscal condition. A fiscal sustainability report prepared for the General Plan Update by Agajanian & Associates (2001) revealed the City of Loma Linda is fiscally sustainable into the future, but only at a "maintenance" level. This means that any development with significant negative fiscal impacts will strain the ability of the operating budget to provide needed services at current service levels. Similarly, any significant increase in new capital expenditures for public facilities could reduce the amount of revenue available for operations. The fiscal analysis found that the City is over-dependent on retail sales tax and motor vehicle in-lieu revenue sources. A significant decrease in either of these revenue streams could limit the amount of



LSA

- CITY OF LOMA LINDA AND SPHERE OF INFLUENCE
- MERGED PROJECT AREA
- "IVDA" PROJECT AREA

Figure 4.1

City of Loma Linda General Plan
MERGED PROJECT AND "IVDA" PROJECT AREAS



resources available to maintain the City's high level of public services and facilities. The City currently enjoys a favorable general sense of municipal service satisfaction as reflected in the Community-Wide Survey 2000. The few concerns indicated in this survey were largely focused on the need to maintain roadways, street lighting, and traffic light regulation.

4.5 IDENTIFIED ISSUES AND OPPORTUNITIES

A broad assessment of future fiscal conditions in the City of Loma Linda was projected in the *Fiscal Sustainability Report* (Agajanian 2001). According to this report, future municipal operating costs will likely increase for a number of reasons. A growing population will increase the amount of demand for municipal services. Operating costs will also increase as new services are added and existing municipal service levels are upgraded. Given that the City is not yet built out, Loma Linda is likely to face operating cost increases from both sources for some time to come. Depending on the type, location and timing of development, the pressure for increasing the operations budget in the future will be great.

Capital improvement expenditures for the City will also increase as the City/RDA budget expands to fund both new infrastructure and facility-building programs. Many future capital improvements will be paid for by new development in the form of dedicated facilities, in-lieu fees, and/or impact fees. The City/RDA budget will continue to fund citywide capital projects, as needed, including the city water wells/reservoirs, senior housing, arterial road and bridge projects, freeway interchange improvements, storm drain extensions, a senior center facility, a water treatment facility, and related future capital improvements.

Loma Linda can also expect to experience increasing pressure on facility maintenance costs due to development. Street maintenance in particular will continue to require additional resources as new roadways are built and added to the inventory. Facility maintenance will also increase as parks, public buildings, and recreational trails are expanded and added. Additionally, specific capital projects to accommodate site reuse, revitalization, and rehabilitation will continue to play an ever-increasing role in future capital improvement programs.

City/RDA budget revenues in the future will be influenced by many factors, including General Plan land use, circulation, and public facility choices, and the type and rate of development. The proportion of residential, commercial, industrial, and institutional land in the General Plan affects the amount of revenue that will be generated for municipal use, and is intended to help the City to continue providing services needed by residents. The retail, hotel, R&D, and high-end residential uses proposed in the General Plan will all generate municipal revenue in excess of related costs.

Another factor influencing revenue is the number of property tax-exempt parcels in the City. More than half of the parcels of land in the City are tax-exempt and include the Loma Linda University and the J.L. Pettis Veterans Memorial Hospital and all public facilities. This high concentration of property tax-exempt parcels limits the amount of property tax the City can expect to receive in the future. Additionally, any further development of tax-exempt uses on these parcels may add service costs to the City without generating property tax revenues to help pay for them. The General Plan has been designed to facilitate the development of property tax-generating and sales tax-generating uses on many parcels that are now property tax-exempt.

An analysis of the retail market opportunities in Loma Linda by Marketing for Professionals, Inc. (September 1999) revealed that almost every retail store merchandise category is not well represented in the City. The one area that is well represented is auto dealers and auto supplies. The potential for adding retail stores exists as present vacant retail spaces are available and more commercial land is designated in the General Plan. The retail market analysis found the City can



support more retail stores with the purchases coming from local residents and in some areas, such as food establishments, from individuals working in the City even though, within a 15-mile radius of the center of Loma Linda, customers have a variety of choices from a giant complex such as Ontario Mills to smaller, less diverse shopping centers such as Redlands Mall, and large commercial centers in San Bernardino. In order to attract new retail businesses, including hotels and restaurants, the study recommended that the City develop a more business-friendly image and foster a perception on the part of retailers and developers in and outside the area that Loma Linda will not make it difficult to start a new retail business.

One retail opportunity is to create a downtown area or city center, which could provide a focal point for the community. A vibrant downtown area could confer a sense of place that would strengthen the community's image and encourage residents as well as visitors and workers to shop, dine, and pursue leisure activities locally. As the roots of the community are associated with Loma Linda University, the downtown could be located near the University at Anderson Street and Prospect Street. Creating a downtown would entail, among other actions, expanding the services and businesses presently in the area, providing public parking and improving access to the area for both students and the general community of Loma Linda.

4.6 POLICIES

The following policies address business attraction and expansion, commercial and industrial lands, Loma Linda's economic base, its fiscal health, and ways to reduce greenhouse gas emissions.

4.6.1 Guiding Policy for Business Attraction and Expansion

Foster a climate in which businesses in Loma Linda can prosper, enhancing Loma Linda's image as a good community in which to operate a business.

4.6.1.1 Implementing Policies for Business Attraction and Expansion

- a. Maintain a development review process that is conducive to establishing new businesses and expanding existing businesses within Loma Linda.
 - Provide excellent customer service to retail business and developers of employment-generating projects by focusing on solving problems and providing certainty in the development review process.
 - Streamline the development review process so that it works effectively and efficiently for the applicant and the public through:
 - Explicit statements of City expectations;
 - Early identification of issues;
 - Consistent application of community policy;
 - An emphasis on expedited problem-solving; and
 - Ensuring that detailed regulations facilitate and do not hinder the achievement of community objectives.
- b. Attract and assist the relocation and expansion of firms in high-tech, biotech, research and development, and retail trade and services. Capitalize on Loma Linda's identity in the healing arts by working with the Loma Linda University Medical Center and the Veterans Hospital Administration to identify health services-related firms and trade organizations that could benefit from locating in Loma Linda. These might include those involved in medical research and clinical



trials, and research, development and testing of medical equipment, as well as vendors to these and other medical facilities. Provide focused marketing materials to those firms and trade organizations.

- c. Undertake a coordinated effort to “sell” Loma Linda as an ideal community in which to do business, stressing its advantages (e.g., highly educated workforce, excellent schools, high-quality residential areas, available land for development of employment- and sales tax-generating uses).
 - Publicize positive images of Loma Linda through placement of articles in the local and regional media and business and trade journals.
- d. Maintain an Economic Development Advisory Committee to advise the City Council regarding economic development, redevelopment, and employment- and sales tax-generation issues and activities.
- e. Maintain financial and development review incentives to attract regional and local-serving retail and employment-generating businesses to Loma Linda, ensuring appropriate location of such businesses along Redlands Boulevard, California Avenue, and Barton Road.
 - Focus business attraction and expansion efforts on sales tax-generating uses, community and regional serving retail, high technology, and research and development industries that will enhance the local economy.
 - Actively seek larger retail businesses the City lacks, such as Home Furnishing and Appliance Stores, Hardware and Building Materials, expanded Auto Dealerships, and Supermarkets to locate on Redlands Boulevard.
 - Focus on attracting and maintaining businesses in or serving the medical professions on Barton Avenue to continue the existing pattern.
 - Service industries with restaurants as ancillary uses should be encouraged to locate on California Avenue.
 - Conduct outreach to City vendors or suppliers to attract new businesses to Loma Linda.
- f. Continue to participate in economic development partnerships such as IVDA, recognizing that job creation, both within Loma Linda and surrounding communities will assist in reducing peak hour congestion along the I-10 freeway.
- g. Recognize the economic development benefits of, and place emphasis on beautification of major arterials and community entries, street cleaning, and consistent enforcement of City regulations.
 - Undertake urban design improvements described in urban design section of this element.
- h. Periodically survey the business community for evaluation of City services and improvement suggestions.
- i. Work with private sector entities to identify and implement advanced infrastructure technologies that will facilitate the relocation of technology-related businesses to Loma Linda, as well as the expansion of existing businesses.
- j. Work with the private sector to maintain an adequate supply of skilled workers and the capital needed to attract and maintain business in Loma Linda.
 - Work with the area schools and the University to establish and maintain education and continuing education programs to meet the existing and foreseeable needs of local employers.



- Work with the Redlands Unified School District, Loma Linda Academy, and Loma Linda University to identify local educational resources applicable to the labor force needs of emerging industries (e.g., telecommunications, fiber optics, and biotechnology) in relevant occupational specialties.
 - Facilitate the entry of lower income Loma Linda residents into job training programs, enabling them to hold meaningful, well-paying jobs.
- k. Provide priority for access to economic development resources to (1) existing businesses seeking to expand within Loma Linda, (2) businesses seeking to relocate to Loma Linda from outside of the east San Bernardino Valley area, (3) retention of existing businesses, and (4) businesses seeking to relocate to Loma Linda from within the east San Bernardino Valley area to help them to access:
- Capital markets through the use of tax-exempt industrial development bonds and taxable bonds;
 - Below-market rate interest rate business loans through revolving loan programs (e.g., CDBG, SBA, CDIF);
 - Tax increment financing;
 - County economic development programs aimed at lowering labor costs; and
 - Programs available through the County's Small Business Development Center (e.g., business consulting, movie production sites, government procurement, and international trade).
- l. Consider implementation of lease agreements as an incentive for the development of new office and multi-tenant business park development. Such agreements could include subsidies of rental rates to enhance the economic feasibility of financing development of office and multi-tenant business park projects, while increasing the economic attractiveness of the projects for new and expanding businesses.

4.6.2 Guiding Policy for Commercial and Industrial Land

Provide sufficient land to accommodate planned development, with office, business park, and commercial areas complementing residential and public development in location, access, mix of uses, attractiveness, and design quality.

4.6.2.1 Implementing Policies for Commercial and Industrial Land

- a. Maintain a mix of uses on the General Plan land use map providing a variety of housing types, commercial development, and employment generating uses.
- b. Promote the establishment of workplace alternatives, including home occupations and telecommuting to reduce peak hour congestion. Continue to allow home occupations in all residential districts.
- c. Maintain an inventory of "ready-to-go" sites for commercial and targeted employment-generating development, complete with appropriate zoning and in-place infrastructure.
- d. Seek innovative ways to reduce the cost burden of infrastructure provision on new industrial and commercial development, without transferring the burden to the residential sector.
- e. Development of commercial/industrial uses with "point of sale: retail sales tax revenues should be located in mixed-use areas such as along California Avenue and in the business park on Redlands Boulevard.



- f. Encourage the earliest development of a hotel as demand becomes available.
- g. Identify potential sites to develop new overnight accommodation facilities, especially at non-retail sites near the freeway on-ramps and off-ramps.
- h. Promote the development of new retail stores at vacant sites, such as the IVDA property, the Pacific Theater property, vacant parcels along Redlands Boulevard, and vacant East Side parcels.
- i. Collaborate with Loma Linda University in developing a downtown area that includes small retail and service business. Consider creating a Design Overlay Zone for the Area.
- j. Explore the creation of a multi-modal transportation center to serve the downtown area and nearby medical and educational facilities.
- k. Look for participation opportunities with potential transit center development.

4.6.3 Guiding Policy for Maintaining and Improving Fiscal Health

Protect fiscal and financial health of the City of Loma Linda.

4.6.3.1 Implementing Policies for Maintaining and Improving Fiscal Health

- a. Require new development to pay for its fair share of new infrastructure, public and community facilities, and the incremental operating costs it imposes on the City.
 - Unless the City provides specific economic development incentives, new development shall construct and/or pay for new on-site capital improvements required by their projects consistent with City standards.
 - New development shall incorporate such features as to ensure that it will not increase the cost of public services provided to existing development.
- b. Create an Economic Development Corporation as a means to acquire property, develop property, and issue use rights for the purpose of generating land rent revenue streams to the City's General Fund.
- c. Create other institutions to promote the generation of new land rent revenues to the General Fund including a housing authority, business improvement district, or improvement district.
- d. Coordinate RDA activities with the City or future Economic Development Corporation to link land rent or lease opportunities.
- e. Encourage the establishment and expansion of local businesses and development of commercial and other properties producing retail sales taxes, transient occupancy taxes, and high assessed valuation by providing assistance with financing, local processing, and environmental permitting.
- f. As a part of the development review of office, business park, and industrial development within Loma Linda, seek opportunities for the designation of these uses as "point of sale."
- g. Encourage and assist the development of hotels, motels, and long-term stay facilities along Redlands Boulevard.
- h. Determine the need for a fiscal impact analysis to be conducted as part of the development review process to provide input into assessment of the overall fiscal impact of development within the City, and to determine what costs to the City, if any, should be mitigated.
- i. Continue to promote development of the IVDA property with uses that maximize retail sales tax revenues and increase assessed valuation.



- j. Continue to promote development of high value housing in the RDA project areas to increase assessed evaluation.
- k. Limit the residential build out of Loma Linda to that which is needed to meet Housing Element objectives, develop infill lots, and establish upper-end housing within the southern portion of the City.

4.6.4 Greenhouse Gas

Local agencies, such as the City of Loma Linda, have an important role to play in California's fight against global warming, which has been identified as one of the most serious environmental effects facing the State today. Cities are being encouraged by the State to incorporate sustainable design into projects from the start, addressing global climate change considerations at the earliest feasible time. Through its General Plan, the City of Loma Linda intends to encourage well-designed, sustainable development projects to help move the State away from "business as usual" and toward a low-carbon future.

Assembly Bill (AB) 1493 of 2002 required the California Air Resources Board (CARB) to develop and adopt the nation's first greenhouse gas standards for automobiles. On June 1, 2005, Governor Schwarzenegger signed Executive Order S-3-2005, which calls for a reduction in greenhouse gas emissions to 1990 levels by 2020, and for an 80 percent reduction in GHG emissions by 2050. In addition, Governor Schwarzenegger signed AB 32, the California Climate Solutions Act of 2006 (Health & Safety Code Section 38500 et seq.), in September 2006. AB 32 codified the State's greenhouse gas emissions target by requiring that California's greenhouse gas emissions be reduced to 1990 levels by 2020. In addition, AB 32 directs CARB to make available a list of early action GHG emission reduction measures by June 30, 2007. These measures were updated in October 2007 (CARB, 2007). Regulations to implement these measures are to be adopted before January 1, 2010, and the finalized emissions reduction measures will become operative and enforceable January 1, 2012.

To address the issue of global climate change and reducing carbon emissions requires a broad range of policies and actions. By providing a balance between local employment and housing, the General Plan provides the opportunity for Loma Linda residents and workers to reduce their daily commute, with consequent reductions in air pollutant and carbon emissions. Providing for compact, walkable communities and infill development in areas served by existing infrastructure, utilizes the resources that existing neighborhoods offer, and conserves open space and natural resources.

Building "green" will reduce energy consumption, reduce carbon emissions, and is a sound financial choice. Investments in green buildings pay for themselves, according to a new study for 40 California agencies. This study, drawing on national data for 33 green buildings and an in-depth review of several hundred existing studies, found that sustainable buildings are a cost-effective investment. The report concluded that financial benefits of green design are between \$50 and \$70 per square foot in an LEED building, over 10 times the additional cost associated with building green.

Much of our built environment is now powered by fossil fuels, which create the greenhouse gases that contribute to global warming. Thus, reducing energy consumption and increasing the use of renewable energy sources is a key component of addressing global climate change concerns.

4.6.4.1 Guiding Policy

Minimize greenhouse gas emissions that are reasonably attributable to the City's discretionary land use decisions and internal government operations, with the goal of reducing Loma Linda's greenhouse gas emissions to 1990 levels by 2020.



4.6.4.2 Implementing Policies

Compact Community Measures

- a. Encourage the development of vacant and underutilized parcels consistent with neighborhood character in a way that best adds value to the surrounding area.
- b. Facilitate employment opportunities that offer low vehicle use and minimize the need for automobile trips, such as live/work, telecommuting, satellite work centers, and home occupations, in addition to implementation of mixed-use development strategies.
- c. Encourage patterns of commercial development that support use of public transit, including modifying development regulations to facilitate commercial and/or mixed-use projects at sites near transit stops.

Energy Conservation and Air Quality Measures

- d. Encourage energy efficient landscaping for resource conservation by developing guidelines that emphasize proper irrigation techniques and sustainable landscaping (organic fertilizers and pesticides).
- e. Consider light-colored surfacing on pavements and rooftops where feasible to reduce heat absorption.
- f. As part of the development review process, work with builders to maximize energy conservation benefits in the placement of buildings on a site with regard to sun and natural breezes.
- g. Actively support provision of infrastructure needed for alternative fuel vehicles, including fueling and charging stations. Review and consider revising applicable codes applying to refueling and recharging infrastructure to facilitate their inclusion in new development where appropriate.
- h. Prohibit the installation of wood-burning fireplaces and other devices in new or renovated homes.
- i. Facilitate implementation of renewable technologies through streamlined planning and development rules, codes, processing, and other incentives.
- j. Incorporate measures to protect solar access from shading by neighboring structures and trees, thereby facilitating the use of passive or active solar systems.
- k. Provide incentives such as expedited processing for facilities that use renewable energy sources. Work with State and Federal agencies to secure tax exemptions, tax rebates, or other financial incentives for such facilities.
- l. Preserve and encourage planting trees in neighborhoods to provide shade in summer and reduce heat loss in winter. Successful methods include placing trees to the west and northwest of houses to shade from the hot summer sun and grouping trees to protect them from harsh elements and support their longevity. Trees can reduce air temperatures 5–10° F from shading and evapotranspiration (water in leaves converting into vapor, cooling the air).

Transportation Measures

- m. Promote transit routes and link neighborhoods with transit.
- n. Encourage businesses and public agencies to offer telecommuting as a work alternative, and allow corporate satellite work centers near housing concentrations to enable residents who are employees of out-of-city businesses to reduce their commutes.
- o. Require new development to incorporate features that reduce energy used for transportation, including pedestrian and bicycle pathways, and access to transit (where available).



- p. Include recycled and energy-conserving materials for road construction and repair, as well as resource-efficient materials, such as rubberized asphalt concrete and pervious pavement, in road repair and construction where it is cost-effective and feasible.
- q. Work with Omnitrans to provide turnouts for transit stops.
- r. Pursue traffic signal timing coordination as a means of improving traffic and reducing vehicle idling times.
- s. As appropriate, require new development and redevelopment projects to address the following: bicycle and pedestrian access internally and to other areas; safe access to public transportation and construction of paths that connect with other non-motorized routes; safe road crossings at major intersections for schoolchildren and seniors; and secure, weatherproof bicycle storage facilities. Ensure that such facilities will have ongoing maintenance.
- t. Support and participate in the development of intermodal transit hubs that expand alternative transportation use.
- u. Encourage the use of public transit and alternative modes of transportation through land use designations and zoning which cluster employment centers with a mix of other uses, and project design that incorporates car pool areas, "park and ride" facilities and similar incentives.
- v. Ensure that transit systems provide for the storage of bicycles on transit as well as at transit centers.
- w. Work with Omnitrans to post current schedules and maps at all transit stops and other key locations, to make real-time arrival information available to riders, and to provide shelters that adequately protect riders from inclement weather.

City Operations Measures

- x. Minimize Loma Linda's contributions to greenhouse gas emissions by shifting to low-carbon and renewable fuels, and employing zero-emission technologies, where feasible in City purchasing and ongoing operations and maintenance activities.
- y. Provide incentives for City employees to carpool to work.
- z. Incorporate energy efficiency as a key criterion in the City's procurement process.



City of Loma Linda 2021-2029 Housing Element

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

Adopted
February 8, 2022

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INTRODUCTION

In the past five years, the City of Loma Linda has experienced increased interest from housing developers to build new homes in the community, recognizing the charms of this small city and the ready market for all housing types created by the presence of Loma Linda University, the Loma Linda Medical Center, and a large Veterans Administration hospital. Also, the Inland Empire offers housing prices and rents generally lower than in nearby Orange and Los Angeles counties, and improved rail and bus commuter services make it easier to access more distant jobs centers.

In 2018, the City approved The Groves Specific Plan, which plans for 1,067 new homes, roughly half of which are targeted to be affordable units. The City has experience a substantial increase of accessory dwelling unit (ADU) applications. And vacant tracts of land remain on the western side of town and central Loma Linda to accommodate new subdivisions and multi-family housing.

This 2021-2029 Housing Element, a component of the City's General Plan, establishes the plan for accommodating housing demand within the framework of established land use policy. It identifies housing conditions and needs; sets forth goals, objectives, and policies that are the foundation of the City's housing and growth strategy; and provides programs the City has committed to implement to provide an appropriate range of housing opportunities. As required by State law, this element also examines whether past land use practices have created conditions whereby people of color, persons with disabilities, or other protected classes experience discrimination in their efforts to secure suitable housing, and identifies affirmative actions the City will take to further fair housing practices.

Overview and Purpose of the Housing Element

The Housing Element identifies housing needs in Loma Linda, the sites that can accommodate these needs, and the policies and programs to assure that the housing units necessary to meet these needs can be provided. The primary goal of the Housing Element is to provide a range of housing opportunities for all income groups.

The Housing Element covers the period of October 15, 2021 to October 15, 2029 and sets forth strategies and programs to: 1) encourage the development of a variety of housing opportunities, 2) provide housing opportunities for persons of lower and moderate incomes, 3) preserve the quality of the existing housing stock in Loma Linda, 4) minimize governmental constraints, and 5) promote equal housing opportunities for all residents.

By law, the Housing Element must contain these following major components:

- An analysis of demographic and housing characteristics and trends
- A review of potential market, governmental, and environmental constraints to meeting identified housing needs
- An evaluation of land, administrative, and financial resources available to address the housing goals

- A review of past accomplishments under the previous Housing Element
- A housing plan to address the identified housing needs, including housing goals, policies, and programs
- An analysis of fair housing conditions and a plan to affirmatively further fair housing practices

The California Government Code also requires that General Plans contain integrated, consistent sets of goals and policies. The Housing Element is, therefore, affected by development policies contained in the Land Use Element and Circulation Element. The Housing Element is internally consistent with the balance of the General Plan. As portions of the General Plan are amended in the future, each of the elements of the General Plan, including the Housing Element, will be reviewed to ensure internal consistency is maintained.

Demographic Overview

The Housing Needs Assessment (Appendix A) provides a comprehensive overview of Loma Linda's population, household, and housing stock characteristics, and analyzes these factors to identify housing needs of the variety of household types and special needs across the City. The Needs Assessment indicates that local households earn lower incomes than households countywide and issues with affordability of housing persist. Specifically:

- The median household income in Loma Linda is \$55,607 according to 2019 Census data, lower than the median household income for San Bernardino County (\$67,903). This is the reverse of the case during the fifth housing element cycle, when Loma Linda households earned substantially higher than the countywide median.
- Due to the large student population, 61.6 percent of households live in rental housing.
- Forty percent of households are considered lower-income households, meaning these households earn 80 percent or less of the area median income (AMI) for the County.
- Close to half (47 percent) of renters pay over 30 percent of their income for housing (compared to 27 percent of owners).
- Median home sale prices in Loma Linda were higher than in neighboring and surrounding jurisdictions and San Bernardino County as a whole.
- Single-family home ownership is beyond the reach of low- and moderate-income households. For home ownership, some of these households may be able to afford a condominium, but the unit may not be adequately sized for them. In the rental market, generally only moderate-income households cannot afford the market rents in Loma Linda without experience cost burden (paying over 30 percent of their income for housing).

Like other cities, Loma Linda has a special needs population that has more difficulty finding decent, affordable housing due to their special circumstances. In particular:

- According to Census data, 13.8 percent of all residents are disabled.
- Elderly residents make up 21 percent of all residents and 25 percent of all households.
- 3,212 Loma Linda residents—13.3 percent— are students.

These data indicate clear need for affordable housing for the elderly, disabled, and students. For the elderly and disabled, housing equipped with handicapped access and facilities is important.

Housing Constraints

Governmental, infrastructure, environmental, and market factors may constrain the provision of adequate and affordable housing. State law requires that Housing Elements analyze potential and actual governmental and non-governmental constraints to the production, maintenance and improvement of housing for all persons of all income levels and disabilities.

While governmental regulations are established to protect the health and safety of residents, they also set limits on residential development. These regulations include zoning, land use entitlement processing, and growth limits. Specific constraints to housing development in Loma Linda include:

- In 2006, City voters put into place measure V to protect hillside and open space areas by restricting single-family residential densities in the foothills and establishing a minimum 7,200-square-foot lot size for all R-1 lots.
- All residential projects in the R-2, R-3, and R-4 zones are subject to Planning Commission review and approval, although the City anticipates adopting more streamlined processes to comply with State law by early 2022.

Market conditions also pose significant constraints, including high land, construction, and financing costs. Also, restricted financing availability is of concern, although the City has little ability to reduce these constraints.

Meeting the Regional Housing Needs Assessment (RHNA)

A core component of the Housing Element is the Regional Housing Needs Assessment, or RHNA. The RHNA, developed through a process directed by the Southern California Association of Governments, represents the number of housing units—divided into various household income categories—that have been calculated to represent Loma Linda’s “fair share” of the regional housing need during the Housing Element planning period. By law, the City is required to show in the Housing Element that adequate sites are available in Loma Linda to accommodate the construction of new housing units consistent with the RHNA. Recognizing that development is often constrained by the market and environmental and other factors, the law makes no mandate that these units actually be built. Rather, housing law merely requires that the City do its part to facilitate housing construction by identifying “adequate sites.”

Loma Linda’s RHNA for the 2023-2029 planning period has been determined by SCAG to be 2,051 housing units, including 523 units for extremely/very low-income households, 311 units for low-income households, 352 units for moderate-income households, and 865 units for above moderate-income households. As noted above, the City has received and processed applications for several housing developments since the 2018 approval of The Groves Specific Plan. Approved and pipeline projects account for 583 units that can be credited toward this Housing Element planning period. Thus, in this element the City identifies strategies and sites sufficient to accommodate the remaining RHNA of 1,468 units without having to rezone properties.

Policies and Programs

Housing policies and implementing programs (with multiple action items each) have been developed in response to the analysis. A summary of actions—including identification of funding sources, responsible entities, and time frames for implementation—is also presented. They are organized under the following goals:

1. Provide adequate sites to meet the 2021-2029 RHNA.
2. Assist in the development of housing to meet the needs of households of all incomes and special needs households.
3. Address and where appropriate, and legally possible, remove governmental constraints to housing development.
4. Conserve, preserve, and improve the condition of the existing affordable housing stock.
5. Promote equal housing opportunity.
6. Promote sustainable development approaches.

The goals and corresponding policies and programs address the objectives required by and delineated in State law (California Code Section 65583 [c][1]).

Public Engagement

The Loma Linda community provided input into this Housing Element through a series of focus group meetings, a community workshop, and study sessions with the Planning Commission and City Council. On February 10 and 16, 2021, the City conducted two focus group meetings. Invitees to both meetings included local and regional housing services providers, representatives from transitional and supportive housing, affordable and market-rate housing developers, and neighborhood representatives. The representatives from transitional and supportive housing spoke largely on behalf of lower-income households. Spanish-language translation services were available at the workshops, although no participants required these services. Following publication of the Housing Element, the City emailed workshop participants to inform them that the draft element was available for review on the City's website and of adoption hearing dates.

City staff extended 50 invitations to community stakeholders, following up with email reminders the day prior to each meeting. Representatives from the following organizations participated:

- Adventist Community Team Services
- Highpointe Communities
- Homeowner Associations
- Inland Housing Solutions
- Inland SoCal United Way
- Lennar Homes
- Loma Linda Fire Department
- Loma Linda University
- Mary's Mercy Center
- Mary Erickson Community Housing
- Option House
- Salvation Army Redlands Corps

- San Bernardino County Housing Authority
- St. Joseph the Worker Catholic Church

Participants offered the following comments:

Most Significant Housing Challenges in Loma Linda

- Lack of affordable housing
- Rising instances of homelessness and inability of service providers to locate temporary housing for their clients
- Availability of safe and affordable housing
- Inability of lower-income families to accumulate wealth in the form of real estate since they cannot afford to buy homes. This has long-term economic effects, as seniors do not have a supplemental source of retirement income.
- The income limits for covenanted affordable housing: People earning \$15-\$20 an hour do not qualify because they make too much money, but neither can they afford market-rate housing.
- The City needs more transitional housing to allow people to work their way back up the economic ladder.

Constraints to Developing Additional Housing

- Archaic zoning rules. For example, in Loma Linda tiny houses are not allowed.
- Legislative policies
- Public perception of homelessness—who is homeless—and their housing needs. Creates a “not in my back yard” (NIMBY) attitude.
- Cost of construction for all housing types
- Discretionary approval processes that take a long time
- Development fees of almost \$50,000 per unit. The fees apply to all types of housing regardless of size.
- Limitations on how federal grants can be spent. For example, shelter funds are severely restricted and do not allow development of transitional housing.

Housing Discrimination

- Persons using shelters and victims of domestic violence often have poor credit and job histories; this works against them in their search for safe and decent housing. When seeking housing, they often have to share their stories, and landlords use the information to deny applications.

Opportunities to Encourage Housing Production and Addressing Other Housing Needs

- Tax lien sales that allow housing developers to acquire properties at lower cost
- Public education about homelessness causes, impacts, and affected populations. Homelessness does not define a person; it’s a stop along their way to self improvement.
- Embracing new home typologies: tiny homes, manufactured and modular housing
- Use of vacant lots owned by the City
- Encouraging Loma Linda University to construct student and faculty housing on its campus
- Accessory dwelling unit regulations that are “friendly”
- Hotel/motel conversions to housing

- Designated sites for affordable housing that will allow applications to be processed with minimum delay and hassle

Other Comments

- Loma Linda is a great environment: access to transit, access to medical care, access to jobs. This is a place that anyone—of any income level—should be able to enjoy as a resident.
- Inland Equity Community Land Trust is building its housing to leverage its capacity to help homeless, renters, and in the future, homeowners. They should be encouraged to join the local discussion and work to leverage their investments.
- Need to remember that transportation is important: people need easy access to transit and resources. Keep in mind when looking for locations for new housing.
- Loma Linda University should be encouraged to be a resource and partner in meeting local housing needs.
- The City has been overbearing regarding services to homeless persons (soup kitchens in particular) and responds more readily to business owners' complaints about the operations (rather than work things out with the operator). This is challenging for service providers.

In response to these comments, the City has included, for example, programs to facilitate special needs housing and transitional/supportive housing.

On March 9, 2021, the Planning Commission and City Council hosted a joint workshop to hear from residents regarding housing concerns and ideas for meeting housing needs. Once the draft goals and policies and sites inventory had been completed, City staff presented the materials to the Planning Commission on June 2, 2021 and the City Council on July 13, 2021. The public was invited to participate in these sessions and review the materials prior to submission of the draft Housing Element to the Department of Housing and Community Development. Copies of the Housing Element were made available via the City's website and at the City library.

HOUSING PLAN

This Housing Element provides the framework for decision making regarding the construction of new housing units, preservation of existing housing, and providing services that allow people of all income ranges to have equal access to housing opportunities. The Housing Element sets forth long-term goals and policies that work together with the General Plan Land Use Element and other elements to move Loma Linda forward. A summary of actions—including identification of funding sources, responsible entities, and time frames for implementation—is also presented.

The Housing Element goals, policies, and programs aim to:

- Provide adequate sites to meet the 2021-2029 RHNA
- Assist in the development of housing to meet the needs of lower-income households
- Address and where appropriate, and legally possible, remove governmental constraints to housing development
- Conserve, preserve, and improve the condition of the existing affordable housing stock
- Affirmatively further fair housing
- Promote environmental sustainability

The plan also aims to reflect the values and preferences of the Loma Linda community. Through stakeholder interviews and community-oriented Planning Commission and City Council study sessions, the City heard the concerns and suggestions of community residents, local service providers, housing developers, housing interest groups, community organizations, and the Chamber of Commerce. Several themes emerged that the City has addressed in this plan.

This Housing Plan focuses on goals, policies, and programs that meet State law requirements and can realistically be accomplished based on current funding and staffing levels. This does not preclude the City from undertaking additional program actions not included in this Housing Plan if they are consistent with the goals and policies established here and throughout the General Plan.

Housing Opportunities

Goal 1: Enhanced housing opportunities for all Loma Linda residents

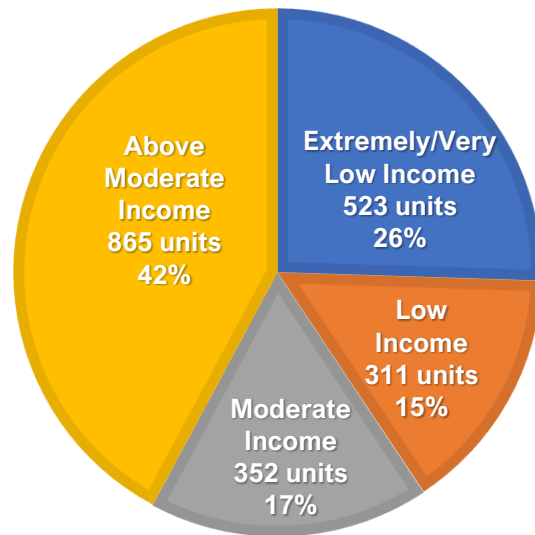
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|------------|--|
| Policy 1.1 | Provide a range of housing types and unit sizes to meet the needs of households with varying income ranges and in all life stages. |
| Policy 1.2 | Facilitate the provision for housing which meets the needs of residents with special housing needs, including the elderly, disabled, large families, the homeless, and students. |
| Policy 1.3 | Encourage mixed-use development consistent with land use policy to increase the housing supply. |
| Policy 1.4 | Require that master-planned developments include a mix of housing types and densities. |

- Policy 1.5 Work with Loma Linda University and the Loma Linda Medical Center to encourage housing development on their properties.
- Policy 1.6 Consider allowing religious institutions to construct affordable housing on their properties.
- Policy 1.7 Monitor applications for accessory dwelling units (ADU) to determine whether additional measures are needed to encourage ADU production.

Program 1.1: Adequate Sites

The City of Loma Linda has been allocated a Regional Housing Needs Assessment (RHNA) target of 2,051 new housing units, distributed among four income categories: very low, low, moderate, and above moderate. The inventory of sites to accommodate this RHNA consists of vacant properties zoned for residential use, developed properties that have potential to be redeveloped at higher residential densities, properties owned by religious institutions that have surplus parking areas capable of supporting residential development, and accessory dwelling units (ADUs). The inventory includes one large development site in to be annexed to the City in 2022. Existing General Plan land use policy and zoning establish capacity sufficient to support this level of development and at densities that support development of lower- and moderate-income units.

2021-2029 RHNA



In 2021, the City approved a series of General Plan and Development Code amendments that, among other updates, created a combined General Plan/Zoning map, thereby creating consistency between land use designations and zoning and streamlining the ability of a developer to move forward with development applications.

Actions:

- Continue to provide appropriate land use designations and maintain an inventory of suitable sites for residential development.
- Establish a means to track all housing sites in the inventory to guard against no net loss of sites identified as suitable for lower-income housing development consistent with Government Code Section 65863.
- Provide technical assistance and information on available City-owned parcels for lower-income developments to private or non-profit housing providers.

- Maintain a database of available housing sites and conduct targeted outreach to multifamily housing developers to promote private development and redevelopment efforts.
- Explore the feasibility and research the appropriate regulatory means that would allow religious institutions to construct affordable housing on their properties. Potential means include a religious institution/congregational overlay zone or a special permit process.
- Diligently pursue annexation of the Canyon Ranch property.
- Amend the zoning code to allow by right—not subject to any discretionary review—residential developments in which at least 20 percent of the housing units are affordable to lower-income households.
- Establish a lot consolidation program to incentivize the combination of adjacent R-3 zoned lots in common ownership for development of multifamily housing. The ordinance can include such incentives as a density bonus, modified development standards, and/or expedited processing.
- Work with Loma Linda University and the Medical Center to develop a specific plan for Special Planning Area (SPA) C that includes a variety of housing types, with housing permitted as a by-right use.

Timeframe:	<ul style="list-style-type: none"> a) Implementation and annual reporting throughout the planning period b) Establish no-net-loss tracking within one year of Housing Element adoption and continuously track upon adoption c) Technical assistance and database: Ongoing d) Religious institution housing: By 2026 e) Annex the Canyon Ranch property by end of 2022 (dependent upon Local Agency Formation Commission annexation process) f) Establish a lot consolidation program by 2024 g) Plan for SPA C by 2026
Responsible Agency:	Community Development Department
Funding Sources:	General Fund

Program 1.2: Accessory Dwelling Units

In 2020, the City modified its HDL permitting system to include a new ADU permit type, thus facilitating staff's ability to track ADU applications and building permit issuance. In 2021, the City adopted a new ADU ordinance that is consistent with State law. To create public awareness of the ordinance and encourage ADU production, the City will:

- Create and maintain a set of permit ready, pre-approved building plans to support ADU development and streamline the plan check process for ADUs (by 2024).
- Create a process for property owners to bring unpermitted ADUs up to code (by 2025).
- Consider reducing development fees for ADUs (in concert with regular fee review actions).
- Consider creating a one-stop assistance center for homeowners interested in developing an ADU (by 2024).
- Provide information about ADUs, which may consist of advertising ADU development opportunities on the City's website, in local newspapers, in local utility bills, and at various community centers, including the public library (by 2025).

- Monitor ADU permit applications and approvals through the Housing Element Annual Progress Report process, including monitoring for affordability Identify and implement additional incentives or other strategies, as appropriate, to ensure adequate sites during the planning period.

Timeframe: Implementation and annual reporting throughout the planning period

Responsible Agency: Community Development Department

Funding Sources: General Fund

Housing for Households of All Income Levels and Persons with Special Needs

Goal 2: A diversity of housing types that meet evolving community needs, particularly for special needs groups

- Policy 2.1 Facilitate the development of lower- and moderate-income housing by offering developers incentives such as density bonuses, City participation in on- and off-site public improvements, and flexible development standards.
- Policy 2.2 Work with Loma Linda University and the Loma Linda Medical Center to facilitate the development of housing specifically for their workforce staff and students.
- Policy 2.3 Assist and cooperate with nonprofit, private, and public entities to maximize opportunities to develop affordable housing.
- Policy 2.4 Encourage development of housing that meets the specific needs of seniors, large families, persons living with disabilities, single-parent households, and youth transitioning out of the foster care system.
- Policy 2.4 Support the efforts of developers interested in providing housing that meets the special needs of unhoused individuals and families, including the conversion of motels/hotels to transitional and supportive housing.
- Policy 2.5 Consider establishing an ADU program that incentivizes the creation of ADUs covenanted as affordable housing.

Program 2.1: Housing Opportunities for Special Needs Groups and Lower-Income Households

Special needs groups require particular focus because often members of these groups have more limited incomes, require housing configurations and interior fixtures that accommodate mobility restrictions, and benefit from having their housing located near transit stops and supportive service providers. Actions and programs developed for special needs households similarly address the housing needs of lower-income households (low, very low, and extremely low).

Actions:

- Give priority to development projects that include a component for special needs groups (including the elderly, disabled, large families, the homeless, students, and transitional foster youth) in addition to other lower-income households. Priority will consist of advancing applications for review ahead of development applications not addressing special needs households. Implement priority based on community needs to ensure adequate housing for all residents within special needs groups.
- Consider amendments to the Development Code that would provide density incentives outside of Density Bonus law for housing projects with 100 percent of the units reserved for special needs populations and lower-income households.
- Use a similar funding model applied to the Loma Linda Veterans' Village development—a combination of HOME funds, VASH funds, and vouchers—to facilitate housing production for other special needs populations.
- Seek the use of County Community Development Block Grant funding to leverage the efforts of affordable housing developers to build in Loma Linda.
- Work with Loma Linda University in development of its master plan for Special Planning Area (SPA) C to require a percentage of units be planned for lower-income households, with innovative housing types—such as micro units, single-room occupancy units, and share living arrangements—that can support such a requirement.

Timeframe:	a) Priority processing upon receipt of applications b) Zoning Code amendments by 2027 c) Funding models for special needs and affordable housing when requested by developers d) Plans for SPA C by 2026
Responsible Agency:	Community Development Department
Funding Sources:	General Fund

Program 2.2: Reasonable Accommodation

The federal Fair Housing Act, as amended in 1988, requires that cities and counties provide reasonable accommodation to rules, policies, practices, and procedures where such accommodation may be necessary to afford individuals with disabilities equal housing opportunities. While fair housing laws intend for all people have equal access to housing, the law also recognizes that people with disabilities may need extra tools to achieve equality.

The City currently uses the Minor Variance process to review requests for reasonable accommodations. A simpler administrative process would benefit applicants.

Actions:

- Adopt a simple ministerial process for reviewing requests for reasonable accommodation and modest deviations from Development Code requirements needed to address needs for people with disabilities.

- Provide information to residents on reasonable accommodation procedures via public counters and the City website.

Timeframe: By end of 2022
Responsible Agency: Community Development Department
Funding Sources: General Fund

Program 2.3: Affordable Housing Development

Both for-profit and non-profit developers can provide affordable housing in Loma Linda. While the City has very limited resources to help fund development and/or provide land, the City can assist by expediting applications, reducing fees, and allowing additional building height and/or density bonuses beyond those allowed by State statutes—or as a matter of right rather than as a concession/waiver pursuant to density bonus law.

Actions:

- Create a database of sites to help developers identify suitable sites for affordable residential and mixed-use developments.
- Develop a process that expedites the processing of affordable housing applications.
- Consider creating an Affordable Housing Overlay or other mechanisms to incentivize affordable housing development.
- Encourage use of the Density Bonus provisions through technical assistance and information dissemination.
- Alert housing developers with known interest in developing within the City when opportunities are available (e.g. sites, partnerships, City-owned land, availability of funding).
- Continue to use CDBG funds for infrastructure improvements in low- and moderate-income neighborhoods and to support construction of new affordable units.
- Work with Loma Linda University to identify sites both on campus and off campus that can be developed with affordable housing for students and staff.
- Adopt a policy to provide priority water and sewer service to new housing developments for lower-income households.

Timeframe: Database of sites and process to alert developers by 2024
Meet with developers in pre-application conferences and on a case-by-case basis
Process for expediting affordable housing applications by 2025
Affordable housing overlay by 2025
Density bonus information and use of CDBG funds annually throughout planning period
Infrastructure priority policy by end of 2022
Responsible Agency: Community Development Department
Funding Sources: General Fund

Program 2.4: Housing Choice Voucher Program

The Housing Choice Voucher (formerly known as Section 8) program is a federal program administered by the County of San Bernardino Housing Authority. The program provides rent subsidies to very low-income (up to 50 percent of AMI) and special needs households that spend more than 30 percent of their income on rent. The subsidy represents the difference between the excess of 30 percent of the monthly income and the actual rent. Rental assistance is issued to recipients as vouchers, which permits tenants to locate their own housing and rent units beyond the federally determined fair market rent in the area, provided the tenants pay the extra rent increment. In 2020, 315 households used vouchers in Loma Linda. In San Bernardino County as a whole, over 47,000 households were on the wait list.

Federal fair housing law prohibits landlords and property owners from refusing use of the vouchers as a form of rent payment. Thus, education for all involved parties will help lower-income potential tenants find housing of their choice.

Actions:

- Continue to work closely with the County of San Bernardino Housing Authority to administer the Housing Choice Vouchers Program.
- Assist the Housing Authority in marketing the program to home seekers, landlords, and property owners.
- Support the efforts of the Housing Authority to educate landlords and property owners regarding federal requirements for use of vouchers as acceptable forms of rent payment.

Timeframe: Implementation throughout the planning period

Responsible Agencies: Community Development Department, County of San Bernardino Housing Authority

Funding Source: HUD Housing Choice Vouchers

Program 2.5: Transitional/Supportive Housing and Support Services

State law requires that transitional and supportive housing be considered no different than any other form of housing and be subject to the regulations applicable to housing in the zone in which they locate. While this is the City's practice, the Development Code does not explicitly define transitional and supportive housing nor identify these housing types in land use tables. Also, AB 101 (statutes of 2019) requires that low-barrier navigation centers, which are sometimes coupled with supportive housing, be permitted as a by-right use in any nonresidential zone that allows housing. The Development Code will require an amendment to address this provision, which expires January 1, 2027.

Actions:

- Amend the Development code to: 1) define transitional housing, supportive housing, and low-barrier navigation center; 2) establish transitional and supportive housing regulations that reflect State law; and 3) establish low-barrier navigations centers as a by-right use in any nonresidential zone that permits residential uses.

- Per AB 2162 (statutes of 2018), amend the Development Code to restrict imposition of minimum parking requirements for any new supportive housing development located within one-half mile of a public transit stop.
- Per the State Lanterman Act, amend the Development Code to facilitate parking reductions for housing for persons living with disabilities.

Timeframe: Implementation throughout the planning period

Responsible Agencies: Community Development Department, County of San Bernardino Housing Authority

Funding Source: HUD Housing Choice Vouchers

Removal of Governmental Constraints

Goal 3: Streamlined application review processes and development regulations that support housing production and affordability

Policy 3.1 Periodically review City regulations, ordinances, permitting processes, and residential fees to ensure they do not constrain housing development and are consistent with State law.

Policy 3.2 Implement the ministerial review process for multi-family residential development and mixed-use developments that include at least a two-thirds residential component, as set forth in Chapter 17.115 of the Zoning Code.

Program 3.1: Targeted Code Updates

Undertake targeted updates to Title 16 (Subdivisions) and Title 17 (Zoning) to achieve to support the development of all housing and affordable and special needs housing in particular.

Actions:

Amend the Zoning Code to:

- Reference current State Density Bonus law.
- Explicitly address emergency shelters. The City will conditionally permit homeless shelters in the Commercial Manufacturing zone. A conditional use permit will not be required (will be permitted by right) if the number of emergency shelter beds in the City falls short of the number of beds required to meet the City's unsheltered homeless need, as identified by the most recent publicly available homeless census and in consultation with local homeless service providers. Determination will occur on the date a shelter plan is submitted. Coordinate with agencies serving the homeless regarding the emergency shelter ordinance.
- Define transitional/supportive housing. Transitional and supportive housing will be permitted by right where housing is permitted and subject to the same development standards as other housing development.
- Include regulations to address low-barrier navigation centers per AB 101.
- Facilitate the development of student and employee housing within lands designated Institutional and Health Care.

- Evaluate, and modify if necessary, development standards in the R-2 and R-3 zone to facilitate higher density and affordable housing.
- Clarify that group homes with seven or more clients are considered a commercial use of property and thus subject to conditional use permit approval. Include standard conditions of approval in the zoning code to create certainty in the review and approval process.
- Clarify regulations regarding the applicability of Precise Plan of Design for projects that comply with the objective design standards and those that opt out.
- Remove or modify the definition of “Family” to remove reference to persons related by blood or marriage.
- Consider amending the Subdivision Code to permit small-lot subdivisions.

To address the requirements of SB 35 regarding project streamlining, the City will create a handout for developers indicating how the provisions are implemented in Loma Linda.

Also, the either as part of the Zoning Code or as an administrative process, the City will establish a specific process for reasonable accommodation that is different than the Minor Variance process.

Timeframe:	By 2025
Responsible Agency:	Community Development Department
Funding Sources:	General Fund

Conserve, Preserve, and Improve the Housing Stock

Goal 4: High-quality of housing and residential neighborhoods citywide

- Policy 4.1 Encourage the maintenance, enhancement, and rehabilitation of the existing housing stock.
- Policy 4.2 Continue to utilize the City’s code enforcement program to improve overall housing conditions in Loma Linda.
- Policy 4.3 Promote increased awareness among property owners and residents of the importance of property maintenance.

Program 4.1: Code Enforcement

Code enforcement is an important tool for maintaining the quality of residential neighborhoods. Loma Linda building officials provide inspection services on a complaint basis. Examples of code violations include families living in illegal units, such as garages and recreational vehicles, construction of illegal buildings, households living in unsafe buildings, and water conservation violations.

Action:

- Provide ongoing inspection services to review code violations on a survey and complaint basis.
- Work with neighborhood organizations and other groups to create programs that recognize homeowners for exemplary property maintenance.

- Create an ADU amnesty program that allows owners of illegally converted garages, detached accessory structures, and attached accessory living quarters to convert those units to units that comply with the Building Code and ADU ordinance.
- Consider establishing a rental inspection program that provides for the City to check on rental units on a regular basis (for example, every three years) to ensure they are maintained in a safe and healthy condition. Such a project could be funded by fees charged to landlords/rental property owners.

Timeframe: Code Enforcement implementation throughout the planning period; ADU amnesty program and rental inspection program investigation by 2026

Responsible Agency: Community Development and the Public Safety Department

Funding Sources: General Fund

Program 4.2: Monitor and Preserve Affordable Housing and At-Risk Units

One affordable housing project is at risk of converting to market-rate units in 2029 and 2030. The City will be prepared to provide technical assistance to owners, tenants, and non-profit housing corporation buyers of existing subsidized low-income housing complexes to extend subsidy contracts and/or find government financing (e.g., HOME funds) for acquisition of the affordable rental units. If conversion of a subsidized complex or other affordable housing to market rate becomes likely, the City will work with tenants of at-risk units and provide them with education regarding tenant rights, first right of refusal, and conversion procedures. The City will also provide tenants information regarding Housing Choice Voucher (Section 8) rent subsidies through the County of San Bernardino other affordable housing opportunities.

Timeframe: Begin conversations with property owner in 2023 to understand intentions; help facilitate discussions with potential buyers interested in preserving affordability covenants when intentions are known; provide information to tenants when decision to convert, if it happens, is made.

Responsible Agency: Community Development Department

Funding Sources: General Fund; grants

Affirmatively Further Fair Housing

Goal 5: Equal housing opportunities for all residents

- Policy 5.1 Assist in the enforcement of fair housing laws that prohibit discrimination in the building, financing, selling, or renting of housing on the basis of race, ethnicity, ancestry, national origin, religion, sex, disability, age, marital status, familial status, source of income, sexual orientation, or any other arbitrary factor.
- Policy 5.2 Distribute affordable housing throughout all Loma Linda neighborhoods.
- Policy 5.3 Avoid concentrating low-income housing in areas with high pollution loads and low service levels.
- Policy 5.4 Facilitate increased participation by traditionally underrepresented residents in civic conversations and decisions-making.

Policy 5.5 Support continuing education for landlords regarding their fair housing legal responsibilities and tenants regarding their fair housing rights.

Program 5.1: Affirmatively Furthering Fair Housing (AFFH)

The City of Loma Linda takes affirmative steps to promote fair housing practices by contracting the services of a non-profit organization to provide fair housing services in the City. The City works with the Inland Fair Housing and Mediation Board to provide fair housing services for residents and housing professionals.

In the AFFH analysis in Appendix E, Figure E-1 identifies the socioeconomic conditions in Loma Linda relative to the location of planned housing sites to achieve the RHNA. The map indicates which areas of the City are high, moderate, and low resource areas (as defined through the State's Tax Credit Allocation Committee, or TCAC, criteria), as well as areas of high segregation and poverty. Loma Linda does not have any high resource areas per the TCAC criteria. The only low resource area occurs in the northcentral portion of the City, just east of Loma Linda University and Loma Linda Medical Center. These neighborhoods have the highest concentration of renters and overcrowded households, likely associated with a student population living near the university. This area has 19 housing sites. The analysis indicates that about three-fifths of all sites lie within moderate resource areas. In the northwest corner of the City, which has higher instances of segregation and poverty, the sites inventory includes only two vacant sites. Thus, overall, the sites inventory does a good job of distributing units for all income levels across the City.

The predominant issues of concern are:

- The concentration of lower-income households east of the university, with many vacant and underutilized properties under the control of the university
- Diminishing availability of affordable housing to meet the needs of university students and non-professional staff at the university and medical center
- The City's lack of local funding and personnel resources to address fair housing complaints

A key contributing factor may be, ironically, the prestige of these local institutions and the people attracted to the jobs and programs they offer. Other factors include the high demand for affordable housing throughout the Inland Empire, supply chain disruptions due to COVID-19 that have driven up construction costs, and public opposition to higher-density housing in a community that has long been lower-density, suburban in nature. On the plus side, projects are moving forward within the Groves Specific Plan (approved in 2018), and the specific plan requires provision of affordable housing within each of the planning areas.

To address these factors and work toward improving housing access for all, the City will take the following actions.

Actions:

- Continue to refer cases and questions to the Inland Fair Housing and Mediation Board for enforcement of prohibitions on discrimination in lending practices, in the sale or rental of housing, and violation of other fair housing laws. As funding is available, the City will maintain records of complaints for purposes of better understanding local issues.

- Continue to provide information to help increase awareness of fair housing protections through fair housing workshops.
- Inform landlords of their legal responsibilities regarding fair housing.
- Advertise the availability of fair housing services through flyers at public counters and City mailers. Post available fair housing services on the City’s website and other community locations.
- At least once annually, make a presentation to the City Council about fair housing issues and progress.
- Continue to participate in and implement the Analysis of Impediments to Fair Housing Choice for San Bernardino County.
- Promote public awareness of federal, State, and local regulations regarding equal access to housing. Provide information to the public on various State and federal housing programs and fair housing law. Maintain referral information on the City’s website and at a variety of other locations such as community and senior centers, local social service offices, in City utility bills, and at other public locations including City Hall and the library.
- Implement an accessibility policy that establishes standards and procedures for providing equal access to City services and programs to all residents, including persons with limited proficiency in English, and persons with disabilities.
- Ensure that all development applications are considered, reviewed, and approved without prejudice to the proposed residents, contingent on the development application’s compliance with all entitlement requirements.
- As noted in Program 1.1, work with Loma Linda University and the Medical Center to develop a specific plan for Special Planning Area (SPA) C that includes a variety of housing types, with housing permitted as a by-right use.
- Enforce the provisions of the Groves Specific Plan that require the provision of affordable housing.
- Pursue funding targeted for the northwest and northcentral neighborhoods surrounding the university and medical center to achieve investments in infrastructure, parks, transit access, and housing rehabilitation.

Timeframe: Implementation throughout the planning period
Website and public counter posting of fair housing resources to occur within one year of Housing Element adoption. Fair housing workshops to occur at least once per year.
Specific plan for SPA C by 2026

Responsible Agency: Community Development Department

Funding Sources: General Fund

Promote Sustainability Practices

Goal 6: Sustainable use of natural resources in housing production and operations

- Policy 6.1 Incentivize developers to incorporate sustainable practices into the design of subdivisions.
- Policy 6.2 Promote the use of energy-efficient appliances in new homes.
- Policy 6.3 Promote home retrofits that reduce consumption of water and energy resources.
- Policy 6.4 Establish high sustainability standards for new multi-family housing and mixed-use developments.

Program 6.1: Code Amendments

The California Green Building Code (CALGreen) establishes sustainable design and construction requirements for residential projects. In addition to those requirements, the City will take the following actions to promote sustainability.

Actions:

- Incorporate sustainable design requirements into the objective design standards used to review multi-family and mixed-use development projects.
- Explore creating a menu of design approaches for residential subdivisions that includes such design components as use of bioswales or similar features for stormwater capture, use of permeable surfaces for driveways, dedicated bikeways, protection of habitat, lot orientation for optimal solar access, and ample shade trees.

Timeframe:	Objective design standards application: immediately upon adoption Subdivision design options: by 2026
Responsible Agency:	Community Development Department
Funding Sources:	General Fund

Quantified Objectives

Table 1 summarizes the City’s quantified objectives for the 2021-2029 planning period by income group.

- The Construction Objective represents the City’s RHNA of 2,051 units.
- The objectives for rehabilitation reflect references the City will make to County programs since no funds for rehabilitation programs are available at the City level. Also, policies are in place to encourage maintenance and rehabilitation of housing in the City in the event local funding sources become available during the planning period.
- The Conservation objective refers to maintenance of covenanted affordable units at risk of converting to market-rate housing by 2031.

Table 1: 2021-2029 Quantified Objectives

Objectives	Income Levels				Total
	Extremely/ Very Low	Low	Moderate	Above Moderate	
Construction Objectives (a)	523	311	352	865	2,051
Rehabilitation Objectives (b)	5	5	10	--	20
Conservation/Preservation Objectives (c)		5	--	--	5

Appendix A

COMMUNITY PROFILE/HOUSING NEEDS ASSESSMENT

Population and Employment Trends

Housing needs are influenced by population and employment trends. This section summarizes changes in the population size, age, and racial/ethnic composition of Loma Linda residents over the past decade.

Current Population and Population Growth

Between 2010 and 2020, as reported by the U.S. Census, the population of Loma Linda grew approximately 5.5 percent, from 23,261 to 24,535 residents. This 5.5 percent increase is less than the County of San Bernardino's 19 percent increase. The Southern California Association of Governments (SCAG) growth forecasts predict a steady increase in population through 2045. From 2020 to 2045, SCAG estimates that the City's population will grow by 23 percent, while countywide population is expected to increase by 14.8 percent.

Table A-1: Population Growth and Projected Growth

	2010	2020	2045	% Change	
				2010-2020	2020-2045
Loma Linda	23,261	24,535	30,100	5.5%	23%
San Bernardino County	1,709,434	2,035,210	2,815,000	19%	14.8%

Source: CA DOF E-5 Population and Housing Estimates, SCAG Growth Forecasts

In addition to population projections, several other demographic characteristics and trends define housing needs. Among these characteristics are age composition, racial and ethnic composition, and employment.

Age

Table A-2: Age

Demographic Profile	2010		2019	
	Number	Percentage	Number	Percentage
Age				
0-14	5,344	23%	5,015	21%
15-24	8,815	39%	9,388	39%

Table A-2: Age

Demographic Profile	2010		2019	
	Age	Number	Percentage	Number
25-44	5,138	23%	5,238	22%
45-64	3,517	15%	4,543	19%
65+	5,344	23%	5,015	21%
Median Age	35.9		36.3	

Sources: American Community Survey 2006-2010 & 2015-2019 5-year estimates

Population age distribution serves as an important indicator of housing needs because housing needs and preferences change as individuals or households grow older. Young families tend to focus more on cost and the ability to become first-time homebuyers. Table 2 shows the age distribution of Loma Linda residents. In 2019, the 15 to 24 age group constituted the largest age group at approximately 39 percent, followed by the 25 to 44 age group at 22 percent. Compared with 2010, the 15 to 24 age group remained the largest age group. Table 2 indicates that the age distribution has remained relatively the same over the last decade and interestingly, compared to regional and statewide trends, the elderly population has declined as a percentage of the overall population.

The median age in Loma Linda is 36.3 years. Compared with the County (33.8 years) and the state (37 years), the City’s population is similar to the state median, but slightly higher than the County median. Although the 15-24 age group constituted the largest age group in both years, the 45-64 age group saw the largest increase, which could imply a growing senior population in the coming years. This could result in demands for smaller units that are more accessible to aging households.

Race and Ethnicity

Table A-3: Race and Ethnicity

Demographic Profile	2010		2019	
	Race/Ethnicity	Number	Percentage	Number
White (non-Hispanic)	9,384	41%	7,822	32%
Hispanic	6,204	27%	6,821	28%
Black	1,078	5%	2,345	10%
Asian/Pacific Islander	5,823	25%	6,275	26%
Other	348	2%	921	4%

Sources: American Community Survey 2006-2010 & 2015-2019 5-year estimate

Table 3 shows the racial/ethnic distribution of population in Loma Linda. White (non-Hispanic) and Hispanic residents make up most of the City’s population. Compared with the County of San Bernardino the City has about half the proportion of Hispanics, and three times the proportion of Asians/Pacific Islanders. Since 2010, both the proportion and number of White (non-Hispanic) people have decreased,

while the proportion and number of Black people have doubled. This is indicative of the City becoming more diverse.

Employment

Table A-4: Employment by Industry

Demographic Profile	2010		2019	
	Number	Percentage	Number	Percentage
Educational services, and health care and social assistance	4,635	44%	4,809	47%
Retail trade	1,222	12%	1,008	10%
Professional, scientific, and management, and administrative and waste management services	568	5%	725	7%
Arts, entertainment, and recreation, and accommodation and food services	790	7%	686	7%
Transportation and warehousing, and utilities	689	7%	672	7%
Other services, except public administration	246	2%	434	4%
Manufacturing	568	5%	393	4%
Finance and insurance, and real estate and rental and leasing	535	5%	383	4%
Construction	414	4%	379	4%
Public administration	266	3%	379	4%
Wholesale trade	343	3%	198	2%
Agriculture, forestry, fishing and hunting, and mining	20	0%	66	1%
Information	255	2%	31	0%

Sources: American Community Survey 2006-2010 & 2015-2019 5-year estimates

Residents in Loma Linda are primarily employed in educational services, and health care and social assistance (47%), retail trade (10%), and professional, scientific, and management, and administrative and waste management services (7%). The median incomes for these industries are \$50,221, \$25,641, and \$39,297, indicating that about half of the City's working population is employed in a middle wage occupation. The major employer in the City is Loma Linda University Medical Center, which includes both medical and educational institutions. Employment characteristics are important as they have a direct relationship with income. In Loma Linda, the other half of workers outside of the educational services, and health care and social assistance industry are making less than \$50,000, indicating the need for expanding access to higher paying industries.

Household Characteristics

Characteristics for Loma Linda households are summarized in Table 5. The number of households in Loma Linda have increase by 229 households, or 2.6 percent, since 2010. There are more renter households than owner households in Loma Lina. Owner-occupied households constitute 38.4 percent of all households in 2019, while households that are renter occupied constitute 61.6 percent of all households. Different housing arrangements have different housing needs, and this distribution indicates that addressing issue and needs for renters and owners equally is important.

Table A-5: Household Characteristics by Tenure

Household Characteristic	Owner Households	Renter Households	All Households
Number of Households ¹	3,433 (38.4%)	5,499 (61.6%)	8,932
Median Household Income ¹	\$83,109	\$42,935	\$55,607
Household Income Categories²			
Extremely Low Income (0-30% AMI)	145 (5%)	1,180 (21%)	1,325 (15%)
Very Low Income (30-50% AMI)	215 (7%)	630 (11%)	845 (10%)
Low Income (50-80% AMI)	475 (15%)	835 (15%)	1,310 (15%)
Moderate Income (80-100% AMI)	210 (7%)	750 (13%)	960 (11%)
Above Moderate Income (100% + AMI)	2,045 (66%)	2,195 (39%)	4,240 (49%)
Total	3,090 (100%)	5,595 (100%)	8,685 (100%)
Total number of projected Extremely Low-Income Households (RHNA) ³	N/A	N/A	262
Overpayment			
All Households Overpaying for Housing ²	820 (27%)	2,610 (47%)	3,430 (39%)
Lower Income Households Overpaying for Housing ²	450 (54%)	2,015 (76%)	

Source¹: US Census Bureau, American Community Survey 2015-2019 5-year estimates

Source²: U.S. Department of Housing and Urban Development Comprehensive Housing Affordability Strategy (CHAS) Tables 2013-2017

Source³: Southern California Association of Governments (SCAG) 2023-2031 Regional Housing Needs Allocation

Income

According to the 2019 American Community Survey, the median household income for Loma Linda was \$55,607, which is lower than the County of San Bernardino median household income of \$67,903. Median household income differs by tenure; owner households earn almost twice what renter households make.

Census data estimates that 16.8 percent of residents live in poverty, as defined by federal guidelines. This proportion is slightly higher than the County of San Bernardino where 16 percent of residents live in poverty. The poverty threshold is set by the U.S. government to indicate the least amount of income a person or family needs to meet their basic needs. Poverty thresholds are established based on family size and are updated annually in relation to the Consumer Price Index, but do not vary geographically. In Loma

Linda, certain demographic groups are much more likely to be living in poverty. The proportion of persons or households living in poverty is much higher for Hispanics and those with less than a high school diploma.

For housing planning and funding purposes, the State Department of Housing and Community Development (HCD) uses five income categories to evaluate housing need based on the Area Median Income (AMI) for the County:

- Extremely Low-Income Households earn 0-30 percent of AMI
- Very Low-Income Households earn 30-50 percent of AMI
- Low-Income Households earn 50-80 percent of AMI
- Moderate-Income Households earn 80- 120 percent of AMI (federal data uses 100%)
- Above Moderate-Income Households earn over 120 percent of AMI (federal data uses 100%+)

Comprehensive Housing Affordability Strategy (CHAS) data provides special Census tabulations (developed for HUD) and calculates household income adjusted for family size and tenure. As shown in Table A-5, in Loma Linda, above moderate households comprise the largest share of all households (49 percent), and extremely low-income households comprise the second largest category (15 percent). According to the 2017 CHAS, 15 percent of the City's total households were classified as extremely low income (0-30 percent of AMI), 10 percent were classified as very low income (31-50 percent of AMI), and 15 percent were classified as low income (51-80 percent AMI). Sixty percent of the City's households had incomes above 80 percent of the median household income. Income differs by tenure. Table 5 shows that more renter households are in the lower income categories (0-80 percent AMI) compared with owner households.

Housing Overpayment

State and federal standards specify that households spending more than 30 percent of gross annual income on housing experience a housing cost burden. Housing cost burdens occur when housing costs increase faster than household income. When a household spends more than 30 percent of its income on housing costs, it has less disposable income for other necessities such as health care. In the event of unexpected circumstances such as loss of employment or health problems, lower-income households with a housing cost burden are more likely to become homeless or double up with other households. In Loma Linda 39 percent of households are overpaying for housing. Lower-income households have a much higher rate of overpayment at 74 percent. Overpayment also varies by tenure. For owner-occupied households, 27 percent of all households are overpaying compared with 54 percent of lower-income, owner households. For renter households, 47 percent of all households are overpaying compared with 76 percent of lower-income, renter households.

Housing Stock Characteristics

This section describes housing characteristics and trends to provide a basis for assessing the match between the demand and supply of available housing in Loma Linda. These include housing growth, housing characteristics, age and condition of housing, housing prices and rents, and homeownership rates.

Housing Stock

In 2021, the Department of Finance estimates there are 10,018 housing units in the city. Compared to 2010 the City's housing stock has increased by 369 units (4 percent). Most of the City's housing stock is made up of single-family homes (47 percent) with only 39 percent of the being multi-family. Census data indicates that 3.2 percent of owner units and 5.5 percent of rental units are vacant.

Loma Linda was developed as a community of single-family dwelling units and has primarily remained as such. Single-family detached units represent 47 percent of the City's housing stock, with single-family attached units representing seven percent, multi-family units representing 39 percent, and mobile homes and other housing filling out the remaining seven percent.

Table A-6: Household Characteristics by Tenure

Housing Characteristic	Owner Households	Renter Households	All Households
Total Housing units (occupied)	3,433 (38.4%)	5,499 (61.6%)	8,932 (100%)
Single Family Detached	N/A	N/A	4,710 (47%)
Single Family Attached			722 (7%)
Multi-Family Units			3,929 (39%)
Mobile home, other units			657 (7%)
Total units			10,018 (100%)
Average or median Household Size			2.59
Vacancy Rate	3.2%	5.5%	9.5%
Overcrowded Units	128	207	335
Units Needing Replacement/Rehabilitation	N/A	N/A	0
Housing Cost	\$614,000	\$1,338	N/A

Note: Does not sum to 100% due to vacant units

Sources: US Census Bureau, American Community Survey 2015-2019 5-year estimates, California Department of Finance E-5 Population and Housing Estimates, 2020. CoreLogic September 2020 for Loma Linda, CA accessed on June 30, 2021.

Overcrowding

In response to a mismatch between household income and housing costs in a community, some households may not be able to buy or rent housing that provides a reasonable level of privacy and space. According to both California and federal standards, a housing unit is considered overcrowded if it is occupied by more than one person per room (excluding kitchens, bathrooms, and halls). In Loma Linda, 335 units (4.8 percent) of housing units are overcrowded. Proportionally, overcrowding is the same for both rental and owner units.

Housing Condition

The condition of housing stock can be an indicator of potential rehabilitation needs. Based upon observations and experiences of City Code Enforcement and Planning staff, the City estimates that in 2021, no housing units are in severe need of replacement or substantial rehabilitation due to housing conditions. Residents' calls to Code Enforcement largely involve complaints regarding cosmetic, not structural, concerns that are most appropriately addressed by having tenants contact their landlords.

Housing Cost

The cost of housing in a community is directly correlated to the number of housing problems and affordability issues. High housing costs can price low-income families out of the market, cause extreme cost burdens, or force households into overcrowded or substandard conditions. The Loma Linda median home price in 2020, based information provided by CoreLogic, was \$614,000. This was 14 percent higher than the median price in 2019. The median home price in San Bernardino County in 2020 was \$396,000, lower than Loma Linda's median home price.

According to the 2019 American Community Survey, 61.6 percent of Loma Linda's households live in rental housing. Census data shows that the average rent in Loma Linda is \$1,338 per month with most (40.6 percent) paying between \$1,000 and \$1,499 in rent. The real estate website Zumper.com reports a median rent of \$1,155 for one-bedroom units, \$1,512 for two-bedroom units, and \$1,898 for three-bedroom units in Loma Linda as of January 2021. Table A-7 shows that the HUD-determined fair market rents for San Bernardino fall within the range of the rents within Loma Linda. Therefore, the rental rates in Loma Linda generally exceed the HUD determined fair market rents, indicating that certain parts of San Bernardino County are less expensive than local rents.

Table A-7: Fair Market Rents in San Bernardino County

Year	Efficiency	One-Bedroom	Two-Bedroom	Three-Bedroom	Four-Bedroom
FY 2020 FMR	\$875	\$1,030	\$1,289	\$1,789	\$2,216

Sources: FY2020 Fair Market Rents. U.S. Department of Housing and Urban Development (HUD)

Special Housing Needs

Housing-element law requires local governments to include an analysis of housing needs for residents in specific special needs groups and to address resources available to address these needs. Loma Linda is a unique community in that it is home to two major regional medical facilities: Loma Linda Medical Center and the Veterans' Hospital. Thus, the local population may reflect the circumstance that persons who use the services at these facilities might live in the community. For example, the Veterans' Village housing development adjacent to the Veterans' Hospital provides permanent housing for disabled veterans and their families. The high percentage of elderly residents may be a result of older persons wishing to live near the medical and other health care services available through the Loma Linda Medical Center. Within The Groves Specific Plan, two large planning areas have been designated for seniors-only housing development.

Table A-8: Special Needs Groups

Special Needs Category	Count	Percent
Persons with Disabilities ¹	3,301 persons	13.8% of residents
Persons with Developmental Disabilities ²	413 persons	1.7% of residents
Elderly (65+ years) ¹	5,015 persons 2,646 households	21% of residents 25% of households
Large Households (5+ members) ¹	937 households	10.5% of households
Farmworkers ¹	66 persons	1% of labor force
Female Headed Households ¹	1,119 households	15.2% of households
People Experiencing Homelessness ³	52 persons	N/A
Students ¹	3,212	13.3% of residents

Notes:

1. US Census Bureau, American Community Survey 2015-2019 5-year estimates
2. California Department of Developmental Services, 2020; DDS consumer count by CA ZIP Codes 92354
3. San Bernardino County Homeless Count and Subpopulation Survey, 2020

Persons with Disabilities, Including Persons with Developmental Disabilities

Disabled residents face housing access and safety challenges. Disabled people, in most cases, are of limited incomes and often receive Social Security income only. As such, most of their monthly income is often devoted to housing costs. In addition, disabled persons may face difficulty finding accessible housing (housing that is made accessible to people with disabilities through the positioning of appliances and fixtures, the heights of installations and cabinets, layout of unit to facilitate wheelchair movement, etc.) because of the limited number of such units.

There are 3,301 residents with a disability in Loma Linda, representing 13.8 percent of City residents. The majority of residents with a disability are 75 years and over (53.7 percent), followed by those 65 to 74 years old (34 percent). The most prevalent disability types among disabled Loma Linda residents are ambulatory and independent living disabilities, which combined make up almost half of disabilities tallied.

The State Department of Developmental Services (DDS) currently provides community-based services to persons with developmental disabilities and their families through a statewide system of 21 regional centers. The Inland Regional Center serves residents in Loma Linda. The center is a private, non-profit community agency that contracts with local service providers to offer a wide range of services to individuals with developmental disabilities and their families. In Loma Linda, 413 persons are reported as consumers of the services provided at the local Regional Center. This includes 210 persons 18 years and older and 23 persons under 18 years old receiving services from DDS. Most individuals with developmental disabilities live in home settings, often with service and care from a family member and/or health provider.

Issues related to affordability and design significantly limit the supply of housing available to households of persons with disabilities. The most obvious housing need for persons with disabilities is housing that is adapted to their needs. Location of housing is also an important factor for many persons with disabilities,

as they often rely upon public transportation to travel to necessary services and shops. In Loma Linda, the proximity of the Veterans' Hospital and Loma Linda Medical Center are convenient for disabled persons who require continued medical care.

Barrier-free housing, accessibility modifications, proximity to services and transit, and group living opportunities represent the key needs for disabled persons. The City works with applicants who need special accommodations ("reasonable accommodation") in their homes to ensure that application of building code requirements does not create a constraint. While the current (2021) process involves a formal application and City review process, the City intends to adopt a less formal process.

The City complies with the Federal Americans with Disabilities Act (ADA) and the most recent California Building Code regulations.

Elderly (65+ years)

Many senior-headed households have special needs due to their relatively low incomes, disabilities or limitations, and dependency needs. Specifically, many people aged 65 years and older live alone and may have difficulty maintaining their homes, are usually retired and living on a limited income, and are more likely to have high health care costs and rely on public transportation, especially those with disabilities. The limited income of many elderly persons often makes it difficult for them to find affordable housing.

In Loma Linda, 21 percent of residents are over the age of 65. There are 2,646 households headed by elderly residents, representing 25 percent of total households in Loma Linda. The needs of elderly households include rental affordability, disability, and housing maintenance assistance. As these homeowners age, many may be unable to maintain their homes and may benefit from the installation of assistance devices to enhance accessibility. Addressing the diverse housing needs of Loma Linda's senior population will require strategies that foster independent living (such as home accessibility improvements, second units, rehabilitation assistance), as well as strategies that encourage the provision of variety of supportive living environments for seniors of all income levels. As indicated above, The Groves Specific Plan includes two large planning areas specifically for senior housing. Also, a large property adjacent to City Hall has been designated for senior housing development at a density of 25 units per acre.

The City offers services to its senior residents through the Senior Center, such as meals, tax preparation assistance, classes and activities, blood pressure checks, and during the COVID-19 pandemic, COVID testing.

Large Households (5+ members)

Large households, defined by HCD as households containing five or more persons, have special housing needs due to the limited availability of adequately sized, affordable housing units. Larger units can be very expensive; as such, large households are often forced to reside in smaller, less expensive units or double up with other families or extended family to save on housing costs, both of which may result in unit overcrowding. There are 937 large households in Loma Linda, representing 10.5 percent of all households. Large households are equally renters and owners. There are 469 owner-occupied large households and 468 renter-occupied households.

According to 2019 American Community Survey data, an estimated 1,618 housing units in Loma Linda have four or more bedrooms; this represents 18 percent of all units. Thus, the percentage of available units exceeds the percentage of all families that are large families (10.5 percent).

Farmworkers

Due to the high cost of housing and low wages, a significant number of migrant farm workers have difficulty finding affordable, safe, and sanitary housing. The 2019 American Community Survey states that 66 persons work in agriculture, forestry, fishing, and hunting. This is one percent of the total workforce in Loma Linda and could include persons involved in the nursery and landscape industries. The State of California Department of Conservation Farmland Mapping shows there is Prime Farmland in the area; Loma Linda was once part of a large citrus industry which has since been replaced by urbanization. Due to the absence of continued citrus production locally and in the region, the need for farmworker housing no longer exists. Any needs for temporary farmworker housing, if any, can be met by generally available affordable housing programs.

Female-headed Households

Single-parent households require special consideration and assistance because of the greater need for day care, health care, and other services. In particular, female-headed households with children tend to have lower incomes and a greater need for affordable housing and accessible daycare and other supportive services. The relatively low incomes earned by female-headed households, combined with the increased need for supportive services, severely limit the housing options available to them.

There are 1,119 female-headed family households in Loma Linda, representing 15.2 percent of households. Household type and income are closely linked. In Loma Linda in 2019, 15.2 percent of female headed households were below the poverty level, compared to nine percent of married of couple families. Lower-income single-parent households can benefit from County programs that provide direct rental assistance and in general, programs that facilitate the development of affordable housing.

People Experiencing Homelessness

Population estimates for people experiencing homelessness is very difficult to quantify. Census information is often unreliable due to the difficulty of efficiently counting a population without permanent residences. Given this impediment, local estimates of the homeless and anecdotal information are often where population numbers of the homeless come from. In 2020, there was a total of 27 unsheltered individuals in Loma Linda, which is 1.1 percent of the total number of unsheltered individuals in San Bernardino County. The number of unsheltered individuals in Loma Linda increased from eight in 2019.

No homeless shelters or other emergency housing exists in Loma Linda. However, healthcare services for homeless individuals are available at the Veterans' Hospital (for homeless veterans), and many shelters and food distribution facilities operate in the adjacent cities of San Bernardino and Redlands.

Students

The need for student housing is a significant factor affecting housing demand in Loma Linda. Although students may produce only a temporary housing need, the impact upon housing demand is critical in areas that surround universities and colleges. Typically, students have limited incomes and are, therefore, competing for the same limited amount of affordable housing in the community, especially within easy commuting distance from campus. They often seek shared housing situations to decrease expenses and can be assisted through roommate referral services offered on and off campus. College graduates provide a specialized pool of skilled labor that is vital to the economy; however, the lack of affordable housing often leads to their departure from the region.

The 2019 American Community Survey indicates that 3,212 Loma Linda residents were enrolled in undergraduate or graduate studies. The main higher educational institution is Loma Linda University (LLU). LLU is a Seventh-Day Adventist coeducational health sciences university consisting of eight schools and the Faculty of Graduate Studies. More than 100 certificate and degree programs are offered by the schools of allied health professions, dentistry, medicine, nursing, pharmacy, public health, religion, and science and technology. Curricula offered range from certificates of completion and associate in science degrees to Doctor of Philosophy and professional doctoral degrees. LLU also offers distance education.

In Fall 2020, LLU enrolled 4,514 students and had 1,661 full-time faculty. Since 2011, student enrollment has stayed the same. Students under the age of 21 years who are in undergraduate programs, such as nursing, dental hygiene, or allied health professional curricula, are required to live on campus, unless they are married or living with their parents. LLU offers on-campus residential housing for students in two complexes. Kate Lindsay Hall for Undergraduate and Graduate Women houses 240 students in double, single, or modified double occupancy rooms. The A.G. Daniells Residence for Men and Women houses 200 students in 87 0- to 4-bedroom units. LLU also provides off-campus housing for students through 12 LLU foundation homes and apartment complexes located within just a few blocks of campus.

Energy Conservation Opportunities

Energy-related housing costs can directly impact the affordability of housing. While state building code standards contain mandatory energy efficiency requirements for new development, the City and utility providers are also important resources to encourage and facilitate energy conservation and to help residents minimize energy-related expenses. Policies addressing climate change and energy conservation are integrated into the Loma Linda General Plan. The primary avenues to address climate change in Loma Linda are through providing a balance between local employment and housing to reduce daily commutes, providing for compact, walkable communities and infill development in areas served by existing infrastructure, and investing in green buildings to reduce energy consumption.

Presently, Southern California Edison offers various energy conservation programs. The Energy Savings Assistance Program helps income-qualified customers with free appliances and installation of energy-efficient refrigerators, air conditioners and more, as well as home efficiency solutions like weatherization. The Energy Upgrade California program offers financial incentives for installing approved energy upgrades. The Residential Multifamily Energy Efficiency Rebate Program offers property owners and managers incentives on a broad list of energy efficiency improvements in lighting, HVAC, insulation, and window categories. These improvements are to be used to retrofit existing multifamily properties of two

or more units. Additionally, the Southern California Gas Company offers various rebate programs for energy-efficient appliances and makes available energy-efficient kits to residents at no cost. The Gas Company also offers no-cost weatherization and furnace repair or replacement services for qualified limited-income customers.

At-Risk Housing Analysis

State housing law requires an inventory and analysis of government-assisted dwelling units eligible for conversion from lower income housing to market rate housing during the next 10 years. Reasons for this conversion may include expiration of subsidies, mortgage pre-payments or pay-offs, and concurrent expiration of affordability restrictions.

Based on City records and information from the California Housing Partnership Corporation, during the next 10 years (2021-2031), six single-family homes are at risk of losing affordability. Known as the Gardner Development, these six ownership units, which were subsidized by the former redevelopment agency using housing set-aside funds, have affordability covenants expiring in 2026 through 2031. At the time the covenants expire, each homeowner is free to sell their unit at market rate. If the City or other agency wished to buy the units at that time, they would compete with other potential market-rate buyers. In the properties are offered for sale prior to expiration of the covenant, the homes would have to be sold to another income-qualified buyer, and a new 30-year covenant would be established. If the City's Housing Authority were to purchase a property during the same time period, the Authority would be required to resell to a qualified buyer with a 45-year covenant.

At this time, the Housing Authority does not have the financial or managerial resources to purchase any of the six homes to retain their affordability. Based on advertised home prices in the immediate neighborhoods, the covenanted units could be expected to sell for approximately \$375,000 in 2021; prices would be expected to be different in subsequent years. The Housing Authority would need to negotiate with each individual homeowner. The City has no plans to pursue purchase.

Pursuant to Government Code Section 65863.11, the State maintains a list of "Entities Interested in Participating in California's First Right of Refusal Program" at <https://www.hcd.ca.gov/policy-research/docs/HPD-00-01>. This list includes various entities working in San Bernardino County and several entities interested in properties located in any county. The City will maintain contact with local organizations and housing providers who may have an interest in acquiring the at-risk units and will assist other organizations in applying for funding to acquire the at-risk units.

Coastal Zone

The City of Loma Linda is not in a coastal zone and therefore is not subject to the requirements of Government Code 65588 (c) and (d).

Projected Housing Need (RHNA)

Housing-element law requires a quantification of each jurisdiction's share of the regional housing need as established in the RHNA-Plan prepared by the jurisdiction's council of governments. The California Department of Housing and Community Development (HCD), in conjunction with the SCAG, determine a projected housing need for the region covered by SCAG, including the counties of Riverside, San

Bernardino, Los Angeles, Orange, Ventura and Imperial. This share, known as the Regional Housing Needs Allocation (RHNA), is 1,341,827 new housing units for the 2023-2031 planning period throughout the SCAG region. SCAG has, in turn, allocated this share among its constituent jurisdictions, distributing to each its own RHNA divided along income levels. The City of Loma Linda has a RHNA of 2,051 housing units to accommodate in the housing element period. The income distribution is as shown in Table A-9.

Table A-9: Special Needs Groups: Regional Housing Needs Allocation 2023-2031

Income Group	% of County AMI	Number of Units Allocated	Percent of Total Allocation
Very Low ¹	0-50%	523	25%
Low	>50-80%	311	15%
Moderate	>80-120%	352	17%
Above Moderate	120%+	865	42%
Total	---	2,051	100%

Note: Pursuant to AB 2634, local jurisdictions are also required to project the housing needs of extremely low-income households (0-30% AMI). In estimating the number of extremely low-income households, a jurisdiction can use 50% of the very low-income allocation or apportion the very low-income figure based on Census data. There are 523 extremely low- and very low-income households, with extremely low-income households comprising 50% of the total. Therefore, the City's very low-income RHNA of 523 units can be split into 262 extremely low-income and 261 very low-income units.

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Appendix B

CONSTRAINTS ON HOUSING PRODUCTION

Housing Element law requires the City to examine nongovernmental and governmental constraints on housing production. Developers face constraints over which the City has no control: the volatility of the housing market, developers' access to capital construction, the cost and availability of construction materials, potential homeowners' access to funding, and environmental conditions, among others. Government policies and regulations impact the price and availability of housing and the provision of affordable housing. These constraints include residential development standards, fees, and permitting procedures. Developers also can be required to provide infrastructure and services that add to housing costs. This section identifies those constraints and where appropriate, indicates that a program or programs could serve to reduce or eliminate the obstacles.

Nongovernmental Constraints

The availability and cost of housing is strongly influenced by market factors which local government has very limited ability to control. State law requires that the Housing Element contain a general assessment of these constraints, which can serve as the basis for actions that local governments might take to offset their effects. The primary nongovernmental constraints to the development of new housing are land costs, construction costs, and environmental constraints.

Development Costs

Price of Land

Land costs include acquisition and the cost of holding land throughout the development process. These costs can account for as much as half of the final sales prices of new homes in small developments or in areas where land is scarce. Land costs for residentially zoned properties in Loma Linda range from \$243,408 to \$696,000 per acre.¹ Among the variables affecting the cost of land are the size of lots, location and amenities, the availability and proximity of public services, and the financing arrangement between the buyer and seller.

¹ A review of vacant residential land sales on redfin.com on July 30, 2021 indicated very few residentially zoned vacant lots for sale: only two infill parcels and a 4.93-acre parcel in the hillside area. Land costs were estimated from this sample and may not be representative of general land costs in the City.

Cost of Construction

Construction cost is determined primarily by the cost of labor and materials. The relative importance of each is a function of the complexity of the construction job and the desired quality of the finished product. The price paid for material and labor at any one time will reflect short-term considerations of supply and demand. Future costs are difficult to predict given the cyclical fluctuations in demand and supply that in large part are created by fluctuations in the State and national economies. Such policies unilaterally impact construction in a region and therefore do not deter housing construction in any specific community. An indicator of construction costs is Building Valuation Data compiled by the International Code Council (ICC). The unit costs compiled by the ICC include structural, electrical, plumbing, and mechanical work, in addition to interior finish and normal site preparation. The data are national and do not consider regional differences, nor do the data include the price of the land upon which the buildings are built. The 2020 national averages for costs per square foot of apartment units and single-family homes are as follows:

- Type I or II, Multi-Family: \$129.23 to \$167.27 per square foot
- Type V (Wood Frame), Multi-Family: \$112.76 to \$147.50 per square foot
- Type V (Wood Frame), One- and Two-Family Dwelling: \$122.46 to \$141.72 per square foot

Of note for the early portion of this planning cycle is the impact the COVID-19 pandemic had on construction costs and supply chain disruptions. Lumber prices spiked, and providers of lumber and other construction materials were hampered by labor force reductions, all factors which affected home construction costs.

Availability of Financing

The availability of capital to finance new residential development is a significant factor that can impact both the cost and supply of housing. Two types of capital are involved in the housing market: 1) capital used by developers for initial site preparation and construction and 2) capital for financing the purchase of units by homeowners and investors. Interest rates substantially impact home construction, purchase, and improvement costs. A fluctuation in rates of just a few percentage points can make a dramatic difference in the annual income needed to qualify for a loan.

In general, financing for new residential development has continued to be available at relatively reasonable rates for all types of real estate development loans: land acquisition, development, and construction. The rates for construction loans available in California can range from 4.75 to 9.75 percent, with higher rates applicable to applicants with lower credit scores and suboptimum business finances. For apartment projects, developers may be able to secure rates as low as 3.77 percent.² However, economic fluctuations due to COVID-19 have caused caution among lenders and may have lasting effects through this Housing Element planning period. And while interest rates are low, lenders are considering applicants much more closely than in the past, leading to credit tightening despite affordable interest rates.

² <https://www.valuepenguin.com/average-commercial-real-estate-loan-rates>. Accessed July 30, 2021.

Government Code 65583(a)(6) Development Analysis

Government Code section 65583(a)(6) requires an analysis of requests to develop housing at densities below those anticipated in site inventory and the length of time between receiving approval for housing development and submittal of an application for building permit. The analysis must also look at local efforts to remove nongovernmental constraints that create a gap in the jurisdiction's ability to meet RHNA by income category.

Requests for Lower Development Densities

In Loma Linda, requests for development at densities below anticipated densities have not occurred. For example, the Veterans' Village project was constructed on a site zoned for 13 units per acre and yielded a density of 20 units per acre with a density bonus. Within the Grove Specific Plan, developers are submitting plans that match the maximum permitted densities within each planning area. Development approval of projects with densities lower than what is anticipated in the Housing Element is not expected, although achieving maximum density on particular lots constrained by topography or creeks may not be possible (with such sites zoned for single-family homes in the hillside area). In general, and based on recent development in the City, development applications aim for densities as close as possible to what is allowed and City staff is committed to helping a project developer achieve as close to the maximum stated density as allowed for a given parcel.

Application Processing and Building Permit Timeframes

Loma Linda prides itself on expeditious process of residential development applications. Generally, the length of time between receiving approval for multi-family housing development and submittal of an application for building permit is typically three to five months at most, depending on project complexity and the level of environmental review required. For example, a multi-family residential project with complex grading and drainage plans or requiring a detailed environmental analysis may take longer than usual to submit for permits. For single-family residences, time periods are significantly shorter.

Issuance of building permits for multi-family housing typically takes no more than two to three months. Longer time is required if developers encounter self-caused delays due to financing, negotiations with design professionals, and complex grading which are outside the control of the City.

Local Efforts to Remove Nongovernmental Constraints

This analysis must examine local efforts to remove nongovernmental constraints that create a gap in the City's ability to meet the RHNA by income category. The primary nongovernmental constraint is the overall cost of affordable housing development (high land and development costs) in most parts of the State. In general, constructing affordable housing, especially for low- and very low-income households, is not profitable to housing developers. Therefore, deed-restricted affordable units require subsidy beyond available density or financial incentives. This places the construction burden on non-profits and similar grant-funded housing developments and may result in affordable projects that are not always dispersed throughout the region but are concentrated in limited areas with lower development costs. While the City can offer developer incentives such as expedited permit processing or fee deferrals, it cannot afford to fully mitigate the high cost of development for affordable housing developments.

The City of Loma Linda has limited access to direct funding sources in support of affordable housing activities. The following sources are currently used:

- **Voucher Rental Assistance Program:** The Housing Authority of the County of San Bernardino (HACSB) administers the Housing Choice Voucher Program Voucher Rental Assistance Program (formerly the Section 8 Rental Assistance Program) that extends rental subsidies to very low-income households in Loma Linda. The subsidy represents the difference between the excess of 30 percent of the recipient’s monthly income and the federally approved fair market rents. In 2020, the HACSB provided rental assistance to 315 households in Loma Linda.
- **Public Housing Units:** These units are owned and managed by the Housing Authority of the County of San Bernardino. In 2019, the HACSB owned 42 such units in Loma Linda.
- **Department of Housing and Urban Development (HUD) Grants:** In the 2020-2021 program year, the City of Loma Linda received \$152,619 of federal funding for the Community Development Block Grant (CDBG) program through the County of San Bernardino Consortium. Funds were directed at ADA Restroom Improvement at City facilities and ongoing ADA Sidewalk Improvements, homeless services through Inland Temporary Homes (dba Inland Housing Solutions), literacy education through the Loma Linda Branch of the San Bernardino County Library, and meals provided to seniors through Family Services Association. For 2021-2022, the City’s allocation is \$158,907.

Governmental Constraints

Although local governments have little influence on such market factors as interest rates and availability of funding for development, their policies and regulations can affect both the amount of residential development that occurs and the affordability of housing. Since governmental actions can constrain development and affordability of housing, State law requires the Housing Element to “address and, where appropriate and legally possible, remove governmental constraints to the maintenance, improvement, and development of housing.”

Land Use Controls

The City’s primary policies and regulations that apply to residential development and housing affordability include the 2009 General Plan, Title 17 – Zoning (Land Use Development Code), Title 16 – Subdivisions, and The Groves at Loma Linda Specific Plan (adopted 2018). In 2021, the City adopted a “one map” system that consolidated General Plan land use designations and zoning districts. Table B-1 presents the land use designations/zoning districts that allow residential development either by right or by conditional use permit.

The City adopted a density bonus ordinance in 2014. While consistent with Government Code 65915 at the time of adoption, the State Legislature has passed numerous changes to the density bonus requirements. The Housing Plan includes programmatic actions to ensure the City’s density bonus ordinance is consistent with the most current State laws.

Table B-1: General Plan and Zoning for Residential Uses

General Plan Land Use Designations/ Zoning Districts	Density
Hillside Conservation/HR-C	0-1 du/10 ac
Rural Estates/HR-RE	0-1 du/ac
Very Low Density Residential/HR-VL	0-2 du/ac
Low Density Hillside Preservation/HR-LD	0-1 du/10 ac
Medium Density Hillside Preservation/HR-MD	0-1 du/5 ac
Low Density Residential/R1	0-4 du/ac
Medium Density Residential/R2	0-9 du/ac
High Density Residential/R3	0-13 du/ac
Very High Density Residential/R4	0-20 du/ac
Senior Citizen Housing	0-25 du/ac
Planned Community	Varies ¹
Institutional-Healthcare/I-HC	Varies

Note 1: Each planning area is intended to provide a variety of uses at varied densities through the adoption of specific plans with development regulations unique to an area's location, access, size and adjacent uses.

Table B-2 summarizes the housing types permitted by zone. Each use is designated by a letter denoting whether the use is allowed or conditionally permitted. Of note is that Title 17 does not specifically call out supportive and transitional housing as permitted residential uses. Per State law, such uses are considered the same as any other similar residential use and allowed as those uses are allowed. However, to clarify this and reflect recent State laws regarding supportive housing, the City will update Title 17 for clarity regarding transitional and supportive housing.

Table B-2: Permitted Land Uses by Zoning District

Land Uses	R1	R2	R3	R4	PC	All HR-	I-HC	PF
Single-Family Dwelling	P	P	C	C		P		
Two-Family Dwelling – Duplex		P	P					
Multi-family Dwelling			P	P			C	
Senior Housing			C	C				
Residences for Institutional Personnel							P	P
Boarding and Lodging Houses			C	C				
Dormitories			C	C				
Accessory/Junior Accessory Dwelling Unit	P	P	P	P		P		
Mobile/Manufactured Home	P	P				P		
Mobile Home Park	C	C	C	C				

Table B-2: Permitted Land Uses by Zoning District

Land Uses	R1	R2	R3	R4	PC	All HR-	I-HC	PF
Emergency Shelter								P
Group Home, ≤ 6 clients	P	P	P	P		P		
Group Home, > 6 clients			C	C				
Residential Care Facility			C	C				
Parolee Homes			C	C				
Planned Residential Development	C	C	C	C	C	C	C	

Table B-3 summarizes key development standards for residential zones of Loma Linda, and Table B-4 summarizes standards applicable to development within the hillside (HR) areas.

Table B-3: Residential Development Standards

Development Standard	R1	R2	R3	R4
Minimum Lot Area	7,200 sf			
Density (units per acre)	0-4 du/ac	0-9 du/ac	0-13 du/ac	0-20 du/ac
Lot Area per Dwelling Unit	7,200 sf	3,600 sf	2,200 sf	
Minimum Lot Width (feet)	65			
Setbacks				
Front	25 ft	25 ft	20 ft	20 ft
Sides (each)	15 ft plus additional 5 ft for > one story			
Rear	15 ft	15 ft	15 ft plus additional 5 ft for > one story	
Height Limit	35 ft			
Maximum Lot Coverage	40%	50%	60%	70%
Minimum Unit Size	1,000 sf	675 sf – 0-1 bedroom 850 sf – 2 bedrooms 1,025 sf – 3 bedrooms Plus 175 sf each additional bedroom		
Minimum Open Space	1,200 sf	1,200 sf plus 600 sf – 0-1 bedroom 700 sf – 2 bedrooms 800 sf – 3+ bedrooms		

Table B-4: Hillside Residential Development Standards

Development Standard	HR-C	HR-LD	HR-MD	HR-RE	HR-VL
Minimum Lot Area	435,600 sf		217,800 sf	43,560 sf	21,780 sf
Maximum Density (units per acre)	1 du/10 ac		1 du/5 ac	1 du/1 ac	2 du/1 ac
Clustered Development Density	n/a	1 du/5 ac	1 du/2.5 ac	n/a	n/a
Minimum Parcel Width	150 ft				n/a
Minimum Parcel Depth	200 ft				n/a
Setbacks (feet)					
Front	25				
Sides (each)	15				
Rear	50			15	
Height Limit (feet)	35				

Parking requirements in Loma Linda are regulated by residential land use type, as shown in Table B-5.

Table B-5: Residential Off-Street Parking Requirements

Residential Land Use Type	Off-Street Parking Standard
Single-Family Dwelling	2 garage spaces
Multi-family Dwellings	1 garage space – 0-bedroom unit 1 garage space + 0.5 uncovered space – 1 bedroom unit Add 0.5 open space each additional bedroom over 1 Open guest parking spaces shall be provided at 0.25 per bedroom unit
Dormitories and Boarding Houses	1 space per two occupants
Mobile Home Park	2 spaces per mobile home lot
Senior Housing	1 space per unit, half of which shall be covered and at least 20% within a garage
Accessory Dwelling Unit	1 space per unit (No space required under State exemptions)

The Grove Specific Plan and SPA B

The Groves Specific Plan was adopted in 2018 to implement what the 2009 General Plan designated as Special Planning Area D. The Groves Specific Plan accommodates housing of all types, from very low-density residential (10,000 square foot minimum lot size) to senior housing at 25 units per acre. Table B-6 identifies the land use categories that permit residential uses and the associated densities, yielding 1,067 total units. Table B-7 indicates general development standards for residential development. The standards vary by planning area rather than residential use category.

Both the Groves Specific Plan and SPA B accommodate a range of housing types at densities that include affordable housing developments, with the Groves Specific Plan explicitly stating a requirement for affordable housing. As noted on page 3-18 of the Groves Specific Plan, “...each Planning Area within the Mixed Use and Senior Citizen Housing designations is assigned a required affordable/special needs housing requirement. Residential densities within these areas will range from 20 to 25 dwelling units per acre, and a minimum average density of 20 units per acre.”

Table B-6: The Groves Specific Plan Residential Land Uses and Planned Yields

Land Use Designation	Density	Planned Yield
Very Low Density Residential	0-2 units/acre	291 units
Low Density Residential	0-4 units/acre	
Medium Density Residential	6-9 units/acre	163 units
High Density Residential	6-13 units/acre	
Very High Density Residential	within Mixed Use	within Mixed Use
Senior Citizen Housing	20-25 units/acre	213 units
Mixed Use (Very High Density)	Minimum average 20 units/acre to fulfill affordable housing objectives	400 units

Table B-7: Development Standards for The Groves - Generalized

Development Topic	Standard
Building Height	Low Density Residential <ul style="list-style-type: none"> • 3 stories and 35 feet maximum Medium Density Residential <ul style="list-style-type: none"> • 2 story minimum/3 stories and 35 feet maximum High Density Residential <ul style="list-style-type: none"> • 2 story minimum/3 stories and 35 feet maximum Senior Housing, Very High Density, and Mixed Use <ul style="list-style-type: none"> • 2 story minimum/3 stories and 35 feet maximum
Setbacks	Dependent upon frontage type. Ranges from 0 to 20 feet.
Lot Coverage	Low Density Residential: 40% Medium Density Residential: no maximum High Density Residential: no maximum Senior Housing, Very High Density, and Mixed Use: no maximum
Parking	Senior housing: 1 space/unit Studio : 1 space/unit 1-bedroom: 1.5 spaces/unit 2-bedroom: 2 spaces/unit

Table B-7: Development Standards for The Groves - Generalized

Development Topic	Standard
	3+bedroom: 2 spaces/unit for first 2 bedrooms + 0.5 spaces for each bedroom over 2 Low Density Residential: 2 garage spaces

Special Planning Area (SPA) B is located in the northwest section of the City and consists of vacant former agricultural lands and scattered single-family homes. The General Plan envisions a mixed-use village with a maximum of 525 dwelling units, with medium high density (up to 13 units/acre), high density (up to 20 units/acre), and senior citizen housing (up to 25 units/acre) on the vacant properties (implemented by the zoning districts shown in Tables B-2 and B-3).

On-/Off-Site Improvements

Site improvements and property dedications are important components of new development and contribute to the creation of decent housing. Housing construction in Loma Linda is subject to a variety of site improvement and building code requirements. Developers are generally responsible for covering the full cost of water, sewer, road, and drainage improvements within and to their projects. On-site improvements for subdivisions in Loma Linda are subject to the requirements of Municipal Code Section 16.04.120 and can include:

- Grading, drainage, and drainage structures necessary to proper use and to the public safety
- Portland cement concrete curbs, gutters, sidewalks and drive approaches
- Storm drains, conduits and channels
- Asphalt concrete street paving
- Aggregate base
- Adequate domestic water supply, including the relocation or replacement of all water mains, irrigation lines, and appurtenances as required by the City Engineer
- Sanitary sewer facilities and connections for each lot
- Underground utilities providing services to each lot
- Services from public utilities, where provided, and from sanitary sewers shall be made available for each lot in such manner as will obviate the necessity for disturbing the street pavement, gutter, curb and sidewalk when service connections are made
- Street trees
- Fire hydrants
- Street name signs, and traffic regulatory devices
- Street lights, including ornamental light standards
- The relocation or replacement of all utility lines and poles as required by the City Engineer
- Permanent subdivision survey monuments
- Connecting to the City's fiber optic network

As is the case with almost all development projects, the costs of on- and off-site improvements are passed along to the homebuyer as part of the final cost of the home. The on- and off-site improvement standards

imposed by the City are typical for most communities and do not pose unusual constraints for housing development.

Locally Adopted Ordinances

State law requires that cities include an analysis of any locally adopted ordinance that directly impacts the cost and supply of residential development. The City does not have any inclusionary requirements for housing development. Further, Title 17 - Zoning does not list short-term rentals as a permitted use type; therefore, they are considered prohibited. In early 2022, the City will adopt an ordinance clarifying that short-term rentals are prohibited in all zones.

The City's voters passed a ballot measure, Measure V, in 2006 to manage growth, specifically for protection of hillside and open space areas. Any changes require a citywide vote. Provisions of Measure V established policies affecting all residential development, such as establishing allowable density for residential land use designations, modifying all land use designations to have a minimum density of zero units per acre, and established a 7,200-square-foot minimum lot size for residential development citywide. Measure V also defines "gross land area" in residential projects as developable land remaining after deducting the area of any floodway easement, utility easement, and the area of the right-of-way of any bordering street.

Measure V established traffic mitigation standards to ensure that traffic levels of service at the time of a development application are maintained. Exempted from this requirement are infill construction of individual single-family homes on existing lots smaller than five acres and bounded on three sides by developed property (at the effective date of Measure V). Rehabilitation, remodeling, or additions to existing single-family residential structures are also exempt. Developments associated with the Loma Linda University Adventist Health Sciences Center are exempt if projects provide student and/or staff housing for Loma Linda University Adventist Health Sciences Center or associated entities.

While Measure V reduced the development potential in the hillside areas, it did not remove all opportunities for development of housing to meet the City's identified need as established by the RHNA based upon the following:

- It does not preclude the ability of the City Council to change land use designations outside of those areas defined within the boundaries of Measure V.
- The land use designations for all other areas were not changed by Measure V and may be amended without voter approval.
- Measure V does not affect density limitations on mixed-use or within other non-residential land use designations which are subject to FAR specifications.
- The 7,200-square-foot minimum lot size requirements of Measure V apply only to detached single-family homes.
- Reducing the intensity of potential development within Loma Linda's hillside areas was one of Measure V's major objectives. The reduction in the allowable density of hillside development in Measure V is intended to recognize the substantial environmental constraints present within the hillside areas.
- The General Plan provides land use capacity to achieve the RHNA at the various income levels.

2.B Codes and Enforcement

Loma Linda implements the 2019 edition of the California Building Code and 2019 edition of the California Green Building Standards Code. These codes establish standards and require inspections at various stages of construction to ensure code compliance and minimum health and safety standards. Although these standards and the time required for inspections increase housing production costs and may impact the viability of rehabilitation of older properties, the codes are mandated for all jurisdictions in California. The City has not adopted local amendments to the model codes that would directly or indirectly increase housing costs and are typical to the geographic area and those adopted by neighboring jurisdictions.

The City enforces code compliance to promote property maintenance in accordance with the City Zoning and Building ordinances and State and County Health Codes. Code Enforcement staff receives and investigates complaints regarding alleged violations of the Municipal Code such as property maintenance violations, private property parking violations, or zoning violations. Complaints can be submitted over the phone or through the completion of an on-line form available on the City's web site.

All zoning requirements and development standards in Title 17 (Zoning) and for the Groves Specific Plan are available via the City's website. Fees are posted on the website and available in print form at City Hall.

2.C Zoning for a Variety of Housing Types

State housing element law requires that jurisdictions facilitate and encourage a range of housing types for all economic segments of the community. The City of Loma Linda accommodates a wide variety of housing types as summarized below.

Single-family Housing

Single-family housing is allowed by right but subject to design review through the Administrative Review application – Minor process. This is a staff-level review process that requires public notice and an administrative director's hearing.

Duplex and Multi-family Housing

Duplex and multi-family development is permitted by right in the R-2, R-3, and R-4 zones and conditionally in the I-HC (Institutional-Health Care) zone. In November 2021, the City Council adopted objective design standards (ODS) to create a ministerial approval process for multi-family housing projects, including mixed-use projects which include at least a two-thirds residential component pursuant to the requirements of the Housing Accountability Act, SB 35, and SB 330. The ODS regulations apply to any project with two or more units in any zone. For development applications that comply with all ODS standards, projects are approved by the Director without a public hearing. This provision needs to be clarified in the Zoning Code relative to the I-HC zone.

For developers that opt out of ODS compliance for multifamily residential and mixed-use developments, such applications are subject to review and approval by the Planning Commission via the Precise Plan of

Design – Major process³ regardless of whether a conditional use permit is also required. The Precise Plan of Design – Major process requires a noticed public hearing by the Planning Commission and allows the Commission to weigh in on whether the project would “substantially depreciate property values in the vicinity or would unreasonably interfere with the use or enjoyment of property in the vicinity by the occupants thereof for lawful purposes or would adversely affect the public peace, health, safety or general welfare to a degree greater than that generally permitted by this title” (Loma Linda Municipal Code 17.30.280). Per code provisions, the Commission can only apply such modifications or conditions deemed necessary to ensure a project would not substantially deplete property values, interfere with the enjoyment of properties in the vicinity, or adversely affect peace, health, safety, or general welfare. If the finding is made that a project will not result in the impacts described, the proposed Precise Plan of Design – Major must be approved.

Housing for Agricultural Employees (permanent and seasonal)

The Employee Housing Act (Government Code Section 17021.5 and 17021.6) requires that any employee housing occupied by six or fewer employees shall be considered a single-family structure within a residential land use and must be treated the same as a single-family dwelling of the same type in the same zone. In addition, employee housing consisting of no more than 36 beds in a group quarters or 12 units or separate rooms or spaces designed for use by a single-family or household must be considered an agricultural land use and be treated the same as any other agricultural activity in the same zone. The City does not specifically distinguish or list Housing for Agricultural Employees as a separate residential land use type but it is City policy to interpret such use as an accessory use to an agricultural use where allowed in a given zone.

Emergency Shelters

State legislation SB 2 requires jurisdictions to permit emergency shelters without a conditional use permit or other discretionary permits in at least one zone. Emergency shelters are a permitted by-right use in the PF zone; however, the Precise Plan of Review process with the Planning Commission is still required to ensure an application conforms with the standards of use set forth in Municipal Code Section 17.44.030.A. These standards include:

- Allowing up to 150 beds per establishment
- Requiring on-site management
- Having a written security plan
- Providing storage space for clients’ possessions

Approximately 10 acres of land are designated PF in the City. These properties are located near City Hall and the City’s Public Works Department Corporate Yard. The availability of land can easily accommodate shelters for the 27 unsheltered homeless persons identified in Loma Linda during the 2020 Point-In-Time Homeless Count.

³ Precise Plan of Design – Minor only applies to single-family homes and projects between 120 and 500 square feet in total building area.

AB 101 of the 2019 legislative session requires that low-barrier navigation centers be allowed as a by-right use in areas zoned for mixed-use and nonresidential zones permitting (by right or conditionally) multi-family uses. The City of Loma Linda does not specifically list low-barrier navigation centers as a land use type in any of its zoning districts. The City will revise the Land Use Development Code (Title 17) to ensure that the City meets the requirements of AB 101.

Transitional and Supportive Housing

State law requires cities to allow transitional and supportive housing as a residential use and allowed by right in all zones that allow similar residential uses, consistent with SB2. In Loma Linda, transitional and supportive housing are not directly defined as a land use type in the Land Development Code. The City has relied upon the character of the development, not necessarily the population being served by this type of housing in determining where such uses are allowed. Group homes serving six or fewer persons are considered a residential use and permitted in all zones where residential uses are permitted and thus held to the same development standards as other residential uses of the same type in the same zone. Larger-sized group homes are restricted to the R-3 and R-4 zones and require conditional use permit approval. The City will revise the Land Use Development Code to comply with SB2.

Effective January 1, 2019, AB 2162 (Supportive Housing Streamlining Act) requires supportive housing to be considered a use by right in zones where multi-family and mixed uses are permitted, including nonresidential zones permitting multi-family uses, if the proposed housing development meets specified criteria. The law prohibits the local government from imposing any minimum parking requirement for units occupied by supportive housing residents if the development is located within one-half mile of a public transit stop. AB 2162 also require local entities to streamline the approval of housing projects containing a minimum amount of supportive housing by providing a ministerial approval process, removing the requirement for CEQA analysis, and removing the requirement for a CUP or other similar discretionary entitlements. The City will revise the Land Use Development Code to ensure AB 2162 compliance.

Single-Room Occupancy (SRO)

Single-room occupancy hotels and/or boarding homes are collectively referred to as SROs. SRO units are one-room units intended for occupancy by a single individual. It is distinct from a studio or efficiency unit, in that a studio is a one-room unit that must contain a kitchen and bathroom. Although SRO units are not required to have a kitchen or bathroom, many SROs have one or the other. Buildings that provide SRO dwellings are classified by Loma Linda as boarding and lodging houses and permitted in the R-3 and R-4 zones through the approval of a conditional use permit.

Mobile Homes/Manufactured Factory-built housing

State law requires that mobile and manufactured homes be considered a single-family dwelling and permitted in all zones that allow single-family housing. Manufactured housing can be subject to design review. Mobile home dwellings are permitted by right within the R-1, R-2 and all of the City's Hillside Residential (HR) zones.

Accessory Dwelling Units (ADU)

Accessory dwelling units (ADUs) can be an important source of affordable housing since they are smaller than primary units and do not have direct land acquisition costs. ADU development expands housing opportunities for very low-, low-, and moderate-income households by increasing the number of rental units available within existing neighborhoods. In Loma Linda, consistent with the Government Code Section 65852.2, ADUs are permitted by right in all residential zones, and Junior ADUs are permitted by right where single-family dwellings are allowed, subject to all development standards of the underlying zoning district with certain exceptions as required under State law.

In 2021, the City adopted a comprehensively updated ADU ordinance as a new Chapter in Title 17. These new regulations were adopted to comply with State legislation, including those passed since 2017 that made numerous changes to the ADU requirements to facilitate their development. These include allowing ADUs to be built concurrently with a single-family home, opening areas where ADUs can be built to include all zoning districts that allow single-family uses, modifying fees from utilities such as special districts and water corporations, and reducing parking requirements. Loma Linda submitted the ordinance to HCD within 60 days of its adoption, in compliance with State law.

Housing for Persons with Disabilities

Housing element law requires that in addition to the needs analysis for people with disabilities, the housing element must analyze potential governmental constraints to the development, improvement, and maintenance of housing for people with disabilities; demonstrate local efforts to remove any such constraints; and provide for reasonable accommodations for persons with disabilities through programs that remove constraints.

Zoning and Land Use

Under State Lanterman Developmental Disabilities Services Act (Lanterman Act), small State-licensed residential care facilities for six or fewer persons must be permitted in all zones that allow single- or multi-family uses, subject to the same permit processing requirements and development standards. Loma Linda distinguishes between group homes and residential care facilities. A group home is defined as “a single-family dwelling or multi-unit facility that provides twenty-four-hour medical and/or non-medical care of persons who are in need of personal services, supervision, or assistance essential for addressing issues of mental illness and substance-abuse. Examples include halfway houses, board and care homes, clean and sober homes, rehabilitation centers, and the like. This use type includes both unlicensed facilities and those licensed or supervised by a federal, state, or local health/welfare agency.” The definition distinguishes between group homes with six or fewer residents (plus an employee) and those with seven or more residents. Group homes with six or fewer residents are permitted by right, whereas larger homes are not permitted in R-1 and R-2 zones and require a Minor Use Permit in R-3 and R-4 zones. These regulations comport with State law.

Title 17 does not provide for a reduction in parking requirements specific to housing for persons with disabilities. The City is not in full compliance with the Lanterman Act and will update its Land Use Development Code to comply.

Definition of Family

Loma Linda's Land Use Development Code defines "family" to mean "an individual living alone, or two or more persons living together, related by blood or marriage, and shall include stepchildren and children by adoption, or a group of not more than three persons who are not related by blood or marriage, or as stepparents or stepchildren, or as adopted parents and adopted children, and excluding therefrom domestic help, provided the group of persons are living together as a single housekeeping unit in a dwelling unit with one kitchen." The City will amend or eliminate this definition to be more inclusive and not cap the number of unrelated persons.

Reasonable Accommodation

Both the Federal Fair Housing Act and the California Fair Employment and Housing Act direct local governments to make reasonable accommodation (i.e., modifications or exceptions) in their zoning laws and other land use regulations to allow disabled persons an equal opportunity to use and enjoy a dwelling. For example, it may be a reasonable accommodation to waive a setback requirement so that elevated ramping can be constructed to provide access to a dwelling unit for a resident who has mobility impairments. Whether a modification is reasonable depends on the circumstances and must be decided on a case-by-case basis. Therefore, while the City allows for reasonable accommodations for persons with disabilities, it does not have a formal procedure for making reasonable accommodation exceptions as part of the development review process. The City will enact provisions to make reasonable accommodation exceptions for persons with disabilities in the land use and zoning application, review, and approval process.

2.E Fees and Exactions

Housing construction imposes certain short- and long-term costs upon local government, such as the cost of providing planning services and inspections. As a result, the City relies upon various planning and development fees to recoup costs and ensure that essential services and infrastructure are available when needed. Impacts fees are also charged to cover the cost of providing municipal services or mitigating project impacts. These fees are summarized in Table B-8. The total fee amount varies from project to project based on type, existing infrastructure, and the cost of mitigating environmental impacts. The City does not control school fees as they are established by the school districts within the parameters allowed by State law.

Table B-8: Development Fees

Fee Category	Fee Amount			
Planning and Application Fees				
Annexation	\$15,000 deposit + outside costs			
Variance (Minor)	\$200 owner-occupied single-family residence \$865 all others (to recover 50% cost)			
Variance (Major)	\$250 owner-occupied single-family residence \$2,560 all others			
Conditional Use Permit or Precise Plan of Design Review	\$5,345 – New up to 4 units Multi-Family Residential \$5,345 – New <20,000 sq. ft. \$6,945 – New >20,000 sq. ft. \$5,375 – Existing Non-Residential			
General Plan Amendment	\$5,105 per application – Text \$4,600 per application Map Any outside work to be passed through to the applicant			
Development Code Amendment	\$2,490			
Preliminary Review	\$2,820 per application with 50% of the fee to be credited against future fees if the project is actually submitted			
Small Project Review or Single-family Residential	\$1,640			
Zone Map Change Review	\$4,005			
Subdivision				
Certificate of Compliance	\$715			
Lot Line Adjustment	\$2,070			
Tentative Tract Map	\$5,965 + \$10 per lot			
Tentative Parcel Map	\$4,870 + \$10 per lot for every lot over 9 lots			
Environmental				
Initial Environmental Study	\$4,385 + \$205 per technical study			
Environmental Impact Report	\$15,000 deposit with charges at the fully allocated hourly rates for all personnel involved plus any outside costs			
Capital Facilities Fees				
	Per Detached Unit	Per Attached Unit	Per Mobile home Unit	Per Senior Housing Unit
General Government Facilities	\$393			
Parkland Acquisition and Development	\$12,489	\$7,459	\$7,636	\$5,515
Public Meeting Facilities	\$1,575	\$941	\$963	\$696
Art in Public Places	\$0.0025 x residential building valuation			

Table B-8: Development Fees

Fee Category	Fee Amount			
Fire Suppression	\$1,120	\$142	\$771	\$1,448
Local Circulation Systems	\$1,551	\$893	\$779	\$307
Regional Circulation Systems	\$3,741	\$2,154	\$1,879	\$740
Storm Drainage Facilities	\$1,331	\$311	\$296	\$197
Water	\$5,826	\$4,303	\$3,951	\$1,908
Sewer	\$1,073	\$793	\$726	\$351

Source:

Planning and Application Fees, City of Loma Linda, 2021, Effective January 1, 2016

Capital Facilities Fees, City of Loma Linda, last updated August 21, 2015

Most, if not all, developers consider any fee a significant constraint to the development of affordable housing. For affordable housing projects, financing generally includes some form of State or federal assistance, with rents set through the funding program. As such, fees cannot and do not increase the rents for affordable housing. Although the various fees account for a significant portion of the development cost, the fees collected are necessary to pay for much needed infrastructure and to help mitigate the impacts of new development.

Table B-9 identifies the fees that were collected for a new detached single-family house approved by the City in 2020 and a 213-unit multi-family housing project with a 4,200-square-foot retail commercial component. Development fees make up approximately four to six percent of a home purchase price. Most of the City of Loma Linda fees are typical and are comparable to those of surrounding communities and are based upon pro-rata share of upgrades or expansion of capacity of City services and infrastructure. The City does not currently offer fee assistance to market or affordable housing and a program to address possible deferrals or reduced fees to address special needs housing will be implemented.

Table B-9: Proportion of Fee in Overall Development Cost for A Typical Residential Development

Development Cost for a Typical Unit	Single-Family	Multi-family
Total calculated fees per unit	\$29,602.29	\$17,623.74
Typical estimated cost of development per unit	\$478,000 (average MLS)	\$94,000 (building valuation per unit)
Estimated proportion of fee cost to overall development cost per unit	6.2%	18.7%

2.F Processing and Permit Procedures

Processing and permit procedures may pose a considerable constraint to the production and improvement of housing. Common constraints include lengthy processing time, unclear permitting procedures, layered reviews, multiple discretionary review requirements, and costly conditions of

approval. These constraints increase the final cost of housing, uncertainty in the development of the project, and overall financial risk assumed by the developer. The City of Loma Linda’s development review process is designed to accommodate housing development applications of various levels of complexity and requiring different entitlements. Processing times vary with the complexity of the project. Table B-10 shows timeframes of when the applicant can expect a decision on an application beginning from when a complete application is submitted, including when additional information is required by the City.

Table B-10: Timelines for Permit Procedures

Type of Approval, Permit, or Review	Typical Processing Time
Ministerial Review	4-6 weeks
Conditional Use Permit/Variance	4-8 weeks
Zoning Amendment (Zone Change)	3-6 months
General Plan Amendment	3-6 months
Precise Plan of Design	4-8 weeks
Subdivisions Maps	3-6 months
Initial Environmental Study	8-10 weeks
Environmental Impact Report	6-9 months

Single-family dwelling unit applications typically take two to four weeks for a single unit on one lot and three to six months if part of a subdivision to obtain a tentative map and building permits. Multi-family development applications take two to four months. Table B-11 generally identifies the typical approvals required for single-family and multi-family projects, along with the estimated processing times of the planning and building departments.

Table B-11: Typical Processing Procedures by Project Type

	Single Family Unit	Subdivision	Multi-family < 20 units	Multi-family > 20 units
Typical Approval Requirements	Administrative Review Committee	Administrative Review Committee	Administrative Review Committee	Administrative Review Committee
	Administrative Public Hearing	Planning Commission	Planning Commission	Planning Commission
	Plan Check	City Council	Plan Check	City Council
	Permitting	Final Map	Permitting	Plan Check
	Inspection	Plan Check	Inspection	Permitting
		Permitting		Inspection
		Inspection		
	Planning/Building Final	Planning/Building Final	Planning/Building Final	Planning/Building Final

Table B-11: Typical Processing Procedures by Project Type

		Single Family Unit	Subdivision	Multi-family < 20 units	Multi-family > 20 units
Estimated	Total	Planning = 45 days	Planning = 6 – 12 mo.	Planning = 3-6 mo.	Planning = 3-6 mo.
Processing Time		Building =45 days	Building = 60 days	Building = 90 days	Building = 90 days

Source: City of Loma Linda, 2021

Planning Division Review and Ministerial Permits

The development of a single-family dwelling and/or an ADU requires submittal of a site plan. The Planning Division in conjunction with the Administrative Review Committee (staff level) reviews a site plan for a single-family dwelling and/or ADU within four weeks or less. Single-family dwellings are subject to a director-level Administrative Public Hearing before they are considered approved. Planning Division review of routine over-the-counter permits is limited to ADUs and minor modifications to existing single-family dwellings such as fence, wall, or patio cover permits. Most other residential development review requires consideration and approval by the Planning Commission regarding design and an objective review for compliance with zoning standards.

Planning Commission Review and Discretionary Permits

The conditional use permit review process is intended to apply to uses that are generally consistent with the purposes of the district where they are proposed but require special consideration to ensure that they can be designed, located, and operated in a manner that will not interfere with the use and enjoyment of surrounding properties or adversely affect the infrastructure, the built or natural environment, City resources, or the City’s ability to provide public services. As described above, the City also requires submittal of an application for Precise Plan of Design (Minor or Major) for all development proposals. Both require public hearings, with applications reviewed and approved by the Planning Commission. Conditional use permits are required for senior housing developments in the R-3 and R-4 zones and multi-family housing in the I-HC zone. However, multi-family development is permitted by right in the R-3 and R-4 zones. Multi-family development in these zones is subject to approval by the Planning Commission via a Precise Plan of Design - Major.

The City’s processing and permit procedures are not a constraint on the development of housing. The Community Development Department continues in its efforts to reduce paperwork and processing time for all development project applications. The time frames are highly dependent on the applicant's accurate and timely response to City staff comments. For affordable housing developments, the key time constraint is not the permitting and processing procedures, but the time involved in obtaining funding from sources other than the City. However, because the Planning Commission meets only once each month, the scheduling time frame might be considered an added burden for the development application review process. The City does hold the third Wednesday of each month for special meetings if needed to expedite processes.

Environmental Review

State regulations require environmental review of discretionary project proposals (e.g., subdivision maps, precise plans, use permits, etc.). The timeframes associated with environmental review are regulated by the California Environmental Quality Act (CEQA). In compliance with the Permit Streamlining Act, City staff ensures that non-legislative proposals are heard at the Planning Commission within 60 days of receipt of an application being deemed complete.

SB 35 Approval Process

SB 35 requires cities and counties to streamline review and approval of eligible affordable housing projects by providing a ministerial approval process, exempting such projects from environmental review under CEQA. When the State determines that jurisdictions have insufficient progress toward their lower-income RHNA (very low and low income), these jurisdictions are subject to the streamlined ministerial approval process (SB 35 [Chapter 366, Statutes of 2017] streamlining) for proposed developments with at least 50 percent affordability. If the jurisdiction also has insufficient progress toward their above-moderate-income RHNA, then they are subject to the more inclusive streamlining for developments with at least 10 percent affordability. SB 35 will automatically sunset on January 1, 2026.

As of July 2021, the City of Loma Linda was determined to be subject to SB 35 streamlining requirements for proposed infill housing developments that comply with existing zoning and provide ten percent or more of the units for lower-income families. The City has not received any applications or inquires for SB 35 streamlining. To accommodate any future SB 35 applications or inquiries, Program 3.1 calls for the City to create and make available to interested parties an informational packet that explains the SB 35 streamlining provisions in Loma Linda and provides SB 35 eligibility information.

In November 2021, the City adopted a new chapter in Title 17 establishing objective design standards to be applied to multi-family development and mixed-use development projects with a two-thirds residential component.

Environmental Constraints

Flooding

Portions of Loma Linda historically have been vulnerable to flooding associated with Mission Channel and the Santa Ana River, as well as small-scale floods originating on hillsides in the southern portion of the City. Major roadways that cross over water courses/channels include Anderson Street and Barton Road (San Timoteo Creek), Redlands Boulevard (Mission Channel), and Beaumont Avenue (San Timoteo Creek). In addition, the northern portion of the City lies within the inundation area of the Seven Oaks Dam, the failure of which would impact the City. Improvements to San Timoteo Creek have removed most areas of the City from flooding hazards. The areas adjacent to the Mission Channel are mostly business park areas and a medium high-density residential area that is already built out. Additionally, the areas in the southern portion of the City are designated at a very low density, which will allow development to avoid hazards such as flooding. Therefore, flooding hazards will not hinder the development of new residential units.

Steep Slopes

The southern portion of the City (commonly known as the South Hills) has steep natural slopes, some of which are susceptible to instability. The types of instability anticipated include deep seated landslides, surficial soil slips, wet debris flows, and surficial creep. Most of the mapped landslides appear to be relatively recent (less than 11,000 years). Other deep-seated landslides smaller in size and not as geomorphically pronounced are suspected to exist in the steep terrain of the southern portion of the City. These areas are designated for very low density to avoid hazards related to steep slopes and unstable ground, and to protect natural resources within the hillside area. The need to avoid hazards and protect resources is the basis for allowable densities in this area.

Fault Zones

Four faults traverse Loma Linda. The San Jacinto Fault zone crosses the southwest portion and has been the most historically active fault zone in Southern California. Numerous offset gullies, linear ridges, and other fault-related features indicate active faulting along the Claremont branch of the San Jacinto Fault. The Loma Linda Fault has been mapped as crossing the northern portion of the City. This fault originally was identified from groundwater data and lacks topographic evidence. No evidence of active faulting has been identified.

The Banning Fault is a trace of the San Andreas Fault, extending westward from the San Geronio Pass. The fault has been mapped crossing the northeast corner of Loma Linda. This fault is not generally thought to be active. The Live Oak Canyon Fault, with many branches nearby, has been mapped in eastern portion of the south hills. This fault is not generally thought to be active.

The Alquist-Priolo Earthquake Fault Zoning Act (Alquist-Priolo) was passed in 1972 to mitigate the hazard of surface faulting to structures built for human occupancy. The Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. The San Jacinto Fault, considered to be active, has been mapped in the southern portion of Loma Linda. An earthquake hazard zone has been established along the trace of this fault. Investigations of the San Jacinto Fault have recommended building setbacks varying from 50 to 100 feet. The southern portion of the City is designated for very low-density residential uses, which will allow development to avoid hazards related to this fault. Also, the units that will be developed within this area will be required to meet safety standards related to earthquake hazards.

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Appendix C

HOUSING RESOURCES

State law requires that jurisdictions provide an adequate number of sites to allow for and facilitate the production of their regional share of housing. To determine whether a jurisdiction has enough land to accommodate its share of regional housing needs for all income groups, that jurisdiction must identify “adequate sites.” Under State law (California Government Code Section 65583[c][1]), adequate sites are those with appropriate zoning and development standards—with services and facilities—needed to facilitate and encourage the development of a variety of housing for all income levels.

This section provides an overview of available sites in Loma Linda for future housing development and evaluates how these resources can work toward satisfying future housing needs. Also discussed are the financial and administrative resources available to support affordable housing.

Regional Housing Needs Allocation (RHNA)

The sixth cycle RHNA for the Southern California Association of Governments (SCAG) region covers the 8.3-year planning period of June 30, 2021 to October 15, 2029. The RHNA is divided into four income categories: very low, low, moderate, and above moderate. SCAG has assigned Loma Linda an allocation of 2,051 units to be accommodated during this planning cycle, with the units divided among the four income categories shown in Table C-1. The City of Loma Linda is not responsible for the actual construction of these units. The City is, however, responsible for creating a regulatory environment in which the private market could build these units. This includes the creation, adoption, and implementation of General Plan policies, zoning and development standards, and/or incentives to encourage the construction of various types of units.

Table C-1: RHNA Allocation 2021-2029

Income Group	Total Housing Units	Percentage of Units
Extremely/Very Low-Income (0-50% AMI)*	523	25%
Low-Income (51-80% AMI)	311	15%
Moderate-Income (80-120% AMI)	352	17%
Above Moderate-Income (121+% AMI)	865	42%
<i>Total</i>	<i>2,051</i>	<i>100%</i>

Notes:

AMI: Area Median Income

** Note: Pursuant to AB 2634, local jurisdictions are also required to project the housing needs of extremely low-income households (0-30% AMI). In estimating the number of extremely low-income households, a jurisdiction can use 50% of the very low-income allocation (261 units).*

Progress toward the RHNA

Since the RHNA uses June 30, 2021 as the baseline for growth projections for the planning period, jurisdictions may count any housing units permitted or approved from June 30, 2021 to the start of the Housing Element planning period (October 15, 2021) against the RHNA allocation.¹

Approved and Pipeline Projects

Approved Projects

Approved residential development projects credited toward the RHNA consist of five projects, as discussed immediately below. Combined, these approved projects can accommodate 441 units (Table C-2) and address a portion of the moderate- and above moderate-income RHNA for 2021-2029.

The Groves Specific Plan – Map 20327

This condominium project was approved in 2020. Construction is anticipated to begin in 2021. The project consists of 57 condominiums located in Planning Area 3-2 of the Groves Specific Plan area, near the intersection of Bryn Mawr and Park Avenues. Corelogic's Southern California Resale Activity report (December 2020) estimates a median sales price of \$298,000 for condominiums in Loma Linda. The 57 units are credited against the moderate-income RHNA, as median sales prices for the condominiums are less than the \$300,000 to 400,000 range considered affordable for moderate-income households in Loma Linda.

The Groves Specific Plan - Park Ave 212 Senior Living Apartments

This senior housing project was approved in 2020. The project consists of 213 units with the following breakdown: 12 studios, 125 one-bedroom units, and 76 two-bedroom units. One of the units will not be rented; it will remain a model unit. The site is in sub-area PA 2-4 of the Specific Plan, on Park Avenue east of Bryn Mawr Avenue. None of the units will be marketed as affordable, as all are expected to fall within the above-moderate income category.

The Groves Specific Plan - Tentative Tract Map 20417

Tentative Tract Map 20417 subdivided the 29 acres within Planning Area 3-6 of The Groves at Loma Linda Specific Plan to create 52 estate-style residential lots at a minimum of 10,000 square feet each, along with road improvements and trail connectors throughout the development.

Tentative Tract Map 20442

Tentative Tract Map 20442 subdivided two parcels totaling 12.32 acres to create four parcels, including a lettered lot for an open space paseo. The project will produce 103 condominium units.

¹ The Housing Element planning period differs from the RHNA Planning period. The 6th Cycle RHNA covers a 10-year planning period of December 31, 2018 to December 31, 2028. The Housing Element covers an 8-year planning period of December 31, 2020 through December 31, 2028.

Tentative Tract Map 20226

Tentative Tract Map 20226 entitled a 16 lot single-family residential subdivision and one lettered lot for open space, drainage, and landscape purposes on 4.52 acres on two existing parcels located south of 1st Street and west of California Street.

Pipeline Projects

An additional 146 units, including 20 affordable to moderate-income households, are considered in the pipeline of development, where the City has conducted initial discussions with a developer and the project is considered likely to proceed through the permitting process.

- Canyon Ranch is a 67.9-acre site within the City's sphere of influence, just outside the City limits near Bermudez Street and San Timoteo Canyon Road. The annexation, subdivision map, General Plan Amendment, and rezoning applications are well underway with the City, with approval expected in 2022. The site is pre-zoned with a combination of General Commercial (C2), Low Density Residential (R-1), and Very Low Density Residential (HR-VL) zoning. To support the subdivision, the site will be rezoned. Home sites will include a mix of 20,000- and 7,200-square-foot lots with a total of 126 single-family homes.
- The project at 25239 Cottage Avenue is a 2.47-acre infill property zoned High Density Residential (R-3) near the intersection of Cottage and Lilac Avenues. The maximum allowed density is 13 units per acre. It is assumed that development at this density will create units affordable at a moderate-income level based on market costs for this type of housing. This is consistent with the approach used for the Residential Sites Inventory discussed below. The City anticipates that a maximum of 20 units can be built on the site given its odd shape. The applicant filed a pre-application but has not proceeded with an official application. The applicant is aware of the R3 zoning allowing up to 13 units per acre and may resubmit for a higher yield; however, at this time only 20 units total are assumed.

Approved residential development projects credited toward the 2021-2029 RHNA can accommodate 441 units (Table C-2) and address a portion of the low-, moderate, and above moderate-income RHNA. Pipeline projects account for another 142 units. The City has a remaining RHNA of 1,468 units to be addressed through sites identification.

Table C-2: Approved & Pipeline Projects Affordability Distribution

Affordability Distribution	Ex./Very Low (0-50% AMI)	Low (50-80% AMI)	Moderate Income (80- 120% AMI)	Above Moderate Income (120%+ AMI)	Total
Approved Projects					
Specific Plans:					
Park Ave 212 senior housing (The Groves)	--	--	--	213	213
Map 20327 for 57 Condos (The Groves)	--	--	57	--	57
Map 20417 (52 residential estates)				52	52
Map 20442 (103 condos)				103	103
Map 20226 (16 lots)					16
<i>Subtotal</i>	--	--	57	384	441
Pipeline Projects					
Canyon Ranch	--	--	--	122	122
25239 Cottage Ave	--	--	20	--	20
<i>Subtotal</i>	--	--	20	122	142
<i>Total Approved & Pipeline Projects</i>	--	--	77	506	583
2021-2029 RHNA	523	311	352	865	2,051
<i>Remaining RHNA: Surplus/Remaining (+/-)</i>	-523	-311	-275	-335	-1,468

Residential Sites Inventory

State law requires that jurisdictions demonstrate in the Housing Element that the land inventory is adequate to accommodate that jurisdiction's share of the region's projected growth. After accounting for approved and pipeline projects, the City has a remaining RHNA of 1,468 units distributed across the four categories. Based on a review of the vacant and underdeveloped sites in the city, various residential and mixed-use development opportunities exist with sufficient capacity to meet and exceed the identified housing need. Vacant and underutilized sites identified in the 2014 Housing Element were reused for the inventory. Each site was evaluated using the City's geographic information system (GIS) and aerial photography to confirm that it was still undeveloped. A detailed listing of sites, consistent with State law, has been prepared as a separate excel file.

Sites Inventory Methodology

Realistic Capacity

Consistent with HCD guidelines, the methodology for determining realistic capacity on each identified site must account for land use controls and site improvements. The High Density Residential (R-3) zone allows residential development at a density up to 13 units per acre. The Groves Specific Plan mandates that the sites designated for Mixed-Use (MU) residential development be developed at a minimum density of 20 units per acre.

Special Planning Area G, south of City Hall, is a site of approximately 20 acres designated in the General Plan Land Use Element for a mix of medium density (0-9 units per acre) and senior housing (0-25 units per acre). This site has a potential of 335 units.

Special Planning Area B, generally defined as east of Anderson Street and north of Van Leuven Street, is approximately 42.5 acres. The 2014-2021 Housing Element indicated a potential for 499 dwelling units, with 419 in the extremely/very-low-income category and 83 in the moderate-income category. The site has not changed since adoption of the prior element, so the development potential estimates are carried forward. Based on the intent of designations and the potential for the development of non-residential uses, the realistic capacity assumptions are listed below.

- The development potential for R-1 zoned sites have been included in the sites inventory unless conditions have changed relative to the prior cycle. R-1 sites were considered to have development potential at 100 percent of allowed density since single-family subdivision developers historically have been achieving maximum densities. Sites smaller than 0.25 acres were considered to accommodate one dwelling unit. These sites are assigned to the Above Moderate income category.
- One 2.28-acre site is zoned Planned Community (PC). This designation allows a variety of land uses, including planned residential developments. Residential development could include condominiums, small lot single-family, or traditional single-family. It is conservatively estimated that this site could be developed with seven single-family residences at 80 percent of the capacity at four dwellings per acre. These units are assigned to the Above Moderate-Income category.
- The development potential for sites zoned Hillside Conservation (HR-C) and Rural Estates (HR-RE) was assumed at 100 percent of allowed density.
- The High Density Residential (R-3) designation provides locations for multiple-family residential development at densities up to 13 dwelling units per acre. To account for land use controls and site improvements, realistic capacity is calculated based on 80 percent of the total raw capacity for the R-3 zoned sites, which is approximately 10 dwelling units per acre. Sites smaller than 1/13 of an acre were considered to accommodate one dwelling unit. Sites with frontage of less than 50 feet and odd-shaped sites were assigned less development potential. The evaluation of each site creates a conservative estimate for projects within the City of Loma Linda, as development generally occurs at the highest potential density.

- The Groves Specific Plan specifies the projected residential development for each of the planning sub-areas. Those unit counts are utilized for the RHNA (Table C-3). Projects that utilize a density bonus, consistent with State law, can achieve up to 35 dwellings per acre for projects with eligible amenities or improvements. One of those amenities is parcel consolidation. The designation's intent to develop primarily residential uses, allowances for non-residential uses that do not lower allowable densities, and the addition of a potential density bonus ensure that development will most likely come in at the top end of the allowable density; as such, the use of 80 percent of raw capacity is reasonably conservative.

The sites inventory assumes that properties will be developed toward the higher end of the maximum allowed density based on trends the City has observed. The following projects, both in process and approved, demonstrate these trends. In particular, projects within The Groves Specific Plan achieve the maximum allowed densities (or allowed unit maximums within a planning area) and fulfill the requirements in the Specific Plan for provision of affordable housing.

- The Veterans' Village project, now complete, yielded 87 units at 20 units per acre (maximum allowed density).
- A duplex on Lind Avenue on a 0.24-acre site yielded a density of 8.3 units per acre (maximum allowed density of nine units per acre).
- A senior housing development within The Groves, with a maximum allowable density of 25 units per acre, was approved for 213 units at 23.7 units per acre.
- The Harmony Park condominium development within The Groves was approved for 57 units; the plan calls for a maximum of 60 units within the subject planning area.
- Within Planning Area 5 of The Groves, a 12.4-acre site designated Medium Density Residential (up to nine units per acre) has a pending application for 103 units, yielding 8.3 units per acre.

Almost all sites included in the sites inventory are zoned exclusively for residential use. Only six sites are zoned for mixed use development (Planned Community); those lie within The Groves Specific Plan, which identifies a planned residential unit yield within each planning area. Fifteen sites, all within Special Planning Area C, are zoned Institutional-Healthcare, with several under the control of Loma Linda University. The City has been in discussions with the University regarding preparation of a specific plan for its properties that would include provision for housing, which the University recognizes is needed for staff and graduate students. Therefore, the City has a reasonable expectation that the sites included in the inventory will develop with residential uses. While current zoning regulations require a conditional use permit for housing in the Institutional-Healthcare zone, the City considers this a temporary land use regulation pending development of a cohesive plan for Special Planning Area C.

Densities Appropriate for Accommodating Lower-Income Housing

The California Government Code states that if a local government has adopted density standards consistent with the population-based criteria set by State law (at least 20 units per acre for Loma Linda), HCD is obligated to accept sites with those density standards as appropriate for accommodating the jurisdiction's share of regional housing need for lower-income households. In Loma Linda, the R-3 zone

maximum density is 13 units per acre. Thus, sites identified as vacant or underutilized in the sites inventory are assumed to be in the Above Moderate-Income category, with these exceptions:

- The Groves Specific Plan establishes a density of 20 units per acre or higher for multi-family housing and mixed-use development. Thus, these types of housing within the specific plan have been assigned to the Extremely/Very Low-Income category.
- Available residential capacity in the R-3 zone has been assigned to the Moderate-Income category because they will be developed at a maximum density of 13 dwelling units per acre. This density should ensure that they will be affordable at a level just below the Above Moderate-Income category.
- Although a portion of Special Planning Area G is designated for Senior Housing at a maximum density of 25 dwelling units per acre, staff has conservatively estimated that the residential development would be in the Moderate and Above-Moderate-Income categories.

Assembly Bill 1397

Consistent with updated Housing Element law (Assembly Bill 1397) related to the suitability of small and large sites, the lower-income sites inventory presented in this section is made up predominately of sites between 0.5 and 10 acres in size, as the State has indicated these size parameters are most suitable for accommodating lower-income housing need. Most of the sites included in the inventory smaller than 0.5 acres are zoned R-1. For the R-3 zoned properties smaller than 0.5 acres, a few are in common ownership, thus offering the potential for lot consolidation. Program 1.1 in the Housing Plan includes an action to establish a lot consolidation ordinance.

A total of 72 sites are less than 0.5 acres or greater than 10 acres. Of these, a vacant 10.85-acre site in Special Planning Area D, The Groves Specific Plan, is estimated to have potential for approximately 99 units of lower-income housing (as noted in the prior Housing Element). The Groves Specific Plan designates the site, which is a portion of The Groves Planning Area 3-3, for Mixed-Use development at a minimum density of 20 units per acre. This site was also identified in the last two Housing Elements. No other vacant sites greater than 10 acres have potential for lower-income housing.

Two vacant sites less than 0.5 acres have potential for approximately five units of lower-income housing. Both are small properties within Special Planning Area B. The area is zoned for Institutional-Healthcare development, but the development intent articulated in the Housing Element is for mixed-use development with residential, commercial, institutional, and educational uses. Residential development is intended to be at medium and high density, including senior housing. None of Special Planning Area B has been developed in the manner defined in the last Element nor in the draft for this cycle. Both small properties were also identified in the last two Housing Elements. No other vacant sites less than 0.5 have potential for lower-income housing.

No High Density Residential (R-3) sites over 10 acres in size with development capacity were identified.

The reuse of vacant and non-vacant sites in the sites inventory is consistent with the requirements under AB 1397. Non-vacant sites included in a prior planning period's housing element (i.e., fifth cycle) and

vacant sites included in two or more consecutive planning periods (fourth and fifth cycles) must allow residential use by right at specified densities for housing developments in which at least 20 percent of the units are affordable to lower income households. Sites that are subject to the provisions of AB1397 and are indicated as such in the sites inventory table.

Residential Sites Inventory

The Housing Element Sites Inventory consists of accessory dwelling unit (ADU) projections and vacant residential and mixed-use sites. Together, these sites ensure that the remaining RHNA can be accommodated during the planning period. The sites have no identified constraints that would prevent development or reuse during the Housing Element period. Table 3 summarizes the sites inventory (see also Figures C-1 and C-2).

Table C-3: Sites Inventory Summary

	Ex./Very Low (0-50% AMI)	Low (50-80% AMI)	Moderate Income (80-120% AMI)	Above Moderate Income (120%+ AMI)	Total
RHNA					
2021-2029 RHNA	523	311	352	865	2,051
APPROVED PROJECTS					
Park 212	0	0	0	213	213
TTM 20327 for 57 Condos (The Groves)	--	--	57	--	57
TTM 20417				52	52
TTM 20442				103	103
TTM 20226					16
<i>Subtotal</i>	--	--	57	384	441
PIPELINE PROJECTS					
Canyon Ranch	0	0	0	122	122
25239 Cottage Street	0	0	20	0	20
<i>Subtotal</i>	0	0	20	122	142
SITES INVENTORY					
1. ADU Production					
Estimated ADU Production***	38	58	58	13	167
2. Vacant Land					
Hillside Conservation (HR-C), Rural Estates (HR-RE), Low Density Residential (R-1) and Planned Community (PC) Sites*	0	0	0	419	419

Table C-3: Sites Inventory Summary

	Ex./Very Low (0-50% AMI)	Low (50-80% AMI)	Moderate Income (80-120% AMI)	Above Moderate Income (120%+ AMI)	Total
High Density Residential (R-3) Sites*	0	0	288	0	288
Very High Density (R-4) Sites*	0	8	0	0	8
The Groves Mixed Use sites: Mixed Use/Very High Density (MU/VHD) residential component*	307	0	0	0	307
The Groves Single-Family sites (Medium Density Residential)*	0	0	0	103	103
Special Planning Area G (Senior Housing (R-4) and Medium Density Residential (R-2))*	0	0	225	110	335
<i>Subtotal</i>	<i>345</i>	<i>66</i>	<i>571</i>	<i>645</i>	<i>1,627</i>
3. Underutilized Sites					
Special Planning Area B (Institutional-Healthcare (I-HC) and Open Space (OS))*	416	0	83	0	499
The Groves Single-Family sites (Very Low Density Residential)*	0	0	0	60	60
The Groves Mixed Use site: Mixed Use/Very High Density (MU/VHD) residential component*	93	0	0	0	93
HR-RE sites*	0	0	0	24	24
R-1 sites*	0	0	0	41	41
R-3 sites*	0	0	288	0	288
<i>subtotal</i>	<i>509</i>	<i>0</i>	<i>371</i>	<i>125</i>	<i>1,005</i>
TOTAL PROJECTS/SITES					
Total	892	66	1,019	1,289	2,844
REMAINING RHNA					
Surplus/deficit (+/-)	+369	-245	+667	+424	+1,215
Lower-income households	+124		+667	+424	+1,215

*Affordability based on density

** Affordability based on market prices

*** SCAG estimates an affordability breakdown of ADUs as follows: 15% extremely low-income, 8% very low-income, 35% low-income, 35% moderate-income, and 8% above moderate-income. 6th Cycle Housing Element Update Technical Assistance – ADU Affordability Analysis, August 27, 2020.

ADU Projections

As allowed by State law, a projection of ADU development during the planning period is included in the sites inventory. In 2020, the City approved 16 ADUs. The demand for ADUs in Loma Linda has been increasing due to the need for affordable housing, especially demand influenced by the operation of Loma Linda University and Medical Center. Demand for ADU development is expected to increase. In May of 2021, the City adopted a new ADU ordinance to encourage development of ADUs and reflect current State law. The City projects that during the planning period (8.3 years), approximately 167 ADUs will be developed (20 per year). The affordability assumptions for the ADUs are based on SCAG's ADU affordability analysis for San Bernardino/Riverside County².

Vacant and Underutilized Sites

The vacant sites inventory includes:

- Eight Hillside Conservation (HR-C) and one Rural Estates (HR-RE) sites totaling nearly 274 acres with a capacity of 48 dwelling units and 73 Low Density Residential (R-1) and Planned Community (PC) sites totaling almost 135 acres with a capacity of 371 dwelling units credited toward the Above Moderate-Income RHNA. Two of the R-1 sites include an area that was proposed for the Montecito Memorial Park Expansion area. This site was previously slated to accommodate the expansion of Montecito Memorial Park and would have required a general plan amendment and zone change from residential to open space. However, the City declined the expansion project and has decided to maintain this area for residential uses.
- Thirty-five High-Density Residential (R-3) vacant sites totaling just over 29 acres with a capacity of 288 units. These are all credited towards the Moderate-Income RHNA. Of these, 19 sites are between 0.5 and 10 acres in size with a total capacity of 252 units. The other 16 vacant R-3 sites are less than 0.5 acres in size with a total capacity of 36 units.
- There is one Very High Density Residential (R-4) site totaling approximately 0.5 acres with a capacity of eight dwelling units credited toward the Low-Income RHNA.
- The site in Special Planning Area G, south of City Hall, is designated for development for senior housing at 25 dwelling units per acre on half the site and Moderate Density (R-2) at nine dwelling units per acre on the other half. This gives a capacity of approximately 225 units of senior housing, which is conservatively credited to the Moderate-Income RHNA, and 110 units of market-rate housing credited at the Above Moderate-Income level.
- There are five undeveloped sites within The Groves Specific Plan. Four of these sites are designated for mixed-use development with a combination of commercial and residential uses at a minimum density of 20 dwelling units per acre. These sites have a capacity of 307 units in the Lower-Income category. Given the required minimum density, these units are credited to the Extremely Low-/Low-Income category. The other undeveloped site is designated for medium

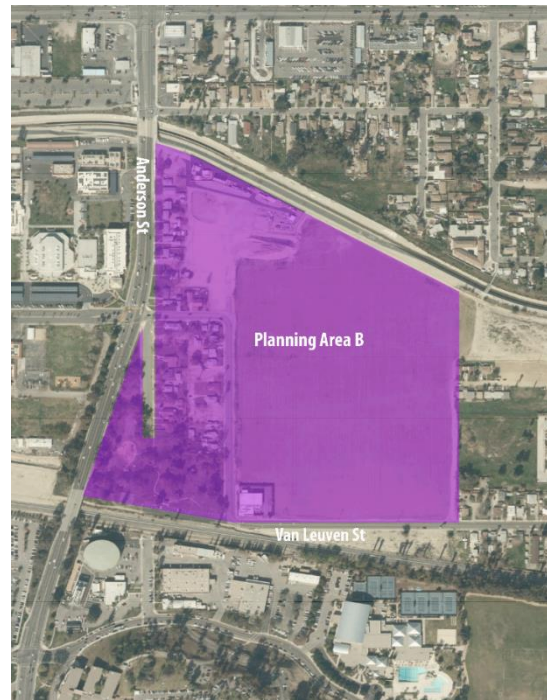
² SCAG estimates an affordability breakdown of ADUs in the San Bernardino/Riverside subregion as follows: 15% extremely low-income, 8% very low-income, 35% low-income, 35% moderate-income, and 8% above moderate-income. 6th Cycle Housing Element Update Technical Assistance – ADU Affordability Analysis, August 27, 2020.

density residential at up to nine units per acre. These units have been assigned to the Above Moderate-Income category. The Groves Specific Plan has a total available capacity of 563 units.

The underutilized sites inventory includes:

- Six R-1 sites totaling almost 15 acres with a capacity of 41 units credited toward the Above Moderate-Income RHNA.
- One HR-RE site totaling almost 25 acres with a capacity of 24 additional dwellings credited a Above Moderate-Income.
- Thirty-three R-3 sites totaling approximately 30 acres with a capacity of 288 units credited toward the Moderate-Income RHNA. Nineteen of these sites are between 0.5 and 10 acres in size, with an overall capacity of 249 units. Fourteen sites are less than 0.5 acres in size with a capacity of 39 units.
- Special Planning Area B is an underdeveloped area with a capacity of 499 units; 416 units were credited to the Extremely Low-/Very Low-Income category and 83 as Moderate-Income category in the 2014 Housing Element. Area B includes 15 parcels: four vacant and 11 improved with various types of housing. The Housing Element calls for mixed-use development in Area B, including residential (including senior housing), commercial, institutional, and educational. Residential densities are to be high or very high near streets, with medium density towards the eastern part of the site. The area includes one vacant 26.8-acre parcel, a vacant 3.32-acre parcel, and eight parcels smaller than 0.5 acres, of which two are vacant. Given the mix of vacant and developed sites, and since one development concept governs Area B, it was deemed appropriate to consider the whole area as underutilized. Conditions on this site have not changed appreciably since the adoption of the 2014 Element, so all development potential was carried over to the same income categories.
- The Groves Specific Plan includes two underutilized sites. The first, designated Planning Area 3-7 in the Plan, is in the Mixed Use/Very High Density zone with a minimum density of 20 units per acre. This site is improved with a recreational vehicle park and fast-food restaurant. The Specific Plan assigns a capacity of 93 units to the 4.6-acre site. Given the required minimum density, these units are assigned to the Extremely Low-/Low-Income category. The second site, designated Planning Area 3-6, is in the Very Low Density Residential zone, with a maximum density of two units per acre. There are a few existing single-family homes located within the Planning Area. This

Figure C-1: Planning Area B Site



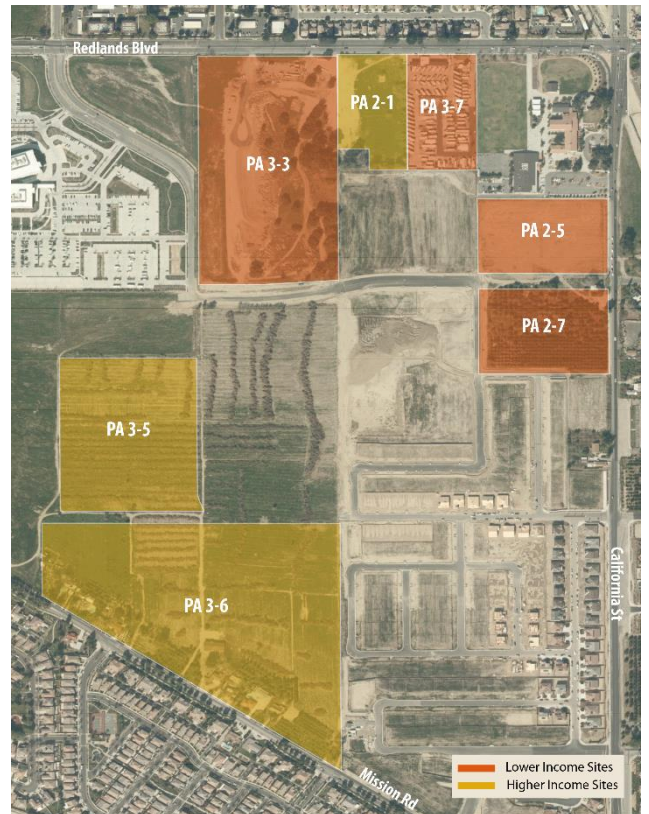
Note: Special Planning Area B includes a variety of proposed densities. Specific locations/parcels not identified.

site totals 29.3 acres with a capacity of 60 units. These units are assigned to the Above Moderate-Income category.

The appendix lists the sites and provides detailed descriptions of their characteristics. Several of these sites were included in the fifth cycle Housing Element. (The City did not adopt a fourth cycle element; thus, the fifth cycle was prepared to address both previous cycles.) For those vacant and underutilized sites that have not been rezoned to allow at least 20 units per acre (R-3), the City will create an overlay zone that allows residential use by right for housing developments in which at least 20 percent of the units are affordable to lower-income households.

Of the 191 sites included in the sites inventory, all but four are either vacant or developed with one to five single-family homes. Of those four sites, three are remnant agricultural parcels and one supports an RV park and fast-food restaurant (and is zoned for mixed-used development within The Groves Specific Plan). Existing uses are not an impediment to residential development for the reasons described below.

Figure C-2: The Groves Specific Plan Sites



- Within The Groves Specific Plan, properties are controlled by a master developer, and property owners within the plan area have agreed to the gradual transition of uses to the more intense uses allowed by the specific plan.
- The Cottage Street project represents an example of a property owner wishing to replace a duplex with a higher-density project.
- The Veterans’ Village project, which yielded 87 units on 4.37 acres, was built on a property containing five single-family units which were torn down to make way for Veterans’ Village.
- In Planning Area 3-3 within The Groves, Highpointe Communities plans to remove a discontinued surface mining operation and develop a mixed-use community per the specific plan.
- The cluster of single-family residences along Court Street, Lind Avenue, and Ohio Street form a neighborhood and are all zoned R-3. The houses, many showing signs of deferred maintenance, are interspersed with vacant lots and multifamily housing. The improvement to land value ratios are relatively low, indicating likely underinvestment. Home values in the neighborhood are at the low end of those in other neighborhood cities. At least two adjacent lots are in common ownership, which creates an opportunity for consolidation and creation of a larger lot for redevelopment.
- Conditions similar to those described immediately above apply to the R-3 neighborhood cluster of Juanita Street and Anita Street, pictured below.



Illustration of conditions in Juanita Street/Anita Street neighborhood.

Of the sites designated for the lower-income categories, the analysis reveals that vacant sites will support more than 50 percent of the RHNA for lower-income units.

- The two largest sites, within The Groves Specific Plan, are currently vacant. These sites will yield 125 lower-income units, or 15 percent of the lower-income RHNA.
- A vacant portion of Planning Area 3-3 within The Groves Specific Plan will support 66 lower-income units (eight percent of the lower-income RHNA).
- The site within Special Planning Area B is largely vacant and will yield 390 lower-income units (47 percent of lower-income RHNA).

City of Loma Linda 2021-2029 Housing Element

- Sites Inventory**
- Pipeline Projects
 - The Groves Specific Plan-Available Sites
 - Approved Projects
 - Underutilized Sites >.5 & <10 ac
 - Vacant Sites >.5 & <10 ac
- Base Map Features**
- Roads
 - Railroads
 - Water Bodies
 - City of Loma Linda Boundary
 - Sphere of Influence

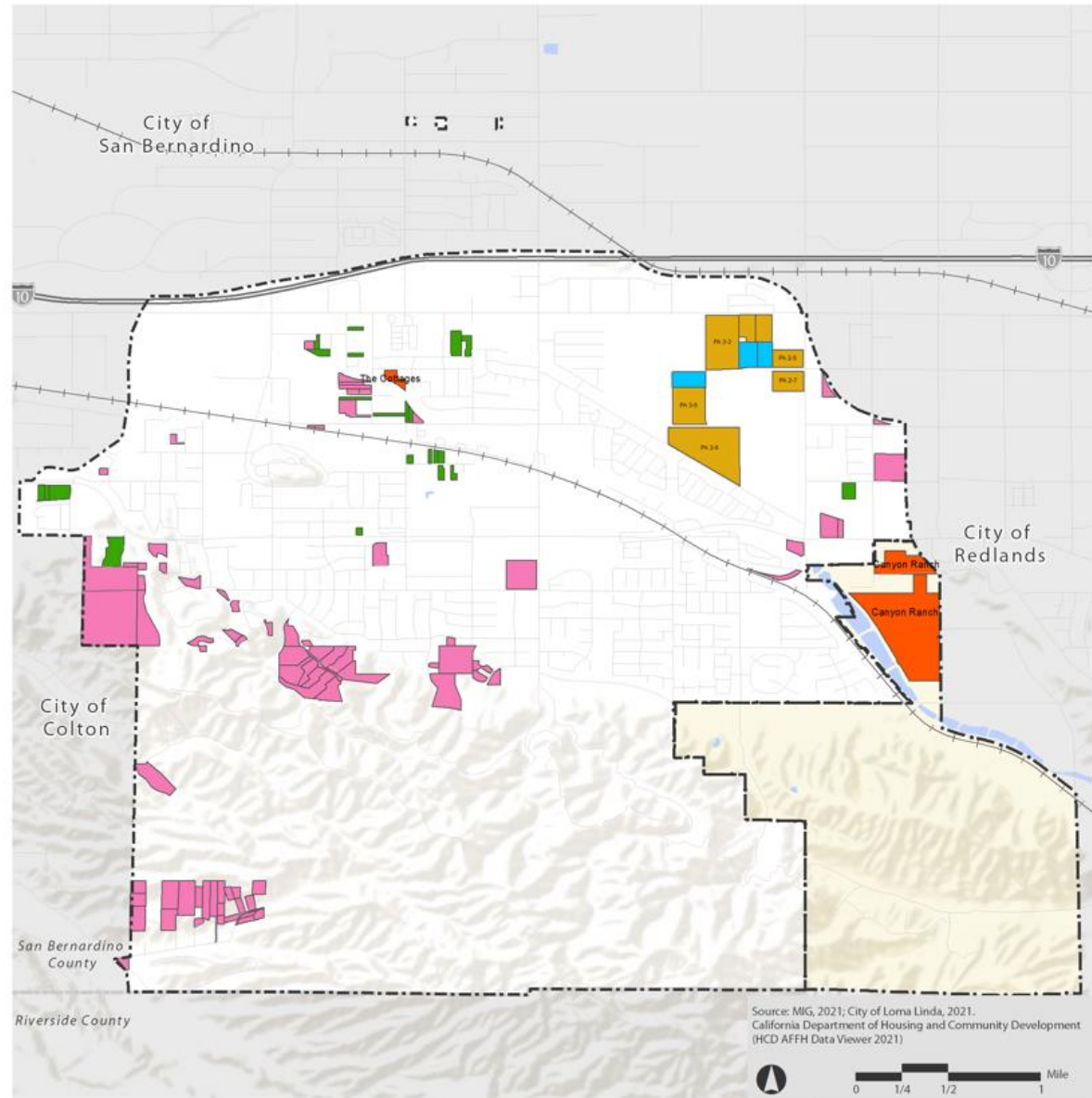


Figure C-3: Sites Inventory Map

No Net Loss Provision

Government Code Section 65863 stipulates that a jurisdiction must ensure that its Housing Element inventory can accommodate its share of the RHNA by income level throughout the planning period. If a jurisdiction approves a housing project at a lower density or with fewer units by income category than identified in the Housing Element, it must quantify at the time of approval the remaining unmet housing need at each income level and determine whether there is sufficient capacity to meet that need. If not, the city must “identify and make available” additional adequate sites to accommodate the jurisdiction’s share of housing need by income level within 180 days of approving the reduced-density project.

The Housing Plan portion of this element includes a program requiring the City to establish a means to track housing production in light of the no-net-loss requirement.

Site Infrastructure and Constraints

The sites inventoried in this Housing Element have residential land use designations and zoning in place which was determined based on surrounding land uses and has already been examined for potential environmental constraints as part of the General Plan Environmental Impact Report. Few additional constraints would impede the development of new housing units in the future on the identified sites. The City requires that project applications for new development be reviewed for adequate infrastructure. Applications are evaluated on a case-by-case basis to ensure there is the capacity to service new developments. Future residential development capacity identified within specific plan areas have infrastructure provision plans in place. State law requires a detailed identification of infrastructure needed to support planned land uses including the methods to be used for infrastructure financing and a program for implementation.

Full urban-level services are available to all the sites in the inventory other than sites zoned HR-C and HR-RE. Specifically, water and sewer service are available or are programmed to be made available for all the sites included in the inventory. Site development potential indicated in the sites inventory is consistent with development capacity reported in the General Plan. Sites in the HR-C and HR-RE zones will be evaluated for municipal services at the time development is proposed. The General Plan EIR accounts for future build-out of the City of Loma Linda. The City of Loma Linda provides water services. The City of San Bernardino provides the wastewater treatment facility. Loma Linda’s RHNA can be accommodated within the existing zoning and General Plan designated parcels in the City and therefore would not create an impact on water services beyond what was identified and analyzed in the General Plan Environmental Impact Report.

Currently the City’s Public Works Department is working on plans for a new 1.6-million-gallon water reservoir to accommodate the new and expected housing this next cycle. The project includes a new 1,500-foot water line extension to serve properties in the hillsides and other vacant properties.

All sites other than those zoned HR-C and HR-RE have access to full dry utilities. As is typically the case for new development, facilities will be installed at the time development proposals are approved in these zones, which are in the hillsides and will support large-lot single-family subdivisions. The city is served by the Southern California Gas Company (natural gas) and Southern California Edison (electricity). Telephone, television, and internet services in the local area are provided by a variety of companies.

Financial and Administrative Resources

Primary responsibility for implementation of the City's housing programs and activities lies with the City Manager and the Community Development Department, including the Planning and Building Divisions. The primary responsibilities of the Community Development Department include the overall implementation of the City's General Plan Goals and Policies through its programs such as the Zoning and the Subdivision Ordinances, as well as implementing Specific Plans. In addition, the Community Development Department is responsible for the long-range planning and physical development of the City. The department ensures the City's viability through enforcement of land use, construction, health, safety, and environmental regulations.

Several financial resources are available to the City and City residents:

- **Housing Choice Voucher (Section 8) Rental Assistance Program:** The Housing Authority of the County of San Bernardino (HACSB) administers the Housing Choice Voucher Program (formerly the Section 8 Rental Assistance Program) that extends rental subsidies to very low-income households in Loma Linda. The subsidy represents the difference between the excess of 30 percent of the recipient's monthly income and the federally approved fair market rents. In 2019, the HACSB provided rental assistance to 301 households.
- **Public Housing Units:** These units are owned and managed by the Housing Authority of the County of San Bernardino. In 2019, the HACSB owned 42 such units in the City of Loma Linda.
- **Department of Housing and Urban Development (HUD) Grants:** In the 2020-2021 program year, the City of Loma Linda received federal funding for the Community Development Block Grant (CDBG) program through the County of San Bernardino Consortium. Funds were directed at ADA Restroom Improvement at City facilities and ongoing ADA Sidewalk Improvements, homeless services through Inland Temporary Homes (dba Inland Housing Solutions), literacy education through the Loma Linda Branch of the San Bernardino County Library, and meals provided to seniors through Family Services Association.
- **Housing Authority:** With the statewide dissolution of redevelopment agencies in 2012, the City's Housing Authority assumed the responsibilities of winding down any housing programs. The Loma Linda Housing Authority's only income source are loan funds, which amount to about \$200,000 annually. The Housing Authority uses these funds to monitor previously assisted low- and moderate-income housing and to leverage production and rehabilitation efforts of non-profit developers.

The City received funding from the State of California Local Early Action Planning Grant Program (LEAP) for planning activities that accelerate housing production. LEAP provides one-time grant funding to cities and counties to update their planning documents and implement process improvements that will facilitate the acceleration of housing production and help local governments undertake their sixth cycle housing elements.

Table C-4: Affordable Housing Costs by Household Size and Tenure – 2020

Income Group	Annual Income Limits	Affordable Payment (Per State Guidelines)		Maximum Affordable Price		City of Loma Linda Housing Costs
		Renter	Owner	Home (purchase price)	Rental (per month)	
Extremely Low (0-30% AMI)						
1-Person	\$15,850	\$396	\$396	\$32,943	\$204	
2-Person	\$18,100	\$453	\$453	\$40,322	\$244	
3-Person	\$21,720	\$543	\$543	\$47,280	\$288	
4-Person	\$26,200	\$655	\$655	\$55,608	\$342	
5-Person	\$30,680	\$767	\$767	\$64,990	\$400	
Very Low (30-50% AMI)						
1-Person	\$26,400	\$660	\$660	\$88,551	\$468	
2-Person	\$30,150	\$754	\$754	\$103,836	\$545	
3-Person	\$33,900	\$848	\$848	\$111,479	\$593	
4-Person	\$37,650	\$941	\$941	\$115,959	\$628	
5-Person	\$40,700	\$1,018	\$1,018	\$117,804	\$651	
Low (50-80% AMI)						
1-Person	\$42,200	\$1,055	\$1,055	\$171,831	\$863	
2-Person	\$48,200	\$1,205	\$1,205	\$198,976	\$996	
3-Person	\$54,250	\$1,356	\$1,356	\$218,741	\$1,101	
4-Person	\$60,250	\$1,506	\$1,506	\$235,081	\$1,193	
5-Person	\$65,100	\$1,628	\$1,628	\$246,413	\$1,261	
Moderate Income (80-120% AMI)						
1-Person	\$63,250	\$1,581	\$1,845	\$338,346	\$1,389	Median condominium sales price Dec. 2020: \$298,000
2-Person	\$72,300	\$1,808	\$2,109	\$389,518	\$1,599	Gross Rent estimate: studio/ 1- bedroom: \$1,057-\$1,536 2-bedroom: \$1,304 3-bedroom: \$1,777
3-Person	\$81,300	\$2,033	\$2,371	\$432,739	\$1,778	Median home sales price Dec. 2020: \$405,000

Table C-4: Affordable Housing Costs by Household Size and Tenure – 2020

Income Group	Annual Income Limits	Affordable Payment (Per State Guidelines)		Maximum Affordable Price		City of Loma Linda Housing Costs
		Renter	Owner	Home (purchase price)	Rental (per month)	
4-Person	\$90,350	\$2,259	\$2,635	\$473,105	\$1,946	
5-Person	\$97,600	\$2,440	\$2,847	\$503,456	\$2,073	Gross Rent estimate: 4- and 5-bedroom - \$2,205+

Assumptions: California Department of Housing and Community Development 2020 income limits; 30 - 35% gross household income as affordable housing costs (depending on tenure and income level); 20% of monthly affordable cost for taxes and insurance; 10% down payment, 3% interest rate for a 30-year fixed rate mortgage loan; housing cost include utilities based on Housing Authority of the County of San Bernardino Utility Allowance by room size, 2020.

Sources: California Department of Housing and Community Development, 2020; Housing Authority of the County of San Bernardino, 2020; MIG, 2020. Rent: U.S. Census 2019 ACS 5-Year Estimates Detailed Tables (B25031), Housing Prices: CoreLogic California Home Sale Activity by City, December 2020.

Appendix D

EVALUATION OF PROGRESS TOWARD IMPLEMENTING THE 2014-2021 HOUSING ELEMENT

This Appendix D analyzes program performance from the 2014-2021 Housing Element programs. State law (California Government Code Section 65588[a]) requires each jurisdiction to review its Housing Element as frequently as appropriate and evaluate:

- The appropriateness of the housing goals, objectives, and policies in contributing to the attainment of State housing goals
- The effectiveness of the Housing Element in attaining the community's housing goals and objectives
- Progress in implementing the Housing Element

This evaluation provides information regarding the extent to which programs have achieved stated objectives and whether these programs continue to be relevant to addressing current and future housing needs in Loma Linda. The evaluation provides the basis for recommended modifications to policies and programs and the establishment of new housing objectives.

Special needs groups require particular attention when developing goals, as these groups have more limited resources to find suitable housing and often look for assistance. As a small city, Loma Linda partners with and relies upon County and non-profit service providers to help provide assistance to special needs groups. During the 2014-2021 planning cycle, the City has focused on increasing housing opportunities for senior households and veterans. The Groves Specific Plan, adopted in 2018, provides for 213 units dedicated for senior housing (market rate). The 87-unit Loma Linda Veterans' Village was completed, providing family and permanent supportive housing for low-income and disabled veterans. The City has advanced discussions with Loma Linda University to incorporate housing into the University's master plans for Special Planning Areas B and C. Also, the City rezoned many properties to "Institutional-Health Care", which includes as allowable uses group homes, residential care facilities, and other assisted living and senior living care facilities—housing that meets the needs of special needs households.

Table D-1: 2014-2021 Program Accomplishments

2014-2021 Housing Element Program	Progress and Continued Appropriateness
<p>Program 5.1: Adequate Sites Enhance housing opportunities for all, by providing a range of different housing types and unit sizes for varying income ranges and lifestyles.</p>	<p>The City continues to provide appropriate land use designations and maintain an inventory of suitable sites for residential development. In 2018, the City created and adopted The Groves at Loma Linda Specific Plan that designated areas for 1,000 more residential units, ensuring sufficient residential capacity is maintained to accommodate the RHNA needs. The new Specific Plan will allow for low-density and very-high density development at all income levels.</p> <p><i>Continued Appropriateness:</i> The 2021 Housing Element will include an updated adequate sites program that will reflect the new RHNA and sites inventory. A revised version of this program will remain in the Housing Element.</p>
<p>Program 5.2: Housing Opportunities for Special Needs Groups Provide housing opportunity to meet the special housing needs of special needs residents.</p>	<p>The City works with Inland Housing Solutions to help provide homeless families housing. The program offers housing navigation, security deposits, rental assistance, utility deposits, mental health services, life skills classes, and follow-up services. The City has rezoned all institutional zones to “institutional-healthcare” allowing more medical, health, and wellness related uses. In addition, the code lists the allowable uses and requirements for group homes, residential care facilities, and other assisted living and senior living care facilities. Lastly, the Planning Commission has been recommending to developers during the hearing process to provide as much accessible pathways in common areas as possible, such as wider sidewalks and additional elevators.</p> <p><i>Continued Appropriateness:</i> Providing affordable housing opportunities to special needs groups is important to the City and will remain a program in the Housing Element.</p>
<p>Program 5.3: Affordable Housing Development Assist in the provision of adequate housing to meet the needs of the community.</p>	<p>Staff has worked with non-profit developers to develop housing that meets needs of lower-income renters, seniors, veterans, and others, helping to identify available sites and providing technical assistance. City staff provided technical assistance to a housing developer to develop up to six low-income units with preference to veterans at 80 percent AMI; those units will be deeded very low-income for next 45 years. The City also issued the Certificate of Occupancy for the Loma Linda Veterans Village complex which opened in 2019 with 87 units; 36 units are set aside for very low-income veterans up to 50 percent of AMI and 14 units for disabled renters.</p>

Table D-1: 2014-2021 Program Accomplishments

2014-2021 Housing Element Program	Progress and Continued Appropriateness
	<p><i>Continued Appropriateness:</i> Facilitating the production of affordable housing is important to the City and will remain a program in the Housing Element.</p>
<p>Program 5.4: Housing Choice Voucher Program Assist in the provision of adequate housing to meet the needs of the community.</p>	<p>The City works with the County of San Bernardino Housing Authority, which administers housing choice vouchers in the City of Loma Linda, including project-based vouchers for Loma Linda Veterans Village. Currently there are 315 voucher holders in the City. The County has a waiting list of over 47,000 households.</p> <p><i>Continued Appropriateness:</i> The Housing Choice Voucher program is an important affordable housing resource for City residents and will remain in the Housing Element with updated objectives for preservation of vouchers and continued coordination with SBHA.</p>
<p>Program 5.5: Comprehensive Development Code Update Periodically review City regulations, ordinances, permitting processes, and residential fees to ensure that they do not constrain housing development and are consistent with state law.</p>	<p>The City hired consultants in 2014/2015 to undertake a focused update of the City's zoning ordinance to achieve consistency with the General Plan. The updated code, adopted in 2017, allowed for ADUs in compliance with state law; addressed emergency shelters and allowed homeless shelters by-right; defined transitional/supportive housing, and modified development standards to allow higher density. The definition of "family" was also modified, and it explicitly addressed the residential care facilities requirement. No planning entitlements are required for ADU nor are development impact fees collected.</p> <p>In 2020, the City hired consultants to update other portions of the development code to reflect current State laws and clear up the inconsistencies in and conflicts with other chapters of the municipal code. In this effort, the City also updated the General Plan Land Use Element to eliminate confusing language and created a one-map system for zoning and General Plan land use designations. In 2021, the City adopted a new ADU ordinance to reflect current State law. In November 2021, the City adopted objective design standards for multi-family residential projects and mixed-use developments that are at least two-thirds residential.</p>

Table D-1: 2014-2021 Program Accomplishments

2014-2021 Housing Element Program	Progress and Continued Appropriateness
	<p><i>Continued Appropriateness:</i></p> <p>Removal of development constraints remains a commitment. This program will remain in modified form to focus on staying up to date with State laws.</p>
<p>Program 5.6: Lot Consolidation and Subdivision Mitigate potential governmental constraints to housing production and affordability.</p>	<p>The City revised development standards for nonconforming smaller lots in the latest code update, which can now build up to 60 percent lot coverage, rather than the typical maximum lot coverage 40 percent for single-family residential zoned lots that are 7,200 sq ft or more. Staff continues to encourage developers to consider multi-family/senior housing in new Specific Plan area (adopted in 2018) and is exploring other opportunities for new housing development.</p> <p><i>Continued Appropriateness:</i></p> <p>This program objective will remain in the Housing Element either as a stand-alone program or as part of a more comprehensive program addressing new housing development.</p>
<p>Program 5.7: Water and Sewer Service Providers Deliver to all public agencies or private entities that provide water or sewer services to properties within the City of Loma Linda a copy of the 2014-2021 Housing Element.</p>	<p>The City submitted the adopted Housing Element to water and sewer providers within city limits consistent with the requirements of State law.</p> <p><i>Continued Appropriateness:</i></p> <p>This remains a requirement of Housing Element law and will remain in the updated Housing Element.</p>
<p>Program 5.8: Code Enforcement Maintain and improve the quality of existing housing and residential neighborhoods in Loma Linda.</p>	<p>Through the Code Enforcement Department, the City has been able to encourage the maintenance, enhancement, and rehabilitation of the existing housing stock, as well as improve overall housing conditions in Loma Linda. Building and Fire officials also provide inspection services on a complaint, as-needed basis. Through the implementation of the online complaint form, staff is better able to document the complaints and address them in a more timely manner.</p> <p>The City receives very few code enforcement complaints, with the majority of them related to overgrown vegetation.</p> <p><i>Continued Appropriateness:</i></p> <p>Property maintenance helps maintain the housing stock and preserve affordable housing. This program will remain in the Housing Element with quantifiable objectives consistent with available funding.</p>

Table D-1: 2014-2021 Program Accomplishments

2014-2021 Housing Element Program	Progress and Continued Appropriateness
<p>Program 5.9: Housing Rehabilitation Program Maintain and improve the quality of existing housing and residential neighborhoods in Loma Linda.</p>	<p>The City’s Housing Rehabilitation Program was active up until the elimination of the redevelopment agency, as it relied solely on redevelopment funds. No other funding sources are now available. Code enforcement and other departments help with the maintenance, enhancement, and rehabilitation of the existing housing stock using General Fund resources.</p> <p><i>Continued Appropriateness:</i> Programs 5.8 and 5.9 will be combined to address housing preservation and to define potential supplemental funding sources.</p>
<p>Program 5.10: Housing At-Risk of Conversion to Market Rate Housing Maintain and improve the quality of existing housing and residential neighborhoods in Loma Linda.</p>	<p>Based on City records, between 2014-2021, no assisted housing developments in Loma Linda have been at risk of losing their affordability status. Instead, the City has gained more affordable units. During the 2021-2029 cycle, two assisted housing developments have been identified to be at risk, with 30-year covenants expiring in 2029 and 2030. Staff will continue to monitor the status of existing and future affordable housing. Should any property become at risk of converting to market rate, the City will work with owner, interested groups, and state or federal agencies to help conserve the affordable housing stock.</p> <p><i>Continued Appropriateness:</i> This program provides the impetus to find ways to extend covenants. An updated version of this program will be included in the Housing Element and will include details based on an updated at-risk analysis.</p>
<p>Program 5.11: Fair Housing Promote equal housing opportunity for all residents.</p>	<p>The City of Loma Linda takes affirmative steps to promote fair housing practices by contracting with the Inland Fair Housing and Mediation Board to provide fair housing services for City residents and housing professionals. The City advertises fair housing services through flyers at public counters and City mailers, on the City website and at other community locations. In addition, the City works with other housing agencies such as the San Bernardino County Housing Authority to help post and share information.</p> <p><i>Continued Appropriateness:</i> Fair housing practices are critical to ensuring equal opportunities for all residents. An expanded version of the program will remain in the Housing Element consistent with</p>

Table D-1: 2014-2021 Program Accomplishments

2014-2021 Housing Element Program	Progress and Continued Appropriateness
<p>Program 5.12: Reasonable Accommodation Promote equal housing opportunity for all residents.</p>	<p>new State laws requiring cities to Affirmatively Further Fair Housing (AB 686, 2018).</p> <p>City staff understands the importance of providing reasonable accommodation to further housing opportunities for people with disabilities and considers requests for accommodation when determined to be reasonable based on fair housing laws. There are minor deviation applications, variance request forms, director allowances, and other similar procedures that help create a process for making requests for reasonable accommodations to land use and zoning decisions regulating the siting, development, and use of housing for people with disabilities and other specific needs.</p> <p><i>Continued Appropriateness:</i> This program will be modified to more explicitly define the reasonable accommodation process as a ministerial process.</p>

Appendix E

AFFIRMATIVELY FURTHERING FAIR HOUSING

Introduction

In January 2017, California Assembly Bill 686 (AB 686) introduced an obligation to affirmatively further fair housing (AFFH). AB 686 defined “affirmatively further fair housing” to mean “taking meaningful actions, in addition to combat discrimination, that overcome patterns of segregation and foster inclusive communities free from barriers that restrict access to opportunity” for persons of color, persons with disabilities, and other protected classes. The law added a requirement for an assessment of fair housing in the Housing Element to include the following components: 1) a summary of fair housing issues and assessment of the City’s fair housing enforcement and outreach capacity, 2) an analysis of segregation patterns and disparities in access to opportunities, 3) an assessment of contributing factors, and 4) an identification of fair housing goals and actions. For Loma Linda, the primary data sources for the AFFH analysis are the County of San Bernardino 2020-2025 Analysis of Impediments to Fair Housing Choice (AI) and the State of California Department of Housing and Community Development (HCD) AFFH Data Viewer.

Fair Housing Assessment

Fair housing is a condition in which individuals of similar income levels in the same housing market have like ranges of choice available to them regardless of race, color, national origin, religion, sex, disability, familial status, ancestry, age, marital status, gender, gender identity, gender expression, genetic information, sexual orientation, source of income, or any other arbitrary factor.

Fair Housing Enforcement and Capacity

The County of San Bernardino 2020 – 2025 AI serves as the fair housing planning document for the County of San Bernardino. San Bernardino County receives annual funding allocations from the United States Department of Housing and Urban Development’s (HUD) Community Development Block Grant (CDBG), HOME Investment Partnerships (HOME), and Emergency Solutions Grant (ESG) Programs. As a condition of receiving these funds, the County is required to complete an AI. The AI covers the unincorporated areas of the County, as well as the municipalities that participate in San Bernardino County’s CDBG program, such as Loma Linda (as well as Adelanto, Barstow, Big Bear Lake, Colton, Grand Terrace, Highland, Montclair, Needles, Redlands, Twentynine Palms, Yucaipa, and Yucca Valley). The purpose of the AI is to identify impediments to fair and equal housing opportunities in San Bernardino County. The AI provides an overview of the laws, regulations, conditions, or other possible obstacles that may affect access to housing and other services in the County.

Loma Linda residents have access to the Inland Fair Housing and Mediation Board (IFHMB), which serves San Bernardino County in providing fair housing education, outreach, and enforcement services. The IFHMB:

- Assists persons believed to have been harmed by discriminatory housing practices
- Helps people identify government agencies that handle complaints of housing discrimination
- Conducts preliminary investigation of claims
- Carries out testing and enforcement activities to prevent or eliminate discriminatory housing practices
- Educates the public and housing providers about equal opportunity in housing and compliance with fair housing laws.

HUD's Regional Office of Housing and Equal Opportunity and the State of California Department of Fair Employment and Housing also investigate fair housing violations and allegations of discrimination based on a person's status as a member of one of the State or federally protected categories. The following summarizes housing discrimination complaints filed with these organizations between 2014 and 2019.

Complaints Filed with IFHMB

IFHMB reported receiving 680 housing discrimination complaints in San Bernardino County, with a majority (70 percent) alleging disability as the basis of discrimination, followed by race with 12 percent of cases. No information was available regarding the outcome of complaints received, whether conciliated or referred to an enforcement agency. The City does not maintain records regarding the number or type of referrals, as staffing and other resources are constrained. The IFHMB has not been able to provide information to the City regarding the number of complaints originating from Loma Linda residents. The Housing Plan section of this Housing Element includes Program 5.1 regarding education of residents and landlords regarding fair housing laws.

Complaints Filed with HUD

HUD's regional office reported it had received a total of 198 formal complaints of alleged housing discrimination occurring within the jurisdiction of San Bernardino County: 26 originating from the City of San Bernardino, 19 from Ontario, 18 from Fontana, 17 from Upland, 14 Ranch Cucamonga, 12 Victorville, 11 from Rialto, 10 from Hesperia, and other jurisdictions and communities in the County responsible for fewer than 10 complaints each over the five-year period (such as Loma Linda). In 2019, 168 cases had been closed and 30 were open and pending. A majority of the closed cases (110) were closed after investigation and a no-cause determination. Disability was the most often cited basis of discrimination, alleged in 53 percent of the 198 cases reported. Race was the second most alleged basis of discrimination (21 percent).

Complaints Filed with the California Department of Fair Employment and Housing (DFEH)

DFEH reported receiving, processing, and closing 169 complaints of housing discrimination originating in San Bernardino County. Disability was again the most often cited basis of discrimination, alleged in 53 percent of the 169 cases reported. Race was again the second most alleged basis of discrimination (22 percent of cases).

Local Data

HCD's AFFH Data Viewer provides additional information on local fair housing enforcement and outreach. Fair housing inquiries data from HUD indicates that from 2013 to 2021, 11 inquiries originated from Loma Linda residents, or 0.46 inquiries per 1,000 residents. The basis for the complaints is only available for two of the inquiries: disability and race. Compared with surrounding jurisdictions, the number of inquiries per 1,000 residents was lower than the in City of San Bernardino (0.55 inquiries per thousand residents), similar to the level of inquiries seen in the cities of Colton and Rialto, and higher than the level of inquiries in Grand Terrace, Redlands, and Highland.

Fair Housing Lawsuits and Litigation

In April 2017, a lawsuit was filed against Loma Linda Heritage Associates by the United African-Asian Abilities Club. The suit alleged that Loma Linda Heritage apartment complexes violated fair housing and American with Disabilities Act (ADA) laws for failure to meet accessibility standards and architectural barriers, and failure to make reasonable modifications or accommodations for persons with disabilities to use and enjoy or have equal access to dwellings and facilities. The case was dismissed a few months later after a confidential settlement was reached.

Segregation and Opportunity Patterns and Trends

The AFFH analysis must address areas of ongoing and concentrated segregation and integration and compare concentrations of protected characteristics and incomes. The following information discusses the levels of segregation and integration for race and ethnicity, income, familial status, persons with disabilities.

Race/Ethnicity

The ethnic and racial composition of a region is useful in analyzing housing demand and any related fair housing concerns as it tends to demonstrate a relationship with other characteristics such as household size, locational preferences, and mobility. White (non-Hispanic) and Hispanic residents make up most of the City's population. Compared with the County of San Bernardino, the City has about half the proportion of Hispanic and three times the proportion of Asians/Pacific Islanders. As shown in Table E-1, since 2010, both the proportion and number of White residents have decreased while the proportion and number of Black residents have doubled. This is indicative of the City becoming more diverse.

Table E-1: Race and Ethnicity

Demographic Profile	2010		2019	
Race/Ethnicity	Number	Percentage	Number	Percentage
White (non-Hispanic)	9,384	41%	7,822	32%
Hispanic	6,204	27%	6,821	28%
Black	1,078	5%	2,345	10%
Asian/Pacific Islander	5,823	25%	6,275	26%
Other	348	2%	921	4%

Sources: American Community Survey 2006-2010 & 2015-2019 5-year estimate

Figure E-1 shows the distribution of non-white residents in Loma Linda. Most of the City block groups show a population that is between 60 and 80 percent non-white. Within the City there are no concentrations of non-white population, although two block groups located southwest of the Barton Road and Mountain View Avenue intersection show a lower proportion of non-white population. Compared with the surrounding area, the City of Loma Linda has a similar demographic makeup to cities to the east but has a lower proportion of non-white residents compared to cities to the west. The AFFH Data Viewer provides a measurement of the predominant racial/ethnic group for each census tract and the extent of the group’s prominence. This is measured as predominant (> 50 percent), sizeable (10-50 percent), and slim (< 10 percent). Most of the City shows a White majority; however, the dominance values are quite low and range between 0.14 and 13.93. There is one Census tract with a slim Hispanic majority (7.44) south of Redlands Boulevard between Anderson Street and Mountain View Avenue. This Census tract also correlates with slightly lower income, higher proportion of renters, and higher CalEnviroScreen results.

According to HUD, “The dissimilarity index (or the index of dissimilarity) is a commonly used measure of community-level segregation. The dissimilarity index represents the extent to which the distribution of any two groups (frequently racial or ethnic groups) differs across census tracts or block groups. The values of the dissimilarity index range from 0 to 100, with a value of zero representing perfect integration between the racial groups in question, and a value of 100 representing perfect segregation between the racial groups.” Dissimilarity index values between 0 and 39 generally indicate low segregation, values between 40 and 54 generally indicate moderate segregation, and values between 55 and 100 generally indicate a high level of segregation. The dissimilarity index compares a particular racial group’s distribution in the county against the distribution of White, non-Hispanic residents.

Table E-2 summarizes the dissimilarity indices of different racial groups in San Bernardino County. The table presents values for 1990, 2000, and 2010, all calculated using census tracts as the area of measurement. The “current” figure is calculated using block groups. Because block groups are typically smaller geographies, they measure segregation at a finer grain than analyses that use census tracts and as a result, often indicate slightly higher levels of segregation than census tracts. The AI provides a

discussion of segregation at the census tract-level from 1990 through 2010 and then examines the “current” figures calculated using block groups.

Table E-2: Racial/Ethnic Dissimilarity Trends San Bernardino County and Region

Racial/Ethnic Dissimilarity Index	San Bernardino County				Riverside-San Bernardino-Ontario Region			
	Census Tract Level			Current (2010)	Census Tract Level			Current (2010)
	1990 Trend	2000 Trend	2010 Trend		1990 Trend	2000 Trend	2010 Trend	
Non-White/White	36.4	43.3	46.1	48.6	32.9	38.9	39.0	41.3
Black/White	45.2	47.6	50.0	54.0	43.7	45.5	44.0	47.7
Hispanic/White	39.9	47.8	49.8	51.1	35.6	42.4	42.4	44.0
Asian or Pacific Islander/White	38.3	41.2	41.3	48.0	33.2	37.3	38.3	43.1

Black residents have had the highest dissimilarity index values since 1990 among all racial groups. This segregation has increased slightly since then and is considered a moderate level. Hispanic residents experience the second highest levels of segregation and are similar to those of Black residents in 2010. Hispanic residents saw the greatest change in segregation levels between 1990 and 2010, with the dissimilarity index value increasing by nearly 10 points. Asian or Pacific Islander residents have had lower levels of segregation since 1990 but have increased slightly since then. **In comparison to the region, the County has slightly higher levels of segregation; however, segregation has also been increasing in the region since 1990.**

The “current” dissimilarity index values for the County are higher than the values calculated at the census tract level in 2010. However, values for all racial groups remain in moderate levels of segregation. Similar to census tract level values, current dissimilarity index values for all pairings are lower in the region than in San Bernardino County.

To assist in this analysis of integration and segregation, the Department of Housing and Community Development (HCD) and the California Tax Credit Allocation Committee (CTCAC) created Opportunity Maps to identify resources levels across the state. These opportunity maps are made from composite scores of three different domains (economic, environmental, and education) made up of a set of indicators. The opportunity maps include a measure or “filter” to identify areas with poverty and racial segregation (Census tracts with at least 30 percent of the population under the federal poverty line and a location quotient higher than 1.25 for Blacks, Hispanics, Asians, or all people of color in comparison to the County). According to the California Fair Housing Task Force’s 2021 opportunity maps, there is one census tract or area of high racial segregation and poverty in Loma Linda. This tract is located in the northwestern-most corner of the City. This tract covers a portion of the City of Colton, so it is likely also picking up data from that city. Regionally, areas with high segregation and poverty are largely located in the City of San Bernardino, Adelanto, Victorville, and Barstow (HCD AFFH Data Viewer).

Persons with Disabilities

Disabled residents face housing access and safety challenges. Disabled people, in most cases, are of limited incomes and often receive Social Security income only. As such, much of their monthly income is often devoted to housing costs. In addition, disabled persons may face difficulty finding accessible housing because of the limited number of such units. In 2019, 3,301 residents in Loma Linda lived with a disability, representing 13.8 percent of City residents. Most residents with a disability are 75 years and over (53.7 percent), followed by those 65 to 74 years of age (34 percent). The most prevalent disability types among disabled Loma Linda residents are ambulatory and independent living disabilities, which combined make up almost half of the disabilities tallied.

Figure E-2 shows the population of persons with a disability by census tract in the City using American Community Survey (ACS) data from 2015-2019. At a regional level, Loma Linda is similar to the rest of the county in that almost all of the census tracts have less than 20 percent of their population living with a disability. However, the map reveals a lower concentration of residents with disabilities in three areas of the City: north of Barton Road in the area where Loma Linda University is located (as well as the areas just north and west of it), northeast of the Mountain View Avenue and Redlands Boulevard intersection, and northeast of the California Street and Barton Road intersection.

Familial Status

Single-parent households require special consideration and assistance because of the greater need for day care, health care, and other services. In particular, female-headed households with children tend to have lower incomes and a greater need for affordable housing and accessible daycare and other supportive services. Loma Linda has 1,119 female-headed family households, representing 15.2 percent of households. Household type and income are closely linked. In Loma Linda in 2019, 15.2 percent of female-headed households live below the poverty level compared to nine percent of married or couple families.

Figure E-3 shows the percent of children in married-couple households in the region and the percent of children in female-headed households (no spouse/partner) using ACS data from 2015-2019. Loma Linda has a concentration of children living in married couple households (more than 80 percent) in most parts of the city, except for the area surrounding Loma Linda University and Medical Center, as well as the areas just north and west of these institutions. A concentration of children living in female-headed households (no spouse/partner) occurs near the university (Figure E-4). Compared to the region, Loma Linda has similar proportions of female-headed households to cities in eastern San Bernardino County, such as Redlands, Yucaipa, and Highland and less than that of the City of San Bernardino. The proportion of married-couple households in Loma Linda most closely resembles Redlands and generally has slightly higher proportions of these households than most cities in the County.

Income Level

According to the 2019 ACS, the median household income for Loma Linda was \$55,607, which is lower than the County of San Bernardino median household income of \$67,903. Median household income differs by tenure; owner households earn almost twice what renter households make. Census data indicate that 16.8 percent of residents live in poverty, as defined by federal guidelines. This proportion is

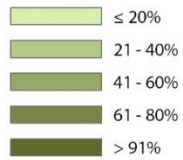
slightly higher than the County of San Bernardino where 16 percent of residents live in poverty. Figure E-5 shows that in Loma Linda, the neighborhood southeast of the Barton Road and Mountain View Avenue intersection has the highest median income, while the northwest areas of the City have the lowest median income. This may reflect a higher student population around the university. These areas generally coincide with a concentration of residents living in poverty, as shown in Figure E-5.

Identifying low or moderate-income (LMI) geographic areas and individuals is important to overcome patterns of segregation. HUD defines an LMI area as a Census tract or block group where over 51 percent of the population is LMI (based on HUD income definition of up to 80 percent of the AMI). Figure E-6 shows the LMI areas in Loma Linda by Census block group. At the County level, the latest iteration of this data from the 2011-2015 American Community Survey (ACS) shows 894,868 low- and moderate-income residents in San Bernardino County against a population of 2,043,425. This yields a low- and moderate-income percentage of 43.79 percent countywide. In other words, 43.79 percent of people living in San Bernardino County are members of households earning less than 80 percent of Area Median Income. Though significant, this percentage is similar to the broader geographical region. Neighboring Orange County's percentage was 49.26; Los Angeles, 56.03; and San Diego, 47.70. Many areas in central San Bernardino County have high proportions of LMI areas, particularly in the City of San Bernardino, Adelanto, Victorville, and Barstow. Loma Linda has a similar low- and moderate-income percentage of 42.6 percent. Within the City, LMI areas are mostly around the university in the northwest areas of the City.

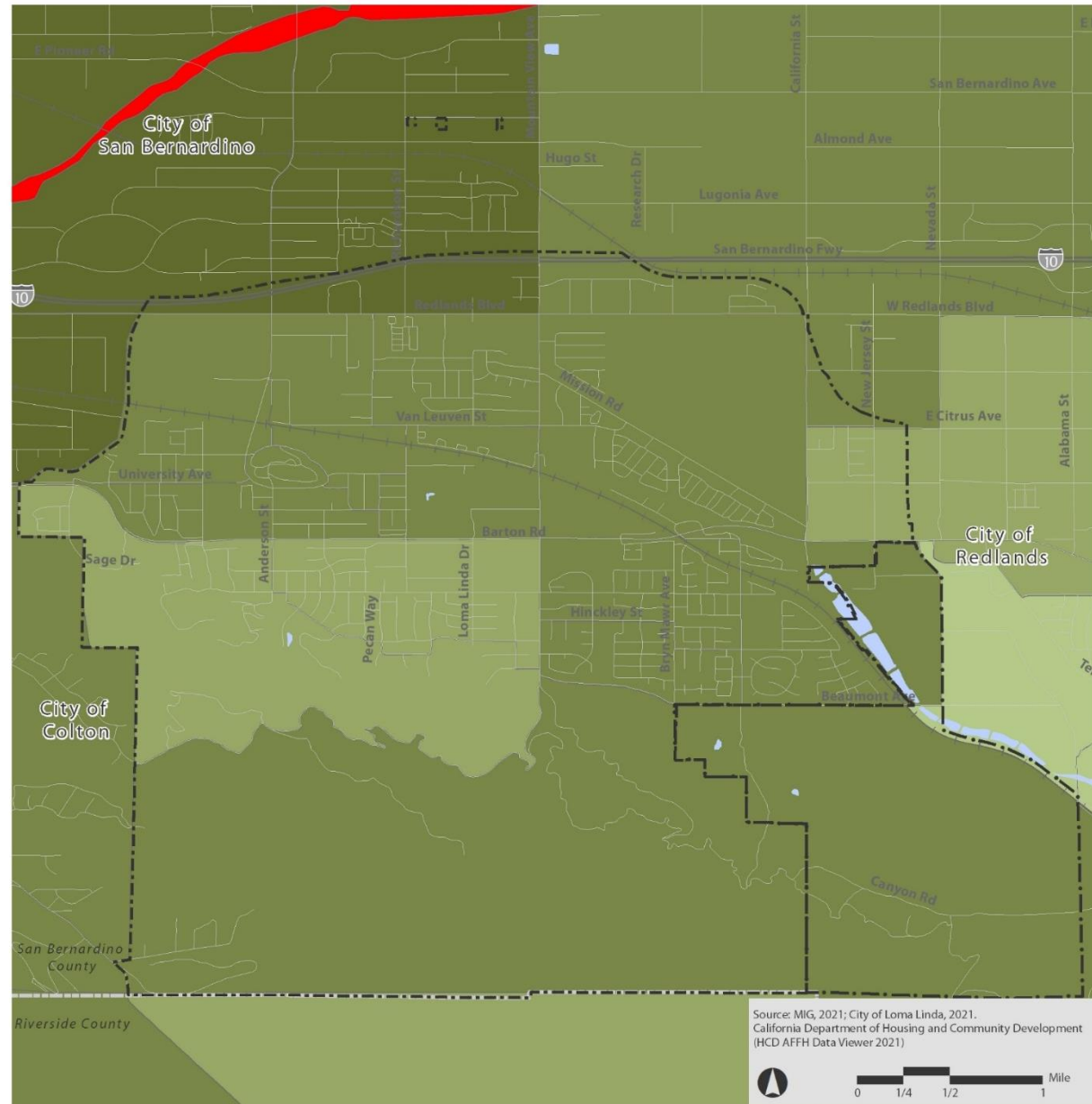
City of Loma Linda 2021-2029 Housing Element

**Figure E-1:
Racial Demographics
2018 Block Group**

Percent of Total Non-White Population



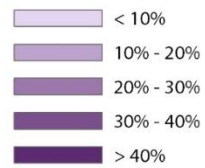
Base Map Features



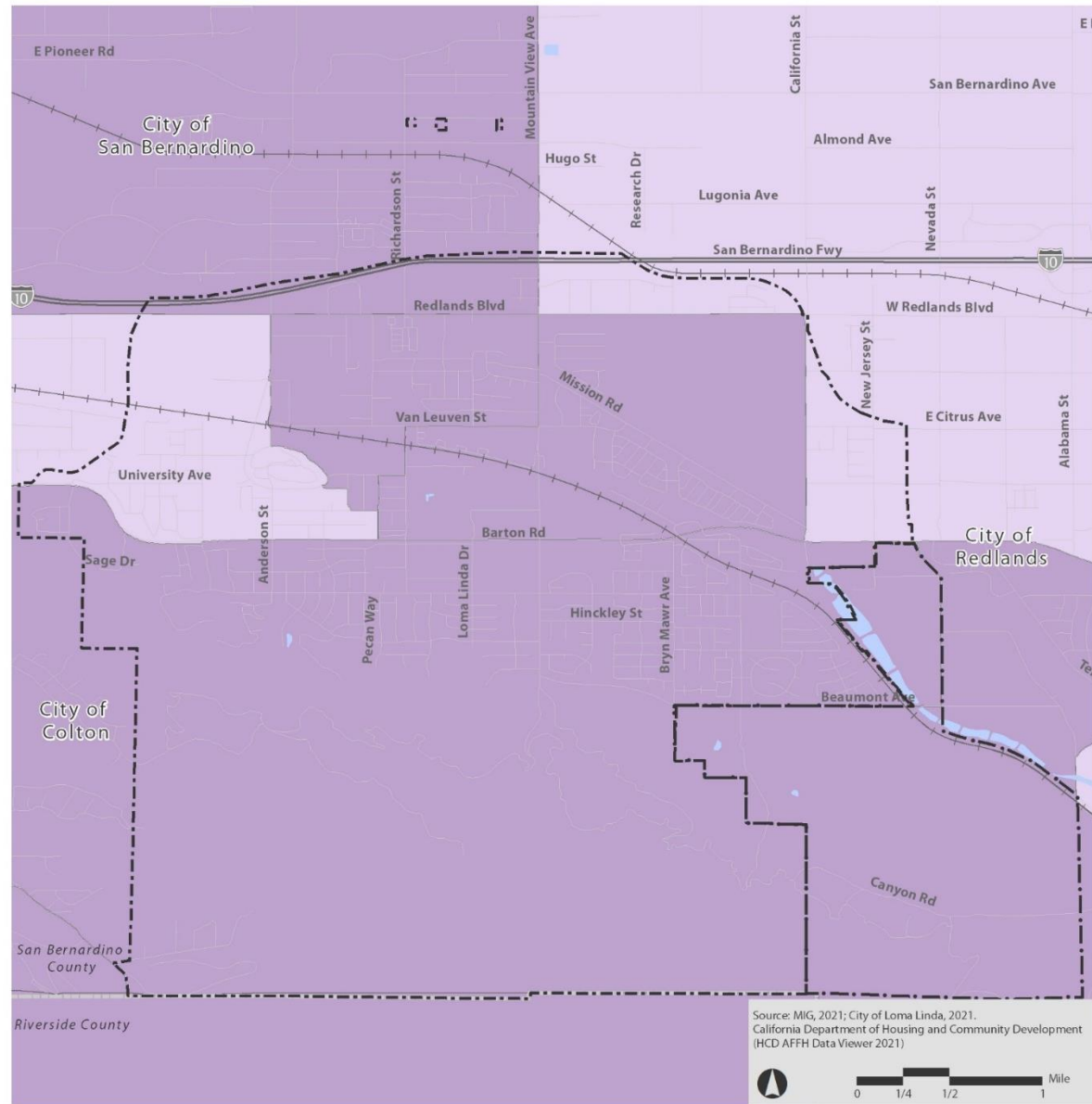
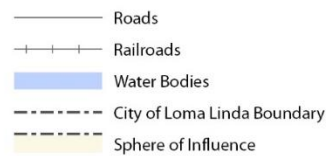
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**Figure E-2:
Population with Disability
(ACS, 2015-2019)**

Percent of Population with a Disability

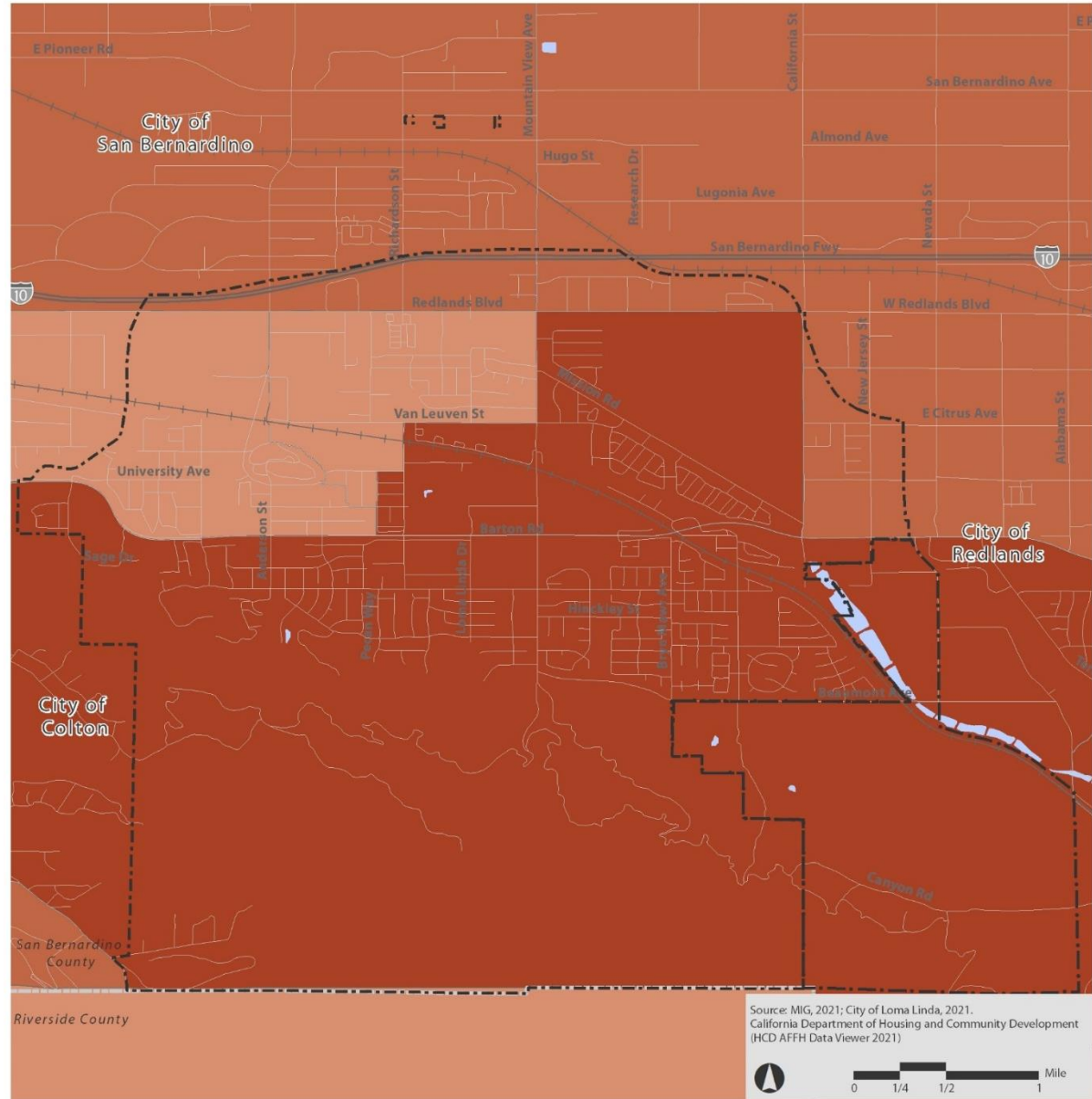
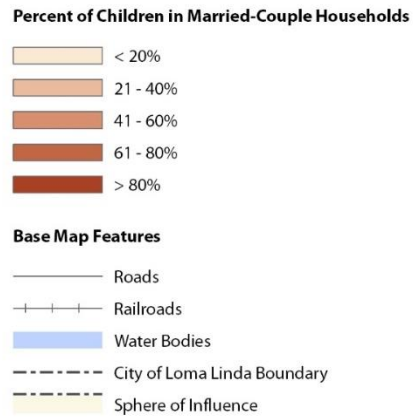


Base Map Features



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**Figure E-3:
Percent of Children in
Married-Couple Households
(ACS, 2015-2019) - Tract**



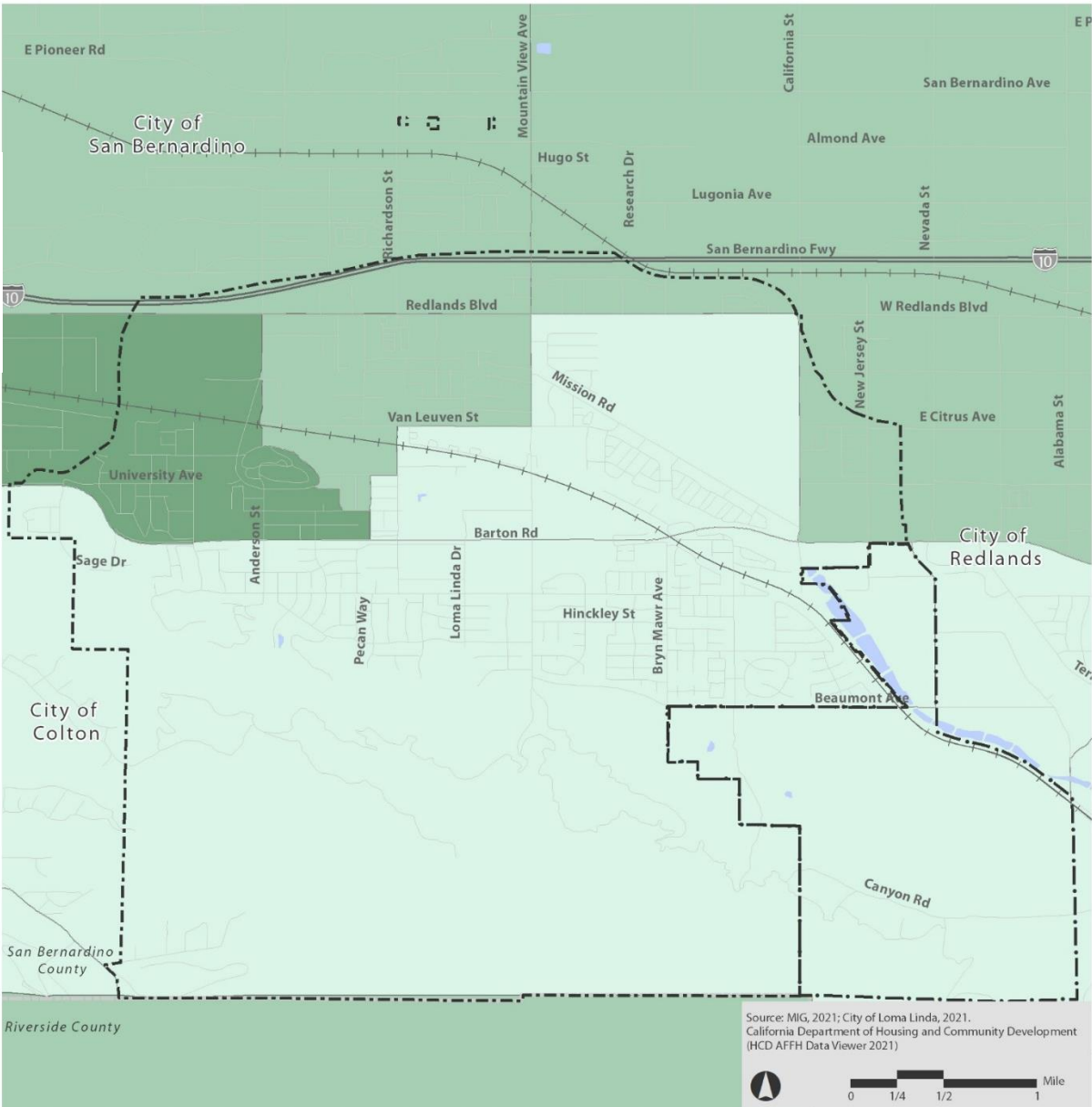
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**Figure E-4:
Percent of Children in
Female-Headed Households
(No Spouse/Partner)
(ACS, 2015-2019) - Tract**

Percent of Children in Female
Headed Households (No Spouse/Partner)

- < 20%
- 21 - 40%
- 41 - 60%
- 61 - 80%
- > 80%

- Base Map Features**
- Roads
 - Railroads
 - Water Bodies
 - City of Loma Linda Boundary
 - Sphere of Influence



Source: MIG, 2021; City of Loma Linda, 2021.
California Department of Housing and Community Development
(HCD AFFH Data Viewer 2021)



City of Loma Linda 2021-2029

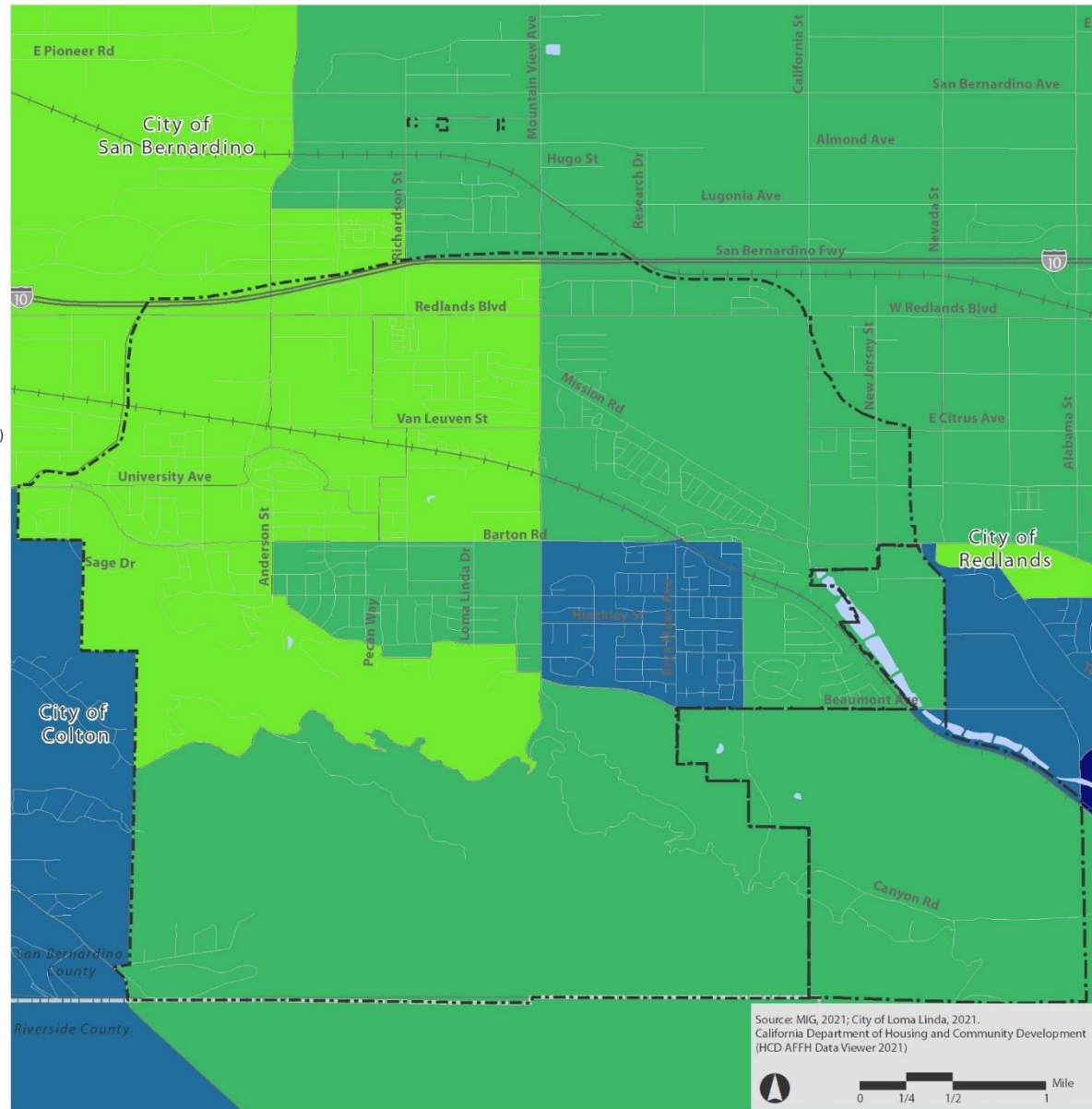
**Figure E-5:
Median Income
(ACS, 2015-2019) – Block
Group**

Median Household Income

- < \$30,000
- < \$55,000
- < \$87,000 (HCD 2020 CA Median Income)
- < \$125,000
- Greater than \$125,000

Base Map Features

- Roads
- Railroads
- Water Bodies
- City of Loma Linda Boundary
- Sphere of Influence



Source: MIG, 2021; City of Loma Linda, 2021.
California Department of Housing and Community Development
(HCD AFFH Data Viewer 2021)



Racially/Ethnically Concentrated Areas of Poverty (R/ECAP)

Racially or ethnically concentrated areas of poverty (R/ECAPs) are census tracts with relatively high concentrations of non-white residents with these residents living in poverty. An area is designated a R/ECAP if two conditions are satisfied: first, the non-white population, whether Hispanic or non-Hispanic, must account for at least 50 percent of the census tract population. Second, the poverty rate in that tract must exceed a certain of either 40 percent or three times the overall poverty rate for the County, whichever is lower.

Census tracts with this extreme poverty that satisfy the racial/ethnic concentration threshold are deemed R/ECAPs. R/ECAPS are meant to identify areas where residents may have historically faced discrimination and continue to be challenged by limited economic opportunity. According to HUD, Loma Linda has no census tracts that qualify as R/ECAPs, which is confirmed by data in the HCD AFFH Data Viewer. Regionally, there are R/ECAPs located in the City of San Bernardino’s downtown area, around UC Riverside, and northwest of Grand Terrace. While Loma Linda has no R/ECAPs, concentrated areas of poverty that correspond within areas of high diversity occur around the university. As mentioned earlier, Hispanics have a prominence value of 7.44 percent in one Census tract northwest of the City. This area coincides with LMI areas and renters.

Racially Concentrated Areas of Affluence

Racially or Ethnically Concentrated Areas of Affluence (RCAAs) are generally understood to be neighborhoods with both high concentrations of non-Hispanic White households and high household income rates. As mentioned previously, much of Loma Linda has a White majority with a prominence value between 0.14 and 13.93, which is considered slim to sizeable. In Loma Linda, two block groups with higher-income households exist in the neighborhood southeast of Barton Road and Mountain View Avenue and do overlap with a Census tract with a prominence value of 13.93 for White (non-Hispanic) residents. However, this Census tract is quite large and covers parts of Colton and Redlands.

Compared with San Bernardino County, the City has a similar racial demographic makeup to cities in eastern San Bernardino. These cities also tend to have higher median incomes. Cities in central and western San Bernardino County tend to have higher concentrations of Hispanic residents and lower incomes.

Opportunity Access

Barriers exist beyond fair housing issues that can limit access to opportunities in education, employment, transportation, low poverty environments, and environmentally healthy neighborhoods. To facilitate the access to opportunity analysis, HUD provides a table titled “Opportunity Indicators by Race/Ethnicity” (Table E-2) that measures access to opportunity by seven indices for jurisdictions receiving direct HUD funds. The indices allow comparison of opportunity indicators by race and ethnicity, for households below and above the poverty line, among jurisdictions, and to the region. With these indices, a higher number is correlated to a better outcome. Each index should not be thought of as a percentage but as an “opportunity score.”

Since the County of San Bernardino is the recipient of HUD funds, a county-level data table is available from HUD’s Affirmatively Furthering Fair Housing Data and Mapping Tool (AFFH-T) for each index by race

and ethnicity and is shown in Table E-3. The AFFH-T also provides a map with Census tract and block-level data and was used to extrapolate city-level data for Loma Linda. The map provides index scores for each census tract or block group, but not by race and ethnicity. An average was taken from all local census tracts to get an overall score for each of the indices.

- **The environmental health index** summarizes potential exposure to harmful toxins at a neighborhood level and is based on the U.S. Environmental Protection Agency's (EPA) estimates of air quality (carcinogenic, respiratory, and neurological toxins). The higher the value, the better the environmental/air quality of a neighborhood. The County generally scores higher across all racial and ethnic groups than the region. However, Hispanic and Asian residents in the County experience the greatest exposure to poor environmental/air quality. White and Native American populations experience the highest environmental/air quality levels, although scores are lower for Native Americans living below the poverty level. The City of Loma Linda has an overall score of 34, which is lower than all the racial and economic groups in the County and region, meaning residents of Loma Linda experience poor levels of environmental/air quality.
- **The low poverty index** captures poverty in a neighborhood or jurisdiction. The higher the score, the lower the area's exposure to poverty. The County has moderate levels of exposure to poverty and some disparities exist among racial and ethnic groups. Asian and White residents are exposed to the lowest levels of poverty, whereas Hispanic and Native American residents below the poverty line experience the greatest exposure to poverty. In comparison to the region, the County scores lower. Loma Linda has a low poverty index score of 44, similar to that of the County.
- **The school proficiency index** uses test scores from fourth-grade students to determine whether neighborhoods have high-performing or low-performing elementary schools. The higher the score, the higher the quality of elementary schools in the area. The school proficiency index score for the County indicates some disparity in access to proficient schools among racial and ethnic groups. Hispanic and Black residents have the least access to proficient schools, while White and Asian residents have the best access. Black, Hispanic, and Native American residents have disproportionately less access to proficient schools relative to White residents and are especially low for those living below the poverty level. Compared to the County, Loma Linda generally has a similar score of 46.
- **The labor market index** presents the general strength of human capital and labor market engagement in each area. The higher the score, the higher labor market engagement. Asian and White residents experience the highest levels of labor market engagement in the County, whereas Hispanic, Native American, and Black residents experience the lowest. Those living below the poverty line have significantly lower levels of labor market engagement. Loma Linda has an overall score of 54, which is higher than that of the County and somewhat similar to that of the region, indicating that residents have moderate access to jobs.
- **The transit index** is based on estimates of transit trips taken by a family. The higher the score, the more likely residents are to utilize public transportation. Transit usage is generally low and relatively uniform throughout the County. The highest usage occurs in the southwestern portion of the County. The transit index score indicates some differences in levels of transit usage among racial and ethnic groups. Asian, Hispanic, and Black residents have the highest levels of transit

usage. In comparison to those below the poverty line, transit use increases slightly for most groups. In the region, transit usage is generally higher and there are fewer disparities among racial and ethnic groups. In Loma Linda, the transit index score is 51, which is higher than the County and region. The City is located in the part of the County where transit usage is generally the highest. The regional transit bus agency, Omnitrans, operates a rapid bus line in Loma Linda to serve the university and medical center.

- The low transportation cost index** is based on estimates of transportation expenses for a family. The higher the score, the lower the transportation cost for an area. Low transportation cost index scores are low and relatively uniform throughout the County. Similar to the transit trip index, Asian, Black, and Hispanic residents have greater access to low-cost transportation. Loma Linda has a score of 51, indicating that similar to the transit index, residents have better access to more affordable transportation options.
- The job proximity index** quantifies the accessibility of a given residential neighborhood as a function of its distance to all job locations within the region, with larger employment centers weighted more heavily. The higher the score, the better access to employment opportunities is for a given area. In the County, job proximity scores are similar across all racial and ethnic groups, but labor market engagement scores are low for Black, Hispanic, and Native American residents indicating there are likely other factors prohibiting access to jobs than just proximity. Loma Linda has a score of 61, indicating better proximity to jobs than that of the County and the region.

Table E-3 - Opportunity Indicators by Race/Ethnicity

(San Bernardino County, CA CDBG, ESG) Jurisdiction	Low Poverty Index	School Proficiency Index	Labor Market Index	Transit Index	Low Transportation Cost Index	Jobs Proximity Index	Environmental Health Index
Total Population							
White, Non-Hispanic	45.07	49.38	30.97	31.42	22.57	49.24	69.18
Black, Non-Hispanic	33.46	35.10	21.87	41.18	32.28	50.98	53.81
Hispanic	32.72	35.29	21.47	40.95	32.25	49.37	46.33
Asian or Pacific Islander, Non-Hispanic	49.75	47.81	39.93	42.03	35.19	51.06	48.19
Native American, Non-Hispanic	33.23	39.10	21.36	30.10	22.24	54.23	68.75
Population below federal poverty line							
White, Non-Hispanic	33.88	44.22	22.53	30.87	23.50	48.14	71.08
Black, Non-Hispanic	26.40	28.18	15.31	40.45	31.19	49.36	56.29
Hispanic	24.03	31.82	16.00	41.85	34.69	51.21	46.32

Table E-3 - Opportunity Indicators by Race/Ethnicity

(San Bernardino County, CA CDBG, ESG) Jurisdiction	Low Poverty Index	School Proficiency Index	Labor Market Index	Transit Index	Low Transportation Cost Index	Jobs Proximity Index	Environmental Health Index
Asian or Pacific Islander, Non-Hispanic	32.53	35.89	26.76	44.04	40.10	56.54	47.20
Native American, Non-Hispanic	24.80	25.47	18.76	34.10	30.59	58.09	54.61
(Riverside-San Bernardino-Ontario, CA) Region							
Total Population							
White, Non-Hispanic	52.61	50.65	34.50	37.96	25.75	49.50	55.48
Black, Non-Hispanic	42.80	41.50	27.18	42.55	31.82	49.72	44.22
Hispanic	37.51	37.99	24.20	43.12	32.68	47.81	42.38
Asian or Pacific Islander, Non-Hispanic	60.42	56.42	43.02	41.92	29.18	48.25	42.29
Native American, Non-Hispanic	41.19	40.74	25.06	36.84	26.34	50.16	56.24
Population below federal poverty line							
White, Non-Hispanic	38.39	42.36	25.55	38.74	29.20	49.95	56.84
Black, Non-Hispanic	27.15	30.84	17.39	43.48	34.78	48.95	44.86
Hispanic	23.78	31.06	16.42	44.76	36.54	49.34	42.23
Asian or Pacific Islander, Non-Hispanic	42.30	43.14	30.51	45.00	37.05	51.32	39.74
Native American, Non-Hispanic	30.24	34.37	20.61	39.17	32.05	52.23	50.63

Source: HUD Affirmatively Furthering Fair Housing Data and Mapping Tool (AFFH-T), Table AFFHT004, November 2017.

Education

Information on K-12 schools in Loma Linda (from www.publicschoolreview.com) shows that the City has only one public school (Bryn Mawr Elementary) and two private schools (Loma Linda Academy and Loma Linda Children's Center). The public school's testing ranking is 8/10, which is in the top 30 percent of public schools in California for the 2018-2019 school year. Bryn Mawr Elementary is located southeast of the City and in a modest resources area. Bryn Mawr's student population is 83 percent non-white, a majority of whom are Hispanic. Loma Linda Academy ranks among the top 20 percent of private schools in California,

where 60 percent of students are non-white. Loma Linda Children Center is a daycare facility. Both of these private schools are located near Loma Linda University, a low resource area.

Transportation

San Bernardino County residents in urban and suburban areas generally have direct access to transportation infrastructure. The County is traversed by several major freeways within its boundaries (including Interstate 15, 10, and 210 some of which border or are in very close proximity to Loma Linda). Proximity to these highways allows access to employment and other activity centers in Los Angeles and Orange County.

Additionally, the City scored 6.5 in the AllTransit Performance Score (Center for Neighborhood Technology 2019, AllTransit, alltransit.cnt.org) indicating that the City had a moderate combination of trips per week and number of jobs accessible enabling a negligible number of people to take transit to work. The City's score was higher than the County score of 4.4. AllTransit data also show that in Loma Linda, 88.3 percent of workers live within one-half mile of transit—the same as the 88.3 percent for the County. Loma Linda has access to bus service provided by the Riverside Transit Authority and Omnitrans. Omnitrans has a network of high-frequency, high-quality bus rapid transit routes throughout the County, known as sbX. One of these routes, the Green Line, runs along Tippecanoe Avenue, ending at the Loma Linda Medical Center. Additionally, the San Bernardino County Transportation Authority is in the process of implementing a new rail service, known as Arrow, between Redlands and Downtown San Bernardino. A station is planned to be located at Tippecanoe Avenue and Hardt Street and will have a connection point with Omnitrans' Green Line.

Employment/Economic

Local economic characteristics impact local housing needs, even though these characteristics may not be directly related to fair housing. These economic characteristics include the types of jobs available within the municipality, the way residents access jobs (e.g., auto, transit, etc.), the types of occupations held by residents, and their household income. Residents in Loma Linda are primarily employed in educational services, and health care and social assistance (47 percent), retail trade (10 percent), and professional, scientific, and management, and administrative and waste management services (seven percent). The median incomes for these industries are \$50,221, \$25,641, and \$39,297, indicating that about half of the City's working population is employed in a middle wage occupation. The major employer in the City is Loma Linda University Medical Center, which includes both medical and educational institutions. Employment characteristics are important, as they have a direct relationship with income. In Loma Linda, the other half of workers outside of the educational services and health care/social assistance industry are making less than \$50,000, indicating the need for expanding access to higher-paying industries.

In terms of unemployment, October 2021 unemployment data from the State Employment Development Department reported that San Bernardino County had an unemployment rate of 6.3 percent while the State of California had an unemployment rate of 6.4 percent. Loma Linda had a lower level of unemployment (4.7 percent), among cities in western and central San Bernardino County, San Bernardino (8.4 percent), Colton (6.6 percent), Montclair (5.0 percent), Ontario (5.6 percent), and Fontana (5.9 percent). Unemployment was similar in Redlands (4.3 percent) and Yucaipa (4.8 percent).

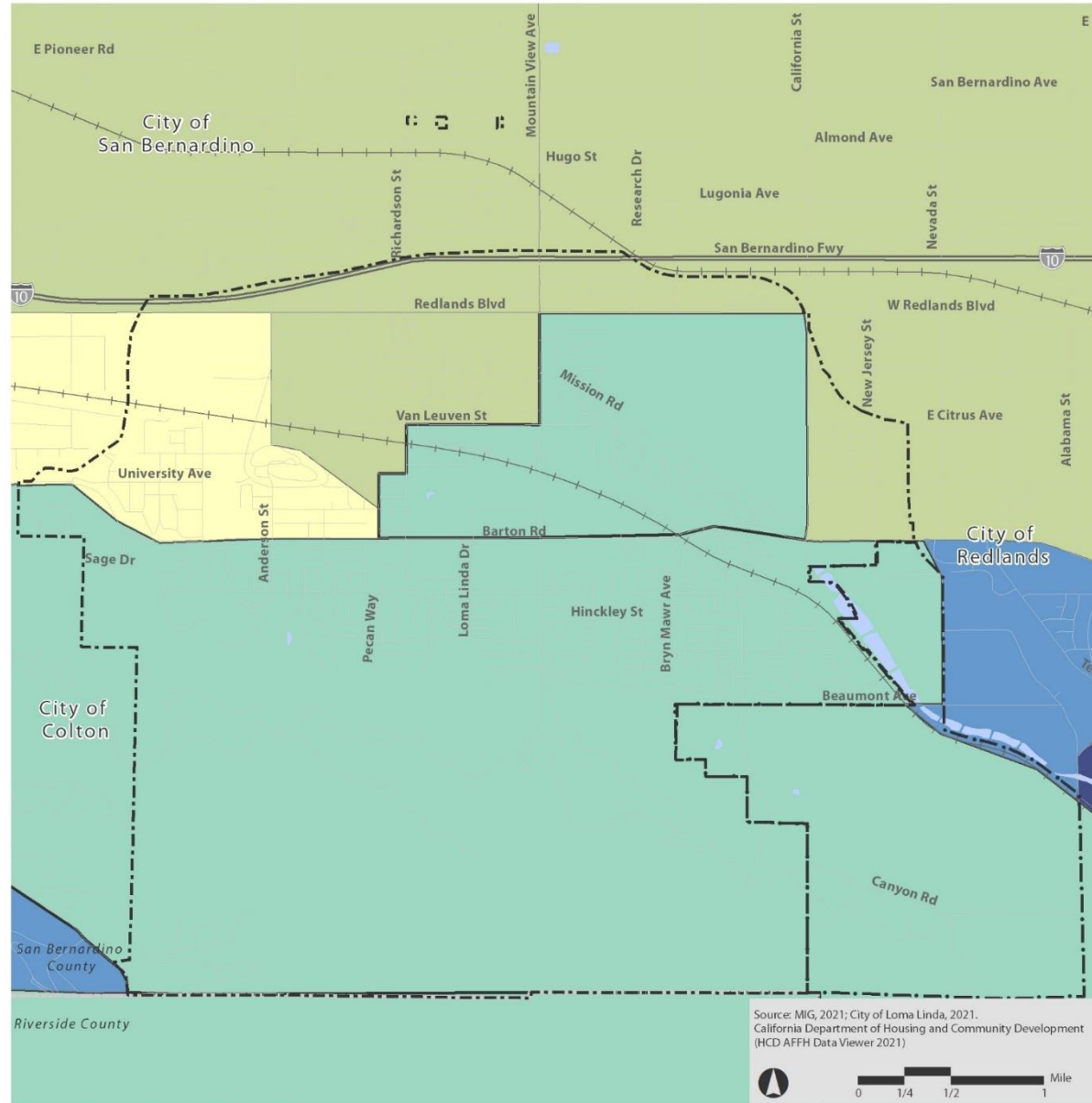
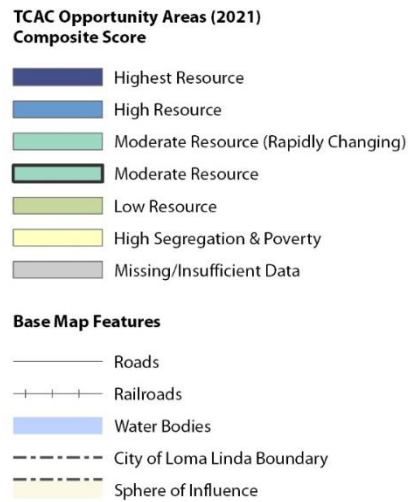
TCAC Opportunity Maps

HCD and the California Tax Credit Allocation Committee (TCAC) coordinated efforts to produce opportunity maps that evaluate specific economic, environmental, and educational characteristics that have been shown by research to support positive economic, educational, and health outcomes for low-income families. The TCAC/HCD Opportunity Maps are intended to display the areas that offer low-income children and adults the best chance at economic advancement, high educational attainment, and good physical and mental health. The primary function of TCAC is to oversee the Low-Income Housing Tax Credit (LIHTC) Program, which provides funding to developers of affordable rental housing. The opportunity maps play a critical role in shaping the future distribution of affordable housing in areas with the highest opportunity.

Shown on Figure E-6, most of the City is designated as a moderate resource area. Two areas have lower designations: the area generally located south of I-10, north of Van Leuven Street between Anderson Street and Mountain View Avenue is designated a low resources area. The area around the university, as well as areas to the north and west of it, are designated as a high segregation and poverty area, likely due to a significant population of college students. Low resource areas are mostly located in the northernmost portion of the City, directly south of Interstate 10. This area is also predominantly industrial, with several pockets of mobile home and multi-family developments. TCAC and HCD define these as areas where there

City of Loma Linda 2021-2029 Housing Element

**Figure E-6:
TCAC Opportunity Areas
(2021) Composite Score -
Tract**



are fewer opportunities to access jobs, education, and lower home values in this tract in addition to other economic, environmental, and educational indicators. **The designation of Low Resource means the City has a need to prioritize its resources towards improving opportunities for current and future residents.**

Disproportionate Housing Needs

Disproportionate housing need generally refers to a condition in which significant disparities exist in certain groups of residents experiencing a category of housing need when compared to the total population experiencing that category of housing need in the applicable geographic area. The disproportionate housing need analysis looks at cost burden, overcrowding, and environmental justice. Overall, data shows that disproportionate housing need prevails in the northwest areas of the City. Details are provided below.

Cost Burden

State and federal standards specify that households spending more than 30 percent of their gross annual income on housing experience a “housing cost burden.” When a household spends more than 30 percent of its income on housing costs, it has less disposable income for other necessities such as health care. In Loma Linda, 39 percent of households are overpaying for housing. Lower-income households have a much higher rate of overpayment at 74 percent. Overpayment also varies by tenure. For owner-occupied households, 27 percent of all households are overpaying compared to 54 percent of lower-income owner households. For renter households, 47 percent of all households are overpaying compared with 76 percent of lower-income renter households.

Figures F-7 and F-8 show cost burden (overpayment) for homeowners and for renters. Compared with the surrounding areas, Loma Linda has a lower level of cost burden for homeowners, with most parts of the City showing cost burden for homeowners under 40 percent. No homeowner cost burden data are available for the area around the university or areas to the north and west. The areas northeast of the Mountain View Avenue and Barton Road intersection have the lowest levels of cost burden among homeowners. For renters, all areas of the City show cost burden for 40 to 60 percent of renter households. Most cities in the region have areas of cost burden exceeding 80 percent of renter households, but Loma Linda does not.

Overcrowding and Substandard Housing

In response to a mismatch between household income and housing costs in a community, some households may not be able to buy or rent housing that provides a reasonable level of privacy and space. According to both California and federal standards, a housing unit is considered overcrowded if it is occupied by more than one person per room (excluding kitchens, bathrooms, and halls). In Loma Linda, 335 units (4.8 percent) of housing units are overcrowded. Proportionally, overcrowding is the same for both rental and owner units. Figure E-9 shows that most of Loma Linda has overcrowding rates lower than California (8.2 percent) and lower than most areas in the region. Within the City, the area generally bounded by Redlands Boulevard, Anderson Street, Mountain View Avenue, and Van Leuven Street have the highest level of overcrowding (15.73 percent). In contrast to the level of overcrowding in the City, cities in central and western San Bernardino County (San Bernardino, Rialto, Fontana, Bloomington and Colton) show significantly more tracts with overcrowding levels higher than the State average. Cities east

of Loma Linda (Redlands and Yucaipa) show few tracts with overcrowding levels higher than the State average.

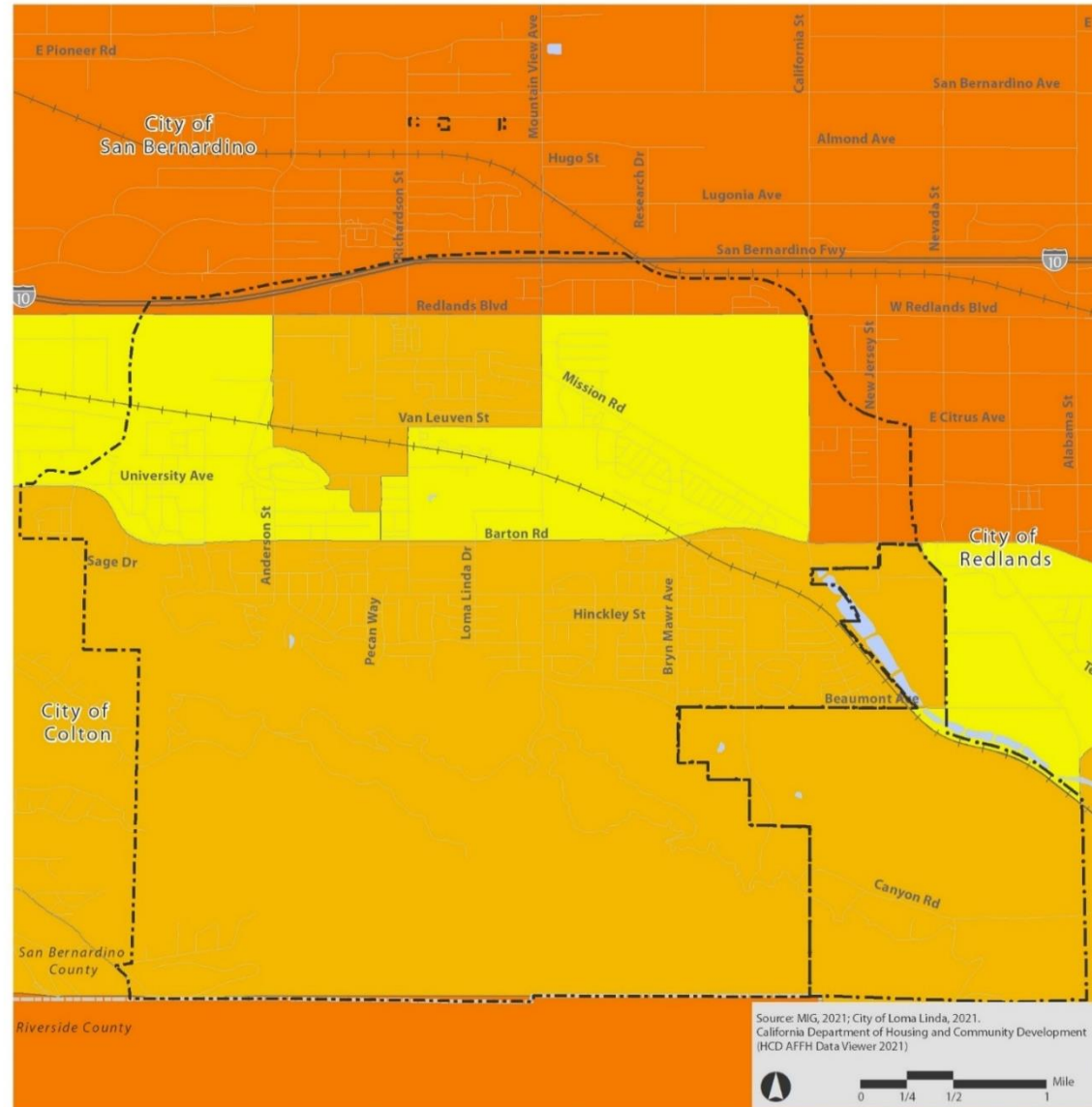
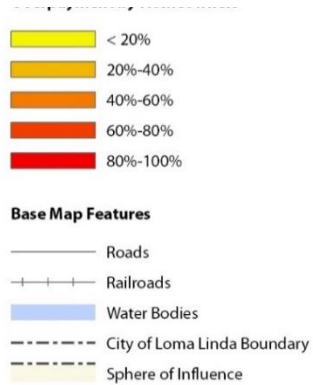
Substandard housing is housing that poses a risk to the health, safety, and/or physical well-being of residents. These issues can increase the risk of disease, crime, poor mental health, and other social impacts. HUD CHAS data (2014-2018) provide an estimate of households with at least one of four housing problems that contribute to substandard housing (incomplete kitchen facilities, incomplete plumbing facilities, more than one person per room, or cost burden greater than 30 percent). In Loma Linda, 42.3 percent of households reported one of these housing problems, a level slightly lower than San Bernardino County (44.9 percent) and the State (44.3 percent).

Environmental Justice

The California Office of Environmental Health Hazard Assessment (OEHHA) developed a screening methodology to help identify California communities disproportionately burdened by multiple sources of pollution called the California Communities Environmental Health Screening Tool (CalEnviroScreen). In addition to environmental factors (pollutant exposure, groundwater threats, toxic sites, and hazardous materials exposure) and sensitive receptors (seniors, children, persons with asthma, and low birth weight infants), CalEnviroScreen also takes into consideration socioeconomic factors. These factors include educational attainment, linguistic isolation, poverty, and unemployment. Research has shown a heightened vulnerability of people of certain ethnicities and lower socioeconomic status to environmental pollutants. Figure E-10 shows CalEnviroScreen results in Loma Linda. The map shows that two census tracts have an overall CalEnviroScreen score of 82 and 90 percent meaning that these areas experience significant pollution burdens and socioeconomic characteristics. These census tracts in particular score 80 percent and above in particulate matter, ozone, drinking water contaminants, pesticides, and poverty. The two census tracts can also be considered disadvantaged communities (DAC) consistent with SB 535. These DACs are defined as the top 25 percent scoring areas from CalEnviroScreen along with other areas with high amounts of pollution and low socioeconomic characteristics. The DACs are located in and around the university and neighborhoods to the north and west.

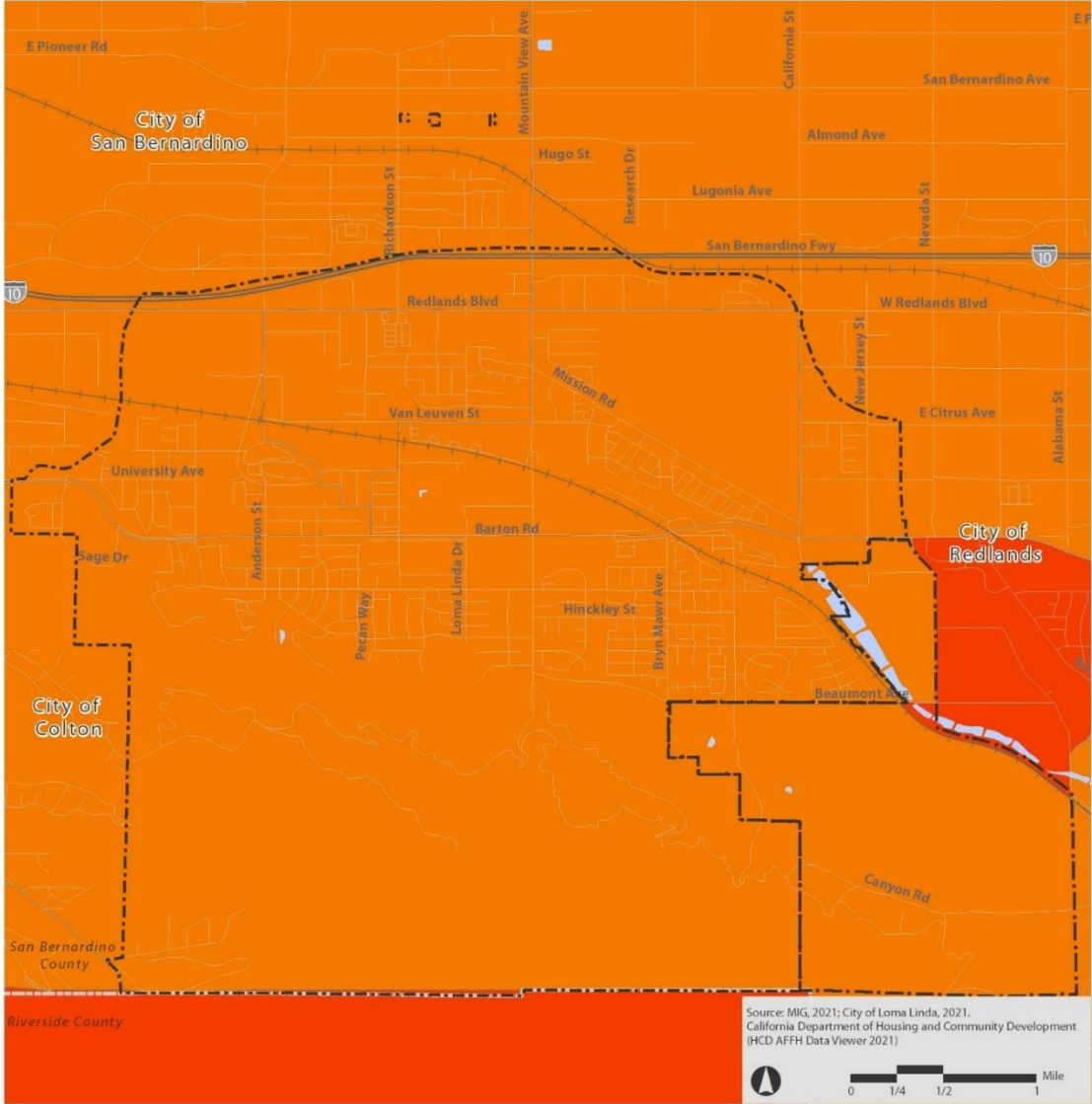
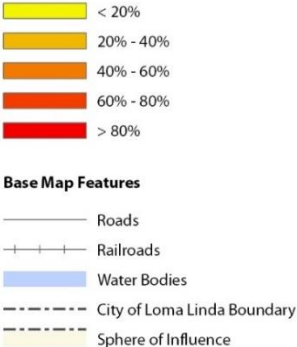
City of Loma Linda 2021-2029 Housing Element

**Figure E-7:
Overpayment by Homeowners
(ACS, 2015-2019) - Tract**



City of Loma Linda 2021-2029 Housing Element

**Figure E-8:
Overpayment by Renters
(ACS, 2015-2019) - Tract**



City of Loma Linda 2021-2029 Housing Element

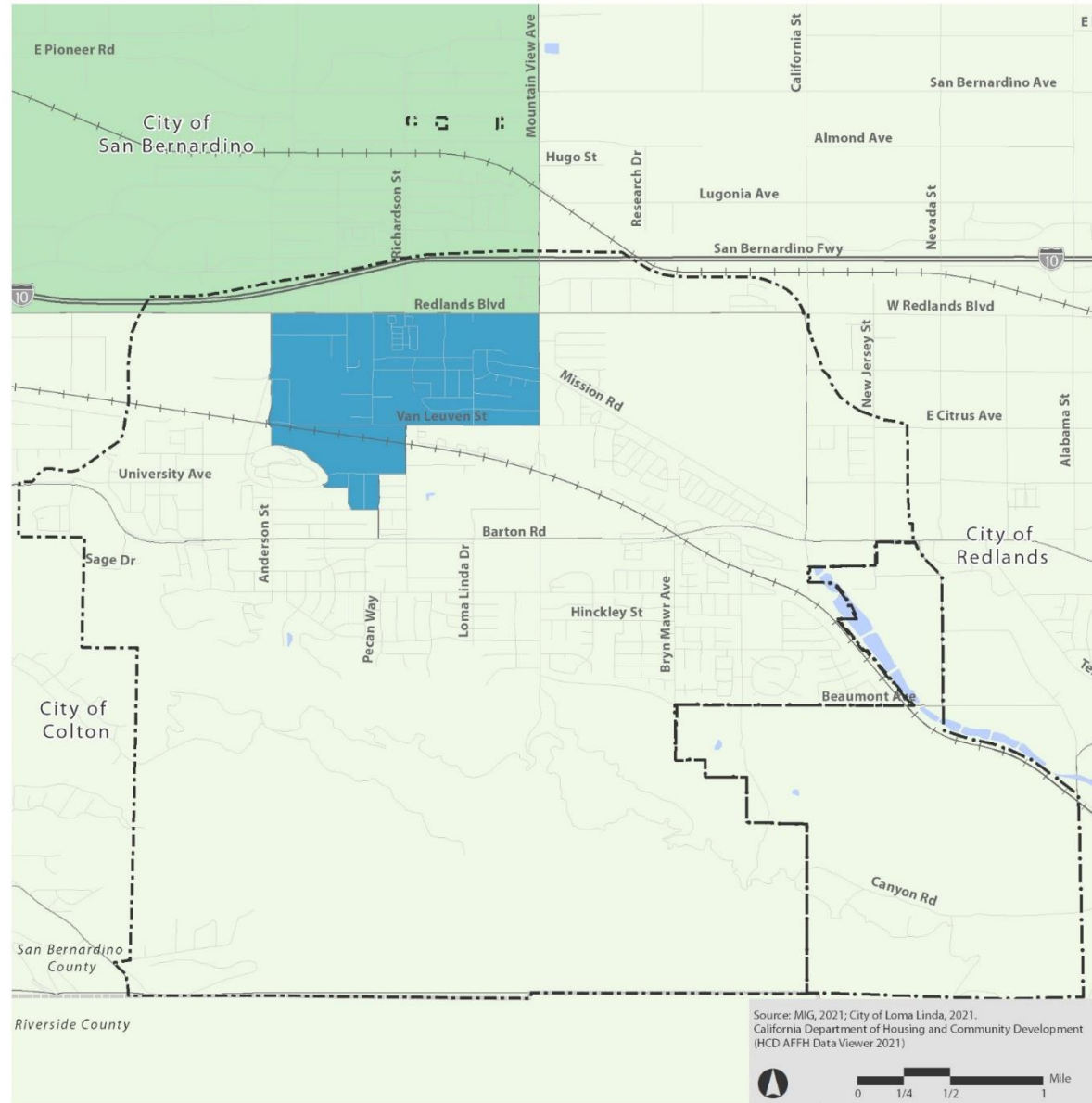
**Figure E-9:
Overcrowded Households
(CHHS) - Tract**

Overcrowded Households

- ≤ 8.2%
- 8.3%-12%
- 12.01%-15%
- 15.01%-20%
- > 20%

Base Map Features

- Roads
- Railroads
- Water Bodies
- City of Loma Linda Boundary
- Sphere of Influence



Source: MIG, 2021; City of Loma Linda, 2021.
California Department of Housing and Community Development
(HCD AFFH Data Viewer 2021)



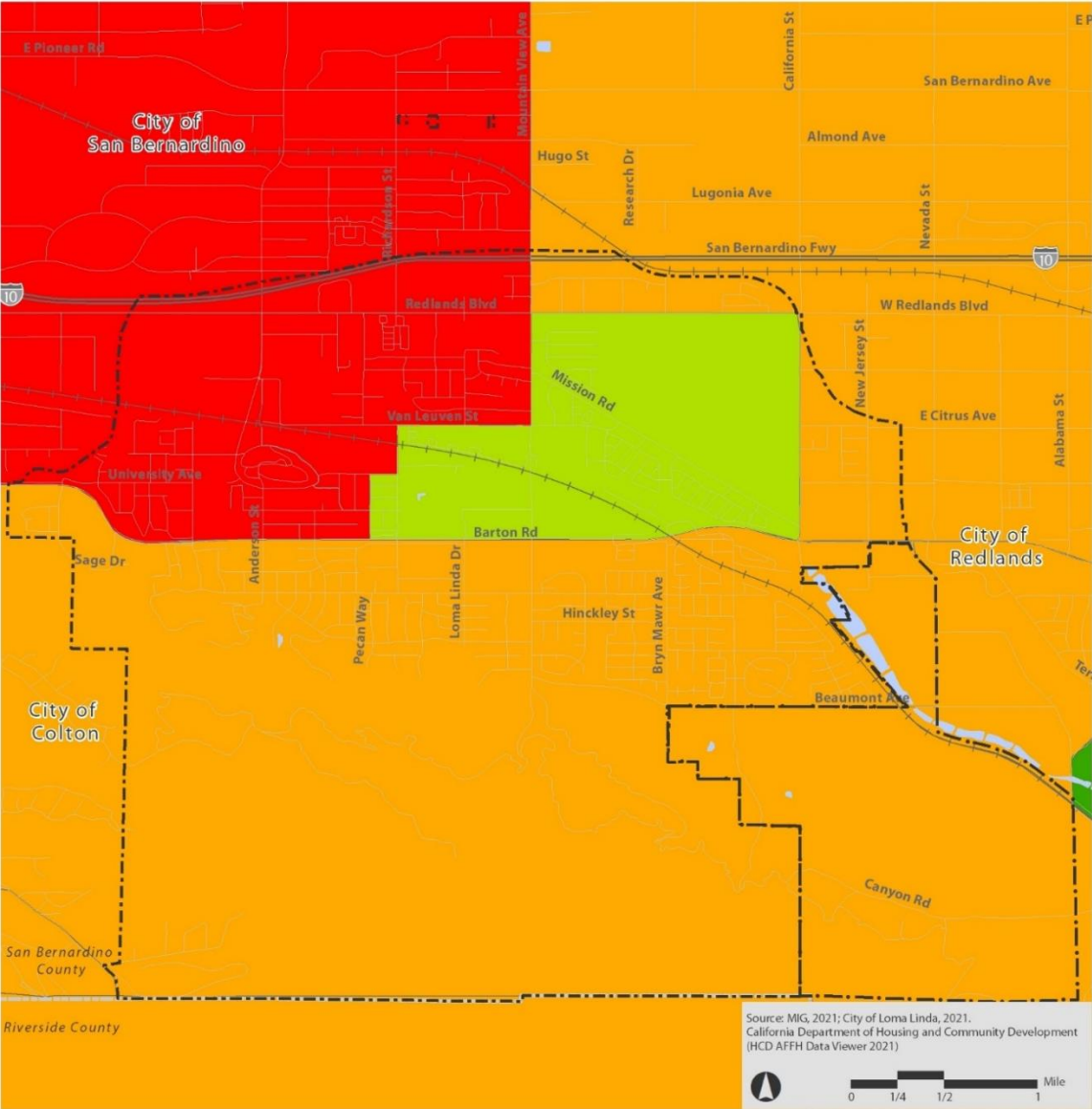
City of Loma Linda 2021-2029 Housing Element

Figure E-10:
CalEnviroScreen 3.0,
2018 - Tract

- 24% or Lower
- 25% - 49%
- 50% - 74%
- 75% or Higher

Base Map Features

- Roads
- Railroads
- Water Bodies
- City of Loma Linda Boundary
- Sphere of Influence



Source: MIG, 2021; City of Loma Linda, 2021.
California Department of Housing and Community Development
(HCD AFFH Data Viewer 2021)



Displacement Risk

Displacement refers to instances where a household is forced or pressured to move from their home against their wishes. Areas with high demand for homes drive up housing costs and increases pressure for redevelopment, resulting in the potential for displacement. The displacement risk in Loma Linda can be evaluated based on physical and economic displacement.

The HCD AFFH viewer identifies communities or places where residents may be particularly vulnerable to displacement in the context of rising property values. Vulnerability is defined as: share of very low-income residents is above 20 percent and the tract meets two of the following criteria: 1) share of renters is above 40 percent, 2) share of people of color is above 50 percent, 3) share of very low-income households (50 percent AMI or below that are severely rent-burdened housing is above the county median, and 4) they are areas in close proximity that have been experiencing displacement pressures (percent change in rent above county median for rent increase) OR difference between tract median rent and median rent for surrounding tracts above median for all tracts in the county (rent gap). The central and western areas of San Bernardino County, including parts Barstow and Victorville, are vulnerable to displacement. The areas vulnerable to displacement in Loma Linda are mostly located in the northern area, between Barton Road and Interstate 10.

Physical Displacement

Physical displacement is the result of eviction, acquisition, rehabilitation, or demolition of property, the expiration of covenants on rent- or income-restricted housing, or the rising cost of housing. Housing law requires an inventory and analysis of government-assisted dwelling units eligible for conversion from lower-income housing to market rate housing during the next 10 years. Reasons for this conversion may include expiration of subsidies, mortgage pre-payments or pay-offs, and concurrent expiration of affordability restrictions.

Based on City records and information from the California Housing Partnership Corporation, in the next 10 years (2021-2031) no federally or State-assisted units have an expiring affordability covenant. However, six single-family homes providing ownership housing (funded by prior redevelopment agency set-aside monies) will have covenants expiring during this time frame. The does not have the financial or management resources to purchase and resell the units but is committed to working with local organizations that would have the ability to subsidize purchase by income-qualified households.

Physical displacement may also be linked to non-financial forces such as segregation. The most common index of racial segregation is the dissimilarity index, which measures the extent to which different groups of people live in different neighborhoods in a city or metro area. According to the dissimilarity index, San Bernardino County has higher levels of segregation than the region and is generally increasing, especially amongst Hispanic residents. This presents a potential risk of displacement for vulnerable communities, such as people of color, living in the County.

Also, it is possible for local government policies to result in the displacement or affect representation of minorities or persons living with a disability. Currently, most of the cities with adopted reasonable accommodations procedures have a definition of a disabled person in their zoning ordinances. The City of Loma Linda allows for reasonable accommodations for persons with disabilities, but it does not have a formal procedure for making reasonable accommodation exceptions as part of the development review

process. As part of implementation of this Housing Element, the City will formalize provisions to make reasonable accommodation exceptions for persons with disabilities in the land use and zoning application, review, and approval process.

Economic Displacement

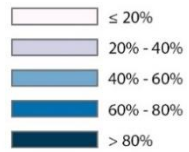
Economic displacement is due to the inability to afford rising rents or costs of homeownership like property taxes. Residents of the City of Loma Linda generally pay more for housing in comparison to County residents as a whole. The Loma Linda median home price in 2020, based on information provided by CoreLogic, was \$614,000. This was 14 percent higher than the median price in 2019. The median home price in San Bernardino County in 2020 was \$396,000, lower than Loma Linda's median home price. Figure E-12 shows HUD's Location Affordability Index, which provides standardized housing and transportation costs by state. Almost all of Loma Linda has a median gross rent of \$1,500, except for the area near the university where median gross rents are \$1,000. Census data show that the average rent in Loma Linda is \$1,338 per month, with most (40.6 percent) paying between \$1,000 and \$1,499 in rent. The real estate website Zumper.com reports a median rent of \$1,155 for one-bedroom units, \$1,512 for two-bedroom units, and \$1,898 for three-bedroom units in Loma Linda as of January 2021. HUD-determined fair market rents for San Bernardino fall within the range of the rents within Loma Linda. The areas of the City north of Barton Road are susceptible to displacement because of the high proportion of households who are renters (Figure E-11). Within this area, the neighborhoods west of Mountain View Avenue have lower median household incomes (Figure F-12), making these renters particularly susceptible to displacement. This is also supported by the AFFH Data Viewer measurement of displacement vulnerability.

Regionally, areas in most cities in San Bernardino County have median gross rents of \$1,500 or less, as indicated by the Location Affordability Index. The areas with the highest rents are along the northern parts of Upland, Rancho Cucamonga, Fontana, and the southern portions of Redlands. Additionally, many cities in Los Angeles County have median gross rents two times higher than most cities in San Bernardino County.

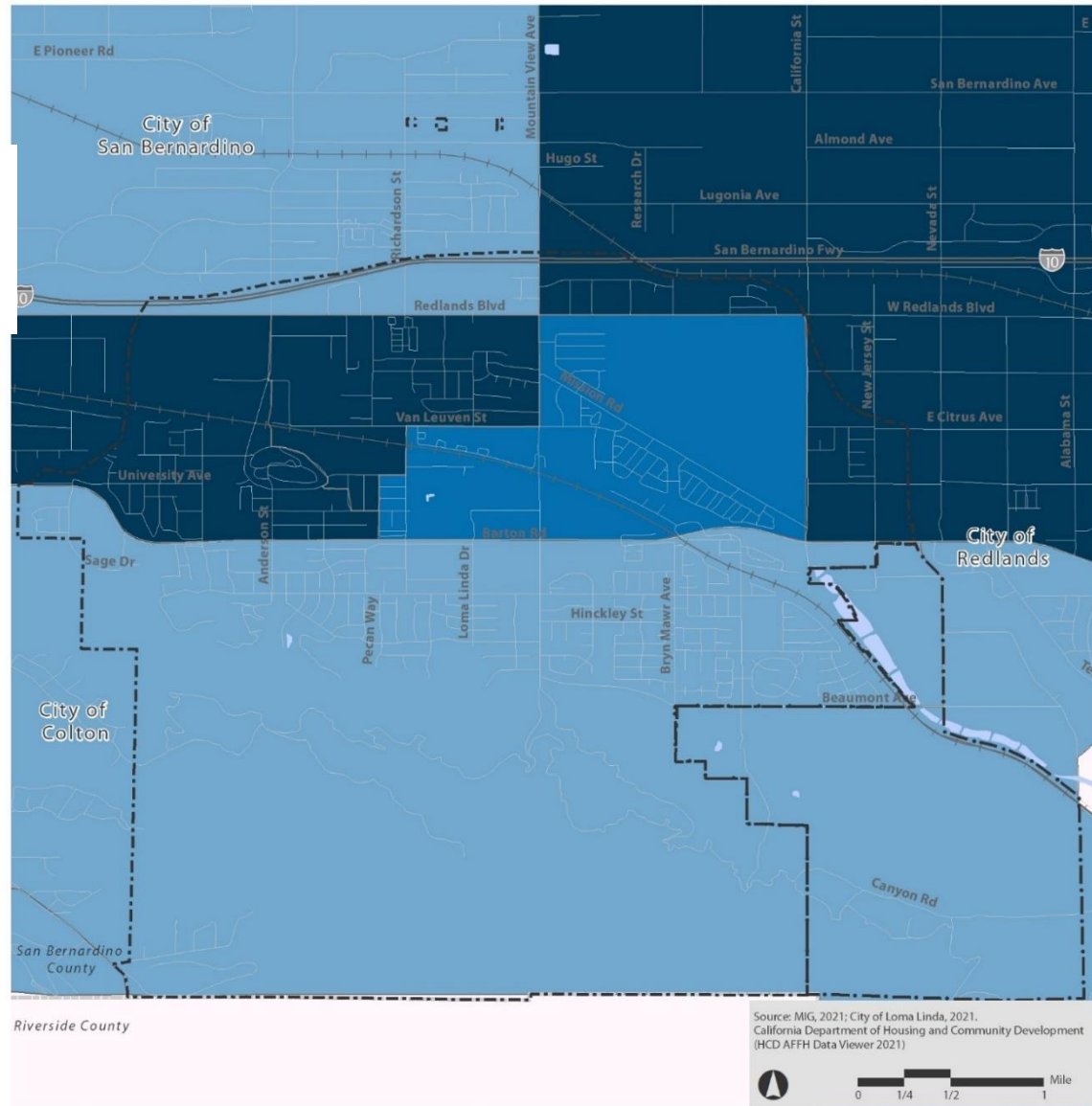
City of Loma Linda 2021-2029 Housing Element

**Figure E-11:
Percent of Households in
Renter-occupied Housing
Units (HUD) - Tract**

**Percent of Households in
Renter-occupied Housing Units**



Base Map Features

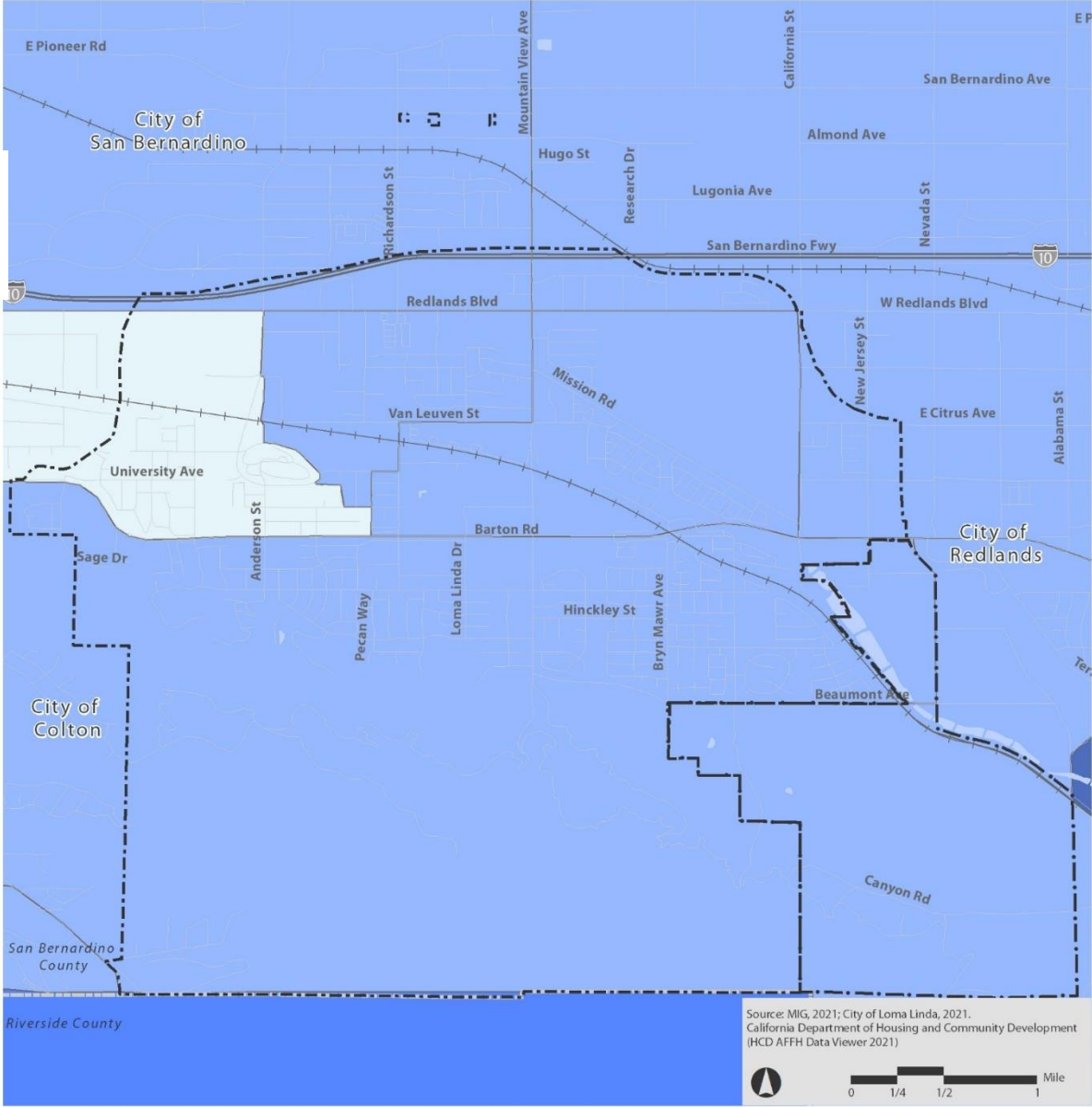
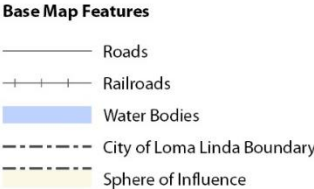
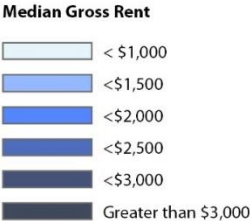


Source: MIG, 2021; City of Loma Linda, 2021.
California Department of Housing and Community Development
(HCD AFFH Data Viewer 2021)



City of Loma Linda 2021-2029 Housing Element

Figure E-12:
Location Affordability Index
(HUD) - Tract



Source: MIG, 2021; City of Loma Linda, 2021.
California Department of Housing and Community Development
(HCD AFFH Data Viewer 2021)



Sites Inventory

State law requires that for housing elements due on or after January 1, 2021, sites must be identified throughout the community in a manner that affirmatively furthers fair housing opportunities (Government Code Section 65583[c][10]). “Affirmatively furthering fair housing” means taking meaningful actions that, taken together, address significant disparities in housing needs and in access to opportunity. Figure C-3 in the Housing Resources appendix shows the site inventory to address the City’s RHNA for 2021-2029.

About half of the lower-income RHNA will be addressed within the Groves Specific Plan area on four underdeveloped sites designated for mixed-use development; these sites can accommodate a combination of commercial and residential uses at a minimum density of 20 dwelling units per acre. These underdeveloped sites have a capacity of 307 units in the lower-income category. The Groves Specific Plan also has capacity on underutilized land for 93 lower-income units. This area does not have concentrations of persons living in poverty nor non-White residents. It is also not identified as a lower-income area and is designated as a moderate resources area (as is most of the City). The Groves Specific Plan explicitly requires development of lower-income housing.

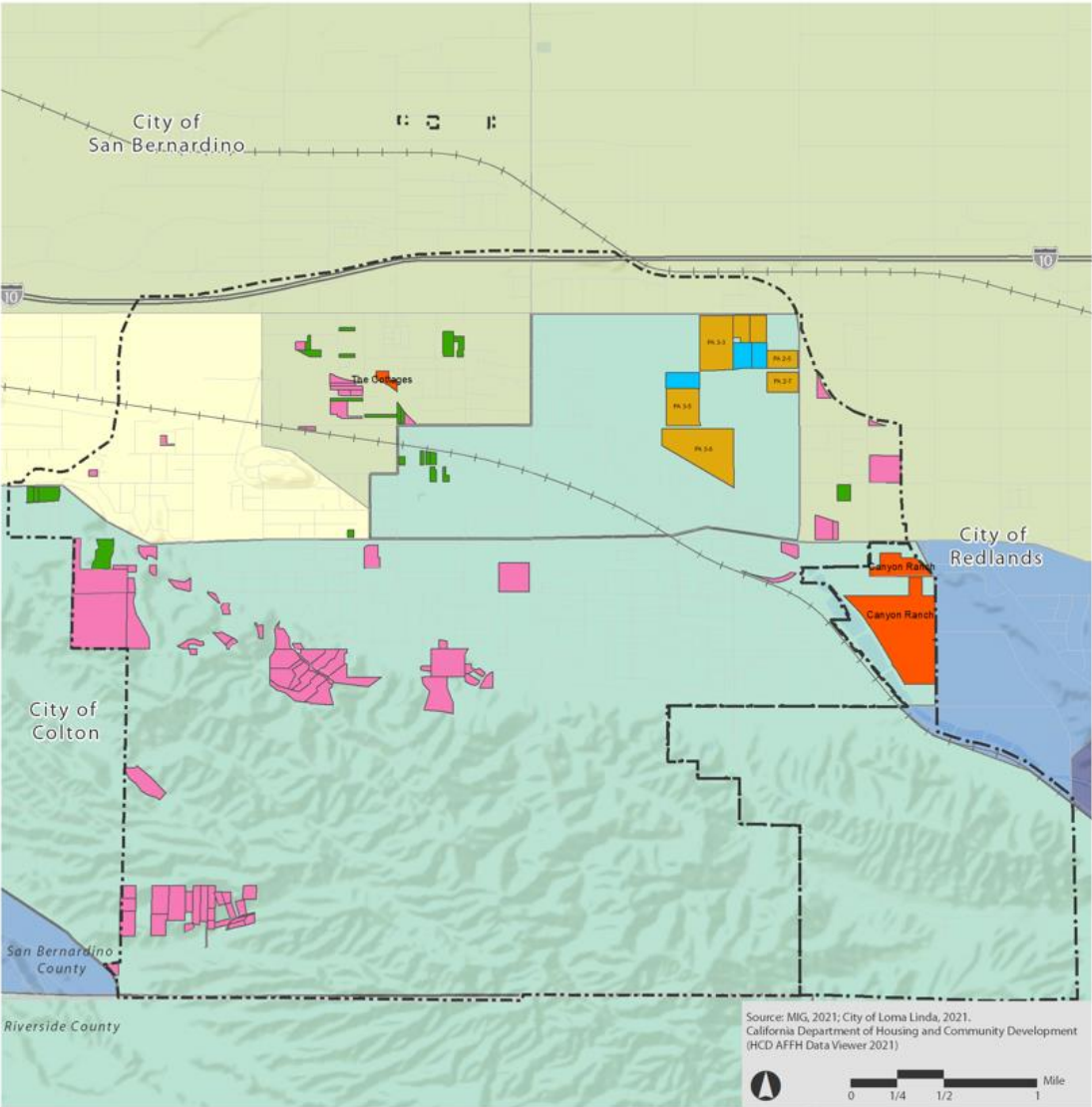
The other approximately half of the lower-income RHNA sites are in Special Planning Area (SPA) C, an underdeveloped area with a capacity of 416 lower-income units. The area includes 15 parcels—four vacant and 11 improved—with various types of housing. The Housing Element calls for mixed-use development within SPA C consisting of residential (including senior housing), commercial, institutional, and educational. Residential densities are to be high or very high near streets, with medium density towards the eastern part of the site. This area does not have concentrations of persons living in poverty or non-White residents. However, it is the lowest income area in the city and is designated a low resources area, as well as having a concentration of overcrowded households and renter households. The designations are likely due in part to the undeveloped character of the area and high concentration of students living near the university. The location of potential housing sites in this area represents both improved and exacerbated fair housing and equal opportunity conditions.

Overall, the sites inventory improves fair housing and equal opportunity conditions. These sites represent locations where new higher-density housing can be provided. Incentivizing new residential development in these areas, stimulating economic development, and jobs creation will contribute to a higher quality of life for existing and future residents. The addition of housing will also work to address overcrowding. Still, poverty and overcrowding issues near the university may persist, as the area will always have a high concentration of students. Nonetheless, the location of very low-income sites in and near SPA C and the university requires a continued effort from the City to address the needs of the community and work toward the development of these areas. The City has been proactive in working with Loma Linda University officials (the university owns many properties within the planning area) to develop a comprehensive redevelopment strategy and plan that includes a substantial number of new housing units. This element includes a program action in Program 1.1 for this proactive effort to continue.

City of Loma Linda 2021-2029 Housing Element

Figure E-13:
TCAC Opportunity Areas
(2021) and Sites Inventory

- TCAC Opportunity Areas (2021) Composite Score**
- Highest Resource
 - High Resource
 - Moderate Resource (Rapidly Changing)
 - Moderate Resource
 - Low Resource
 - High Segregation & Poverty
 - Missing/Insufficient Data
- Sites Inventory**
- Pipeline Projects
 - The Groves Specific Plan-Available Sites
 - Approved Projects
 - Underutilized Sites >.5 <10 ac
 - Vacant Sites >.5 <10 ac
- Base Map Features**
- Roads
 - Railroads
 - Water Bodies
 - City of Loma Linda Boundary
 - Sphere of Influence



Source: MKG, 2021; City of Loma Linda, 2021, California Department of Housing and Community Development (HCD AFFH Data Viewer 2021)

Local Knowledge

Public Outreach

The Loma Linda community provided input into this Housing Element through a series of focus group meetings, a community workshop, and study sessions with the Planning Commission and City Council. On February 10 and 16, 2021, the City conducted two focus group meetings. Invitees to both meetings included local and regional housing services providers, representatives from transitional and supportive housing, affordable and market-rate housing developers, and neighborhood representatives. On March 9, 2021, the Planning Commission and City Council hosted a joint workshop to hear from residents regarding housing concerns and ideas for meeting housing needs. The findings from these outreach efforts are as follows:

- Housing Cost is a key concern:
 - Lack of affordable housing
 - Rising instances of homelessness and inability of service providers to locate temporary housing for their clients
 - Availability of safe and affordable housing
 - Inability of lower-income families to accumulate wealth in the form of real estate since they cannot afford to buy homes. This has long-term economic effects, as seniors do not have a supplemental source of retirement income.
 - The City needs more transitional housing to allow people to work their way back up the economic ladder.

- Interest in new housing that was affordable and met the needs of seniors and families:
 - Embracing new home typologies: tiny homes, manufactured and modular housing
 - Use of vacant lots owned by the City
 - Encouraging Loma Linda University to construct student and faculty housing on its campus
 - Accessory dwelling unit regulations that are “friendly”
 - Hotel/motel conversions to housing
 - Designated sites for affordable housing that will allow applications to be processed with minimum delay and hassle

Historic Patterns of Development

In Loma Linda, the Loma Linda University area was the epicenter of development during the late 1800s and early 1900s. New residential growth since the early 1990s has been primarily in areas just outside of the university in the North Central and Bryn Mawr neighborhoods. The Disproportionate Need and Displacement analysis shows the need for more housing near the university, since this area has high rates of overcrowding, housing overpayment, and high proportions of renters. Again, this is likely due to the high concentration of university students and service-level staff at the university and medical center. Nonetheless, this highlights the need for an increase in affordable student housing. The City is working in concert with university officials to address issues of housing affordability and capacity.

Identification and Prioritization of Local Fair Housing Issues and Contributing Factors

Housing Element law requires that the City list and prioritize contributing factors to fair housing issues. Contributing factors create, contribute to, perpetuate, or increase the severity of fair housing issues; are fundamental to adequate goals and actions; and must be related to the overall analysis. This identification and prioritization must give highest priority to factors that limit or deny fair housing choice or access to opportunity or negatively impact fair housing. The following are contributing factors that affect fair housing choice in Loma Linda.

1. Disproportionate housing needs in areas surrounding Loma Linda University

The analysis found that areas north of Loma Linda University and Medical Center had higher levels of overcrowding and overpayment that overlapped with lower median incomes and higher proportions of renters.

Contributing factors:

- Inadequate supply/production of affordable/special needs housing
- Much of Loma Linda's residential development has been in single-family neighborhoods, but a need for multi-unit housing is needed around the university to meet the needs of faculty, staff, and students.

The City is taking several actions (reflected in the Housing Plan) to address this contributing factor to fair housing issues and affirmatively further fair housing in the city. The main strategy to address housing needs:

- Provide more diverse housing opportunities in and around the university.
- Coordinate with Loma Linda University and actively participate in campus planning activities as a way to continuously assess and respond to the needs of students, faculty, and staff.
- In partnership with Loma Linda University, develop methods to accelerate the creation of affordable student, faculty, and staff housing by assessing barriers affecting development and developing solutions to overcome them.

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6.0 TRANSPORTATION AND CIRCULATION ELEMENT

Circulation is one of the most pervasive issues of the General Plan, and is related to land use, community design, economic development, air quality, energy consumption, and the City's infrastructure. The Circulation and Transportation element define the City's overall planned transportation system. This element identifies and establishes the City's policies governing streets and highways, public transit network, bicycle routes, pedestrian ways, and other components of the circulation system. The identified goals and policies are intended to provide guidance and specific actions to ensure the continued safe and efficient movement of people and goods within and through the City.

State law recognizes that circulation and land use are closely related, and requires that these two components of a City's General Plan be correlated. Through a comprehensive program of transportation and land use planning, the City will ensure that there is sufficient roadway capacity to accommodate traffic generated by planned future development. Loma Linda's transportation issues affect more than just the City, and are of a regional nature, involving adjacent communities as well as State and Federal agencies. Thus, the City's circulation plan has been coordinated with those of surrounding jurisdiction, as well as with the plans and programs of regional, State, and Federal transportation agencies.

6.1 EXISTING ROADWAY NETWORK

The circulation network provides the linkage between land uses and facilitates access to home, shopping, jobs, and recreation. While this network is planned to provide sufficient capacity to accommodate the growth envisioned in the General Plan, the City must plan not only for roadway capacity improvements, but also for alternatives to roadway widening such as bus, bicycle, and pedestrian circulation systems.

Figure 6.1 shows the existing roadway network. Major east-west highways (arterials) include the following:

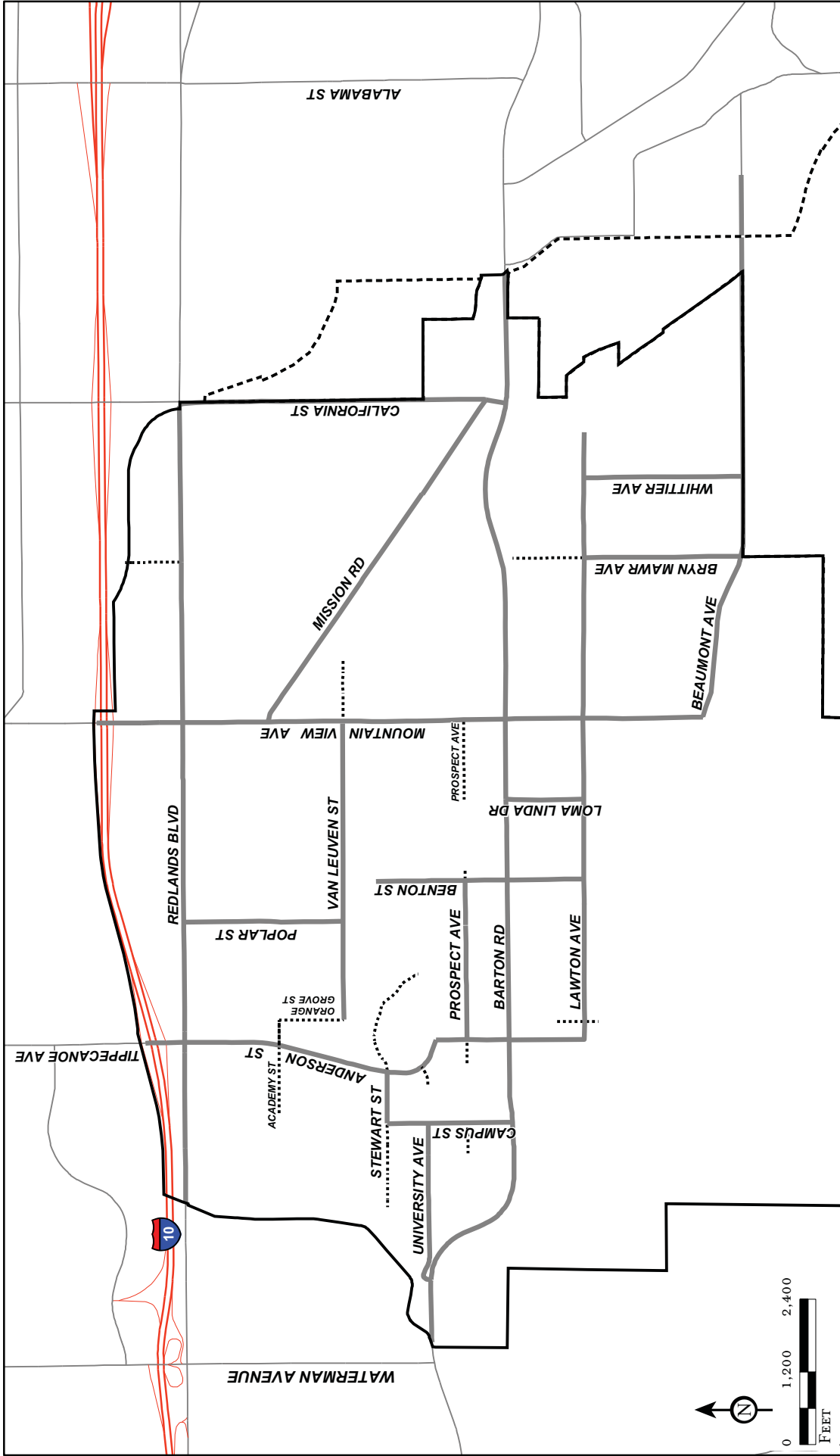


FIGURE 6.1

LSA

- CITY OF LOMA LINDA
- CITY OF LOMA LINDA PLANNING AREA
- GENERAL PLAN ROADS
- LOCAL ROADS



- Redlands Boulevard – A four-lane roadway with a continuous two-way center turn lane. Speed limit is generally 45 mph.
- Van Leuven Street – A two-lane undivided roadway. Speed limit is generally 35 mph.
- Stewart Street – A two-lane undivided roadway. Speed limit is generally 30 mph.
- University Avenue – A two-lane undivided roadway. Speed limit is generally 35 mph.
- Prospect Avenue – A two-lane undivided roadway. Speed limit is generally 30 mph.
- Barton Road – A four-lane roadway with bike lanes and a wide, lushly landscaped median with left turn pockets at major intersections. Speed limit is 45 mph west of Mountain View Avenue and 55 mph east of Mountain View Avenue. Landscaped median exists west of Newport Avenue. Bike lanes exist west of the bridge over Union Pacific Railroad (UPRR).
- Lawton Avenue – A two-lane undivided roadway. Speed limit is generally 35 mph.
- Beaumont Avenue – A two-lane undivided roadway. Speed limit is generally 45 mph.

Major north-south highways (arterials) include the following:

- Campus Street – A two-lane undivided roadway. Speed limit is generally 30 mph.
- Anderson Street – A four-lane roadway with a two-way center turn lane or left turn pockets from the I-10 freeway to Barton Road. A two-lane undivided roadway south of Barton Road. Bike lanes exist from Court Street to University Avenue. Speed limit is 35 mph north of University Avenue, 25 mph between University Avenue and Barton Road, and 30 mph south of Barton Road.
- Poplar Street – A narrow two-lane undivided roadway. No posted speed limit.
- Benton Street – A two-lane undivided roadway. No posted speed limit.
- Loma Linda Drive – A two-lane undivided roadway. No posted speed limit.
- Mountain View Avenue – Generally, a four-lane roadway with a continuous center turn lane; speed limit is 40 mph. Narrows to three lanes (two southbound, one northbound) with no center turn lane between Van Leuven Street and Barton Road as it crosses the San Timoteo Creek and the UPRR; speed limit on this section is 35 mph.
- Bryn Mawr Avenue – A two-lane undivided roadway. Speed limit is generally 35 mph.
- Whittier Avenue – Generally, a two-lane undivided roadway. No posted speed limit other than 25 mph school zone. A two-way center turn lane exists between George Street and Picton Street.
- California Street – A two-lane undivided roadway. Speed limit is generally 45 mph.

In addition, Mission Road is an arterial that runs northwest to southeast from Mountain View Avenue to California Avenue. It is a two-lane undivided roadway. The speed limit is generally 45 mph, except for the residential area along the several hundred feet immediately east of Mountain View Avenue, where the speed limit is 35 mph.

Roadway operations and the relationship between capacity and traffic volumes are generally expressed in terms of levels of service (LOS), which are defined using the letter grades A through F, with LOS A being best and LOS F being worst. LOS A, B, and C indicate conditions where traffic can move relatively free. LOS D describes conditions where delay is more noticeable, and average travel speeds during peak hours are as low as 40 percent of the free flow speed. LOS E indicates significant delays and average travel speeds as low as one-third of free flow speed or lower where traffic volumes are at or close to capacity. Finally, LOS F characterizes flow at very slow speeds (stop and go) and intersection delays over one minute as traffic exceeds the roadway's capacity. 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. Brief descriptions of the six levels of service are as follows:

Table 6.A: Level of Service Definitions and Volume-to-Capacity Ratios

Level of Service Definitions		Roadway and Intersection Volume-to-Capacity Ratio	
LOS	Description		
A	No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication. Typically, the approach appears quite open, turns are made easily and nearly all drivers find freedom of operation. <i>Conditions of free flow; speed is controlled by driver's desires, speed limits, or physical roadway conditions.</i>	0.00 to 0.30	0.00 to 0.60
B	This service level represents stable operation, where an occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel restricted within platoons of vehicles. <i>Conditions of stable flow; operating speeds begin to be restricted; little or no restrictions on maneuverability from other vehicles.</i>	0.31 to 0.49	0.61 to 0.70
C	This level still represents stable operating conditions. Occasionally drivers may have to wait through more than one red signal indication, and backups may develop behind turning vehicles. Most drivers feel somewhat restricted, but not objectionably so. <i>Conditions of stable flow; speeds and maneuverability are more restricted; occasional backups behind left-turning vehicles at intersections.</i>	0.50 to 0.71	0.71 to 0.80
D	This level encompasses a zone of increasing restriction approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak period; however, enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive backups. <i>Conditions approach unstable flow; tolerable speeds little freedom to maneuver; comfort and convenience low; at intersection, some motorists, especially those making left turns, may wait through one or more signal changes.</i>	0.72 to 0.88	0.81 to 0.90
E	Capacity occurs at the upper end of this service level. It represents the most vehicles that any particular intersection approach can accommodate. Full utilization of every signal cycle is seldom attained no matter how great the demand. <i>Conditions approach capacity; unstable flow with stoppages of momentary duration; maneuverability severely limited.</i>	0.89 to 1.00	0.91 to 1.00
F	This level describes forced flow operations at low speeds, where volumes exceed capacity. These conditions usually result from queues of vehicles backing up from a restriction downstream. Speeds reduce substantially and stoppages may occur for short or long periods of time due to the congestion. In the extreme case, both speed and volume can drop to zero.	>1.00	>1.00

Sources: Transportation Research Board, Highway Capacity Manual, 1994. DKS Associates.

All of the intersections in the City currently operate at LOS C or better except for the Anderson Street/1-10 Westbound Ramps and Richardson Street/Redlands Boulevard during the p.m. peak hour when both intersections operate at LOS F. The average daily traffic volumes are shown in Figure 6.2.

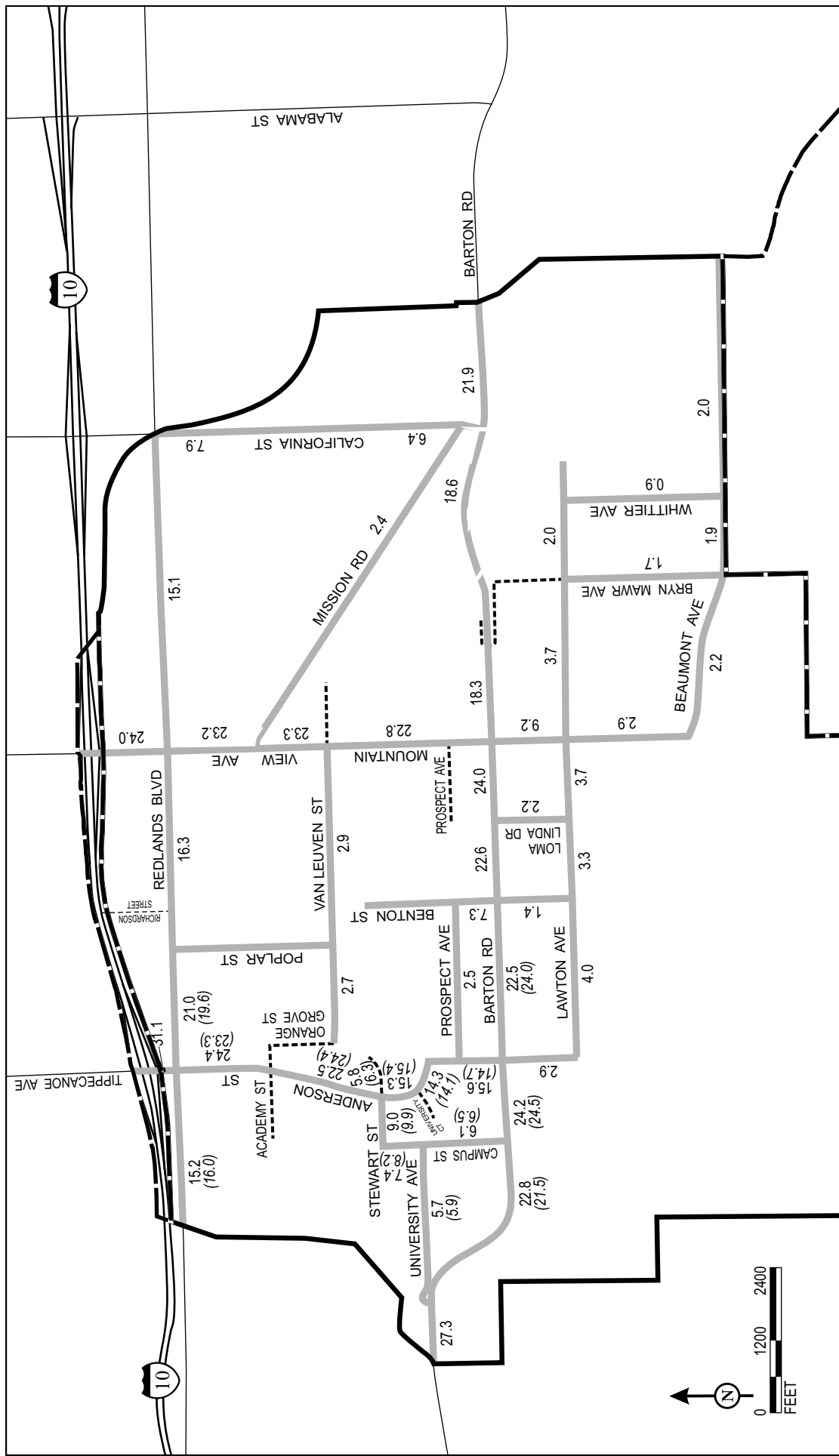


Figure 6.2

1.0 SUMMER (FALL) AVERAGE DAILY TRAFFIC VOLUMES IN THOUSANDS
(1.0)

CITY OF LOMA LINDA

CITY OF LOMA LINDA PLANNING AREA

GENERAL PLAN ROADS

LOCAL ROADS

City of Loma Linda General Plan

EXISTING AVERAGE DAILY TRAFFIC VOLUMES



6.2 BICYCLE FACILITIES

According to the Caltrans Highway Design Manual, bicycle facilities are categorized by the degree of separation from motorized vehicles that they provide for bicycles:

- Class I facilities provide a completely separated right-of-way for the exclusive use of bicycles and pedestrians with crossflow minimized.
- Class II facilities provide a striped lane for one-way bike travel on a street or highway.
- Class III facilities provide for shared use of a lane with pedestrian or motor vehicle traffic.

Figure 6.3 illustrates existing bicycle facilities in the City.

6.3 PUBLIC TRANSPORTATION

Omnitrans is the primary provider of public transportation within the western portion of San Bernardino County, including the City of Loma Linda. Omnitrans operates five routes that traverse Loma Linda. The Riverside Transit Authority also operates one route that connects Loma Linda to downtown Riverside. There are about 60 bus stops in the City, with approximately 1,400 average weekday boardings on all Omnitrans routes in Loma Linda. According to the Riverside Transit Authority, approximately 29,000 passengers ride its Route 25 monthly; however, data are not available identifying the number of passengers boarding or leaving buses in Loma Linda. LLUMC and the VA Medical Center dial-a-ride also provide limited bus services.

6.4 PARKING

Parking requirements and standards for development within the City of Loma Linda are incorporated in the City's Zoning Ordinance. Parking facilities currently appear to be adequate throughout the community, except for areas around Loma Linda University and the Loma Linda University Medical Center. Because of the high parking demand generated by the University and Medical Center, parking is at a premium in this portion of the City. The proximity of residential areas to the University and Medical center highlights the need to expand off-street parking availability in the area. In response to residents' concerns about the availability of parking on local streets, the City has instituted a residential preferential parking permit program. Under this program, parking on residential streets in the vicinity of the University and the Medical Center is restricted to residents and their guests from 8:00 a.m. to 5:00 p.m. on weekdays. Residents are issued one permit per registered vehicle plus one guest pass.

6.5 TRUCK ROUTES

The City has designated Redlands Boulevard, Anderson Street, Mountain View Avenue north of Barton Road, and Barton Road as truck routes. No other roads in the City are designated as truck routes.

6.6 PEDESTRIAN ROUTES/TRAILS

The City facilitates pedestrian travel through the design of pedestrian-oriented neighborhoods with well-connected streets and sidewalks. The City also provides convenient and safe sidewalk routes to shopping, schools and recreation areas. One such route connects Hulda Crooks Park to Beaumont Avenue thus encouraging pedestrian travel. In addition, the City provides an off-road trail system designed for walking and hiking activities. The Conservation and Open Space Element includes the Trails Plan which covers the City and sphere of influence. One of these proposed pedestrian trails is

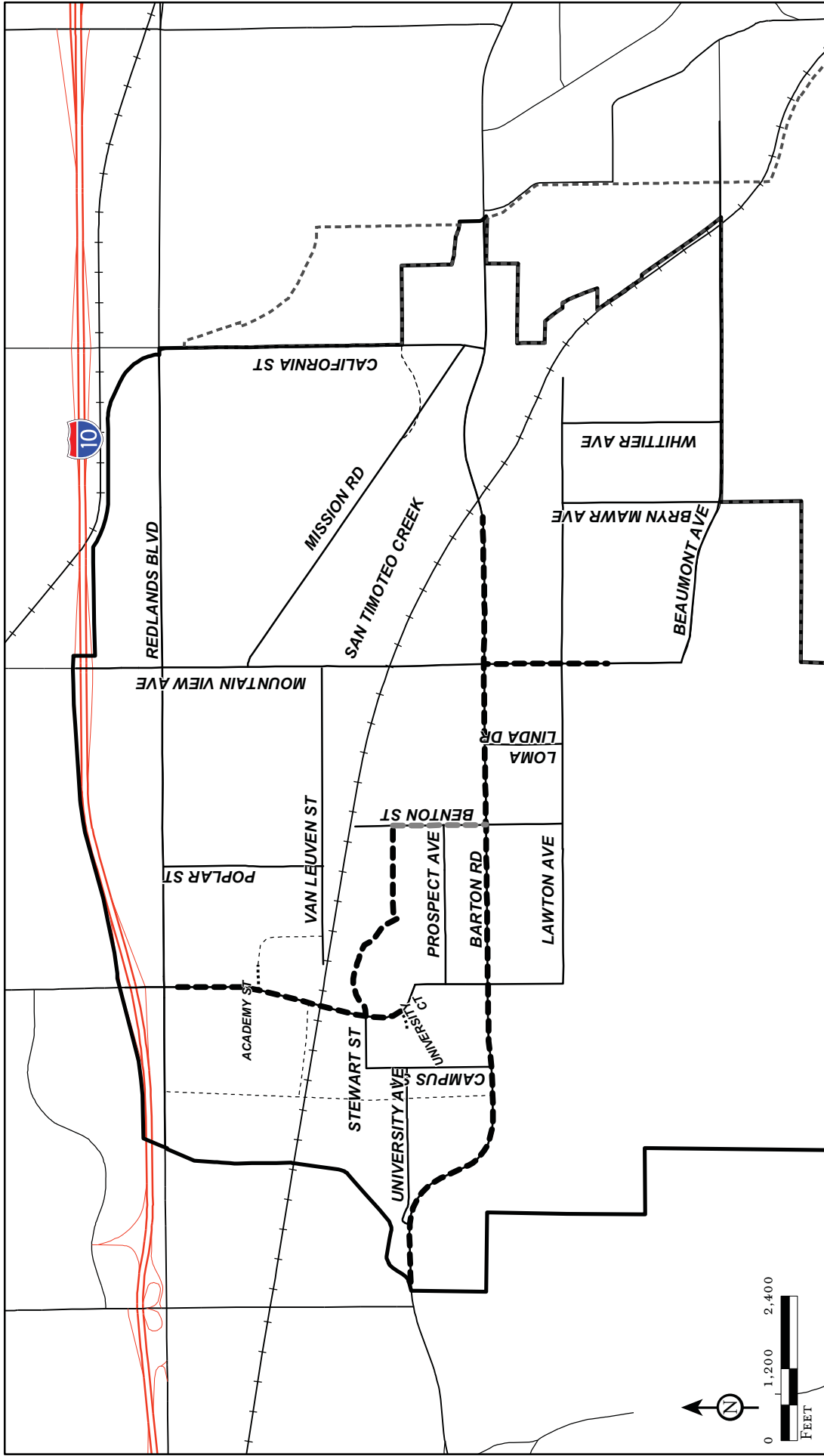


Figure 6.3

L S A

- City Boundary
- City Sphere of Influence
- FUTURE ROADS
- GENERAL PLAN ROADS
- LOCAL ROADS
- Class II Bicycle Facility
- Class III Bicycle Facility



the Edison Easement Trail, which is partially complete, and parallels Mountain Avenue between Redlands Boulevard and Beaumont Avenue. This trail, as shown on the Figure 9.1 (Conservation and Open Space Element), continues throughout the Badlands on the several utility easements in the area with the consent of the landowners, Southern California Edison Company. Another proposed trail, the San Timoteo Creek Trail, follows the creek from Anderson Street to the City limits, providing the flood control district grants approval. For further discussion of the Trail System see the Conservation and Open Space Element.

6.7 RAILROAD LINES

A Union Pacific Railroad (UPRR) line runs from northwest to southeast through the City. Grade separations exist at Anderson Street, Mountain View Avenue, and Barton Road. In addition, a Burlington Northern Santa Fe Railroad (BNSF) line runs along part of the City's northern border. However, the Mission Channel physically separates this railroad line from the rest of Loma Linda. Neither railroad has any spur lines that serve properties in Loma Linda.

6.8 REGIONAL TRANSPORTATION IMPROVEMENT PLANS

Several planned transportation improvements have been programmed for completion in the seven-year Capital Improvement Program (CIP) contained in the San Bernardino Congestion Management Program (CMP). The County CMP provides the overall direction and approach for the regional transportation system, and includes specific projects that may affect the future regional transportation system. The projects included in the CIP are those that:

- Maintain or enhance the performance of the multi-modal transportation system, and minimize travel delay;
- Assist in focusing available transportation funding on cost-effective responses to subregional and regional transportation needs;
- Provide for technical consistency in multi-modal transportation system analysis;
- Help to coordinate development and implementation of subregional transportation strategies across jurisdictional boundaries;
- Anticipate the impacts of proposed new development on the multi-modal transportation system, provide consistent procedures to identify and evaluate the effectiveness of mitigation measures, and provided for adequate funding of mitigation measures;
- Promote air quality and improve mobility through implementation of land use and transportation alternatives or incentives that reduce both vehicle trips and miles travels, and vehicle emission; and
- Participate in tier I and II traffic signal coordination with SANBAG.

The following regional roadway improvements within the City of Loma Linda are identified in the CMP Capital Improvement Program and the Final 2002 Regional Transportation Improvement Program (RTIP):

- Anderson Street/Tippecanoe Avenue from University Court to Hospitality Lane – Provide traffic signal coordination and timing interconnect at seven traffic signals and install emergency preemption of traffic signal operation;
- Mountain View Avenue from Van Leuven to Prospect – Widen existing bridge from three lanes to four lanes – Add pedestrian walkway to outside of bridge;
- Redlands Boulevard at California Street – Widen intersection and install traffic signals and drainage;



- Redlands Boulevard from east City limits to west City limits – Widen from four lanes to six lanes; and
- California Street from Barton Road to Redlands Boulevard – Widen from two to four lanes.

6.9 CIRCULATION ISSUES AND OPPORTUNITIES

Evans Street/West Road Extension. To assist in relieving the congestion on Anderson Street, a new north-south roadway is being planned to connect Redlands Boulevard and Barton Road. This will also relieve congestion at the Anderson Street/Tippecanoe Avenue interchange, and will provide an alternative route to access the University and Medical Center, as well as other facilities within Loma Linda.

Anderson Street/Tippecanoe Avenue Interchange–Redlands Boulevard/Anderson Street. As noted in the existing conditions, this intersection operates at LOS F during p.m. peak hours. In addition, the existing geometrics of the intersection make southbound right turns difficult for trucks servicing existing commercial uses along Redlands Boulevard. Modification of the curb line at the northwest quadrant of the intersection is needed to improve the truck turning radius. The interchange will be reconstructed with a westbound loop on-ramp and wider eastbound ramps. Construction of this interchange will include an eastbound auxiliary lane on the freeway up to the Anderson Street/Tippecanoe Avenue interchange. While the General Plan Master Plan of Roadways includes this proposal, it is the General Plan’s intent that the Master Plan of Roadways reflects the ultimate recommendation of the working group once it is finalized.

Mountain View Avenue Interchange. As part of a regional truck traffic study, improvements to this interchange are being reviewed. It is anticipated that improvements to this interchange will be constructed in the future.

Redlands Boulevard/California Avenue Intersection. Improvements to this intersection are necessary to realign the two streets and eliminate the current offset configuration.

California Street/Mission Road and California Street/Barton Road Intersections. These intersections are in close proximity. Realignment of Mission road to move its intersection with California Street to the north is proposed in the General Plan.

Access to South Hills. In order to protect the sensitive environment of the South Hills and retain its natural character, limitations on access into this area are set forth in Chapter 2A, Growth Management, and Implementing Policy 6.10.1c of this Element.

6.9.1 Future Traffic Demands

New development within the City of Loma Linda along with regional growth will result in an increase in traffic volumes within the City. Loma Linda recognizes that even by constantly expanding the local roadway network and providing an ongoing sequence of programmed street improvements, problems of traffic congestion will continue. Providing a real solution to traffic congestion requires a balanced approach to future transportation improvements.

In order to estimate the effect of future traffic on the City’s arterial roadway system, the East Valley Traffic Model was used. The model included the land uses proposed in the General Plan Update as well as the most recent data for long-range regional transportation patterns (Figure 6.4). To accommodate this anticipated increase in traffic volumes, a master circulation plan was developed. Figure 6.5 illustrates Loma Linda’s Circulation Plan, which has been developed to provide acceptable access to and within the City with General Plan build out.

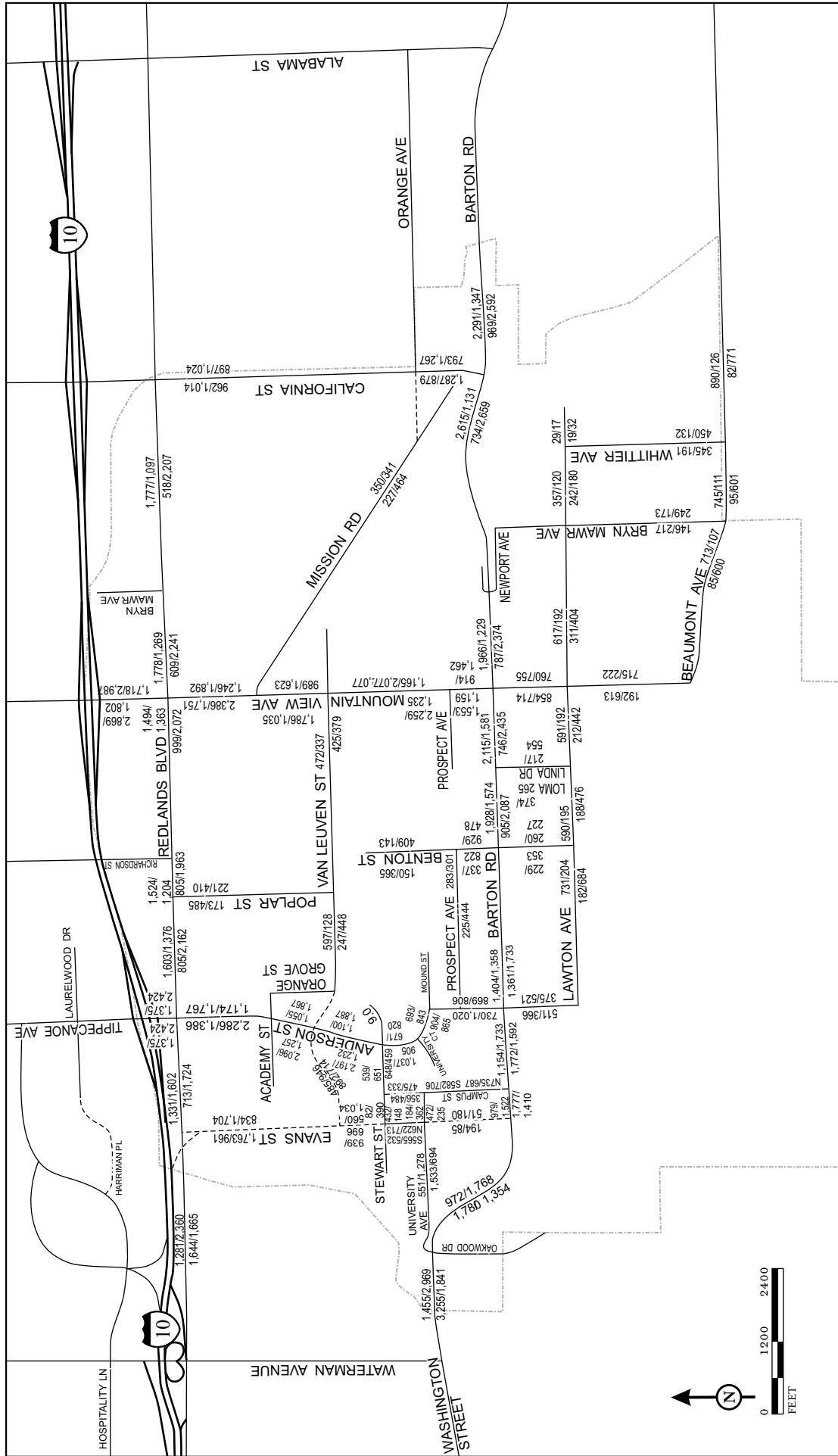


FIGURE 6.4

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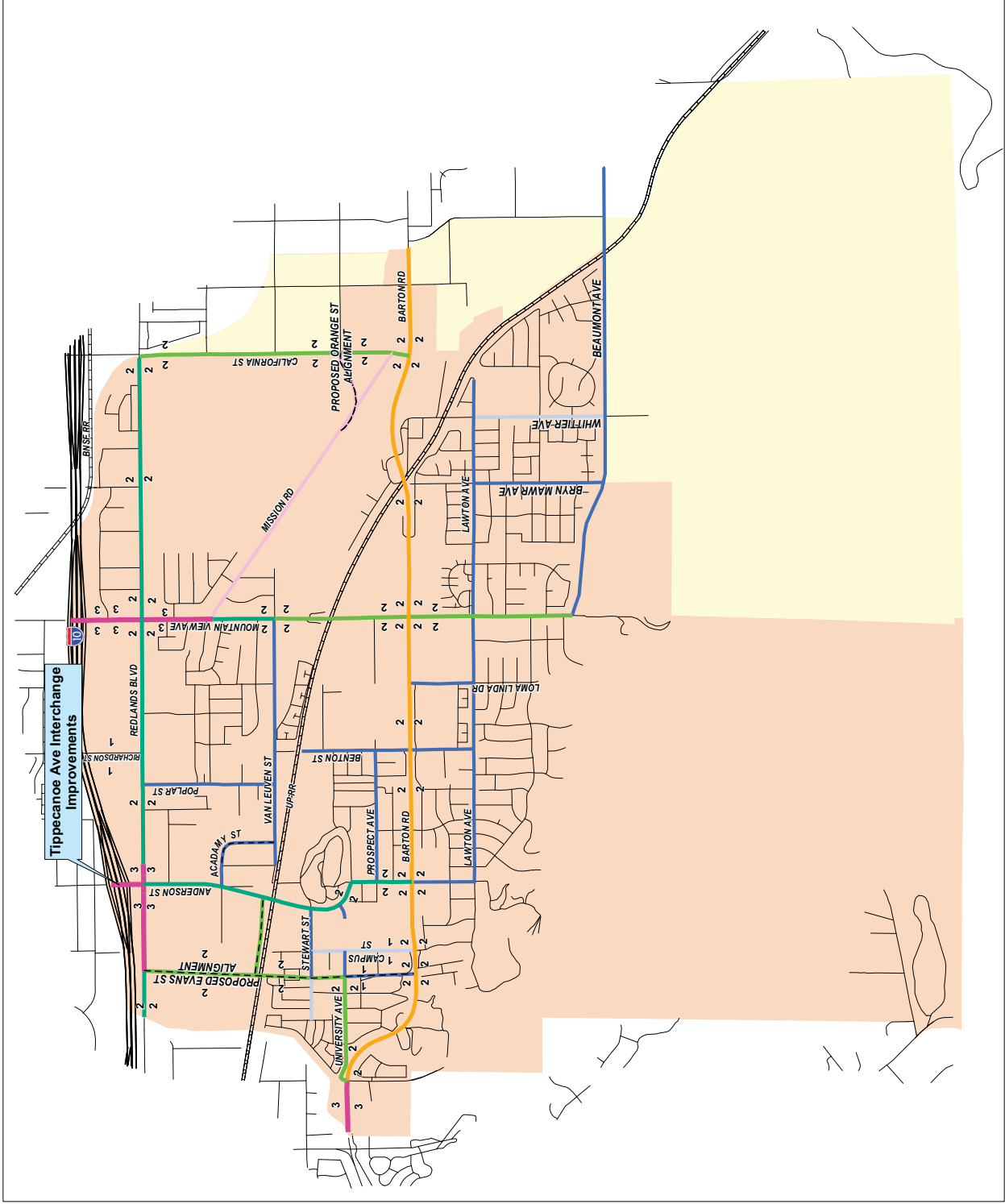
PEAK HOUR TRAFFIC VOLUME AM/PM*

FUTURE ROADWAY (ALIGNMENT UNDETERMINED)

CITY OF LOMALINDA

*Northbound values are on the east side of road
 Southbound values are on the west side of road
 Eastbound values are on the south side of road
 Westbound values are on the north side of road

City of Loma Linda General Plan
BUILD OUT PEAK HOUR TRAFFIC VOLUMES

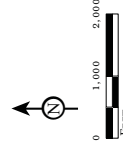


LEGEND

- - - FUTURE ROADWAY
- 2-LANE UNDIVIDED LOCAL STREET
- 2-LANE UNDIVIDED ROADWAY
- 2-LANE DIVIDED ROADWAY
- 4-LANE UNDIVIDED ROADWAY
- 4-LANE DIVIDED ROADWAY
- MODIFIED 4-LANE UNDIVIDED ROADWAY
- 6-LANE UNDIVIDED ROADWAY
- 6-LANE DIVIDED ROADWAY

JURISDICTIONAL AND INFRASTRUCTURE

- SPHERE OF INFLUENCE
- CITY LIMIT
- FREEWAY
- RAILROAD



SOURCE: Parcel Base - City of Loma Linda, Thomas Bros. 2001

LSA

FIGURE 6.5



This plan includes existing and proposed major thoroughfares. Loma Linda's roadway classifications consist of the following categories:

- *Freeway.* Freeways are divided highways with full control of access and grade separations for all intersecting traffic flows. There are no intersection at-grade, traffic signals, pedestrians, or parking on freeways to interfere with the continuity of high-capacity, high-speed traffic flow. Freeways are designed to provide regional rather than local traffic movement.
- *Six-lane Divided Highway.* A major arterial roadway with six lanes of through traffic (three in each direction) with a landscaped, raised median. This roadway serves large volumes of through traffic between different sections of the City and may provide access to freeways. The primary function of this arterial is to provide for through traffic movement. The six-lane divided highways have been proposed to provide sufficient carrying capacity so as to prevent the undesirable diversion of through traffic into residential neighborhoods. Additional turning lanes are typically provided at intersections.
- *Six-lane Undivided Highway.* A major arterial roadway with six lanes of through traffic (three in each direction) and no median: This roadway serves large volumes of through traffic between different sections of the City and may provide access to freeways. The primary function of this arterial is to provide for through traffic movement. The six-lane undivided highways have been proposed to provide sufficient carrying capacity so as to prevent the undesirable diversion of through traffic into residential neighborhoods. Additional turning lanes are typically provided at intersections.
- *Four-lane Divided Highway.* A four-lane (two in each direction) primary arterial highway with a landscaped, raised median. Direct access for individual uses along four lane divided highways is limited to intersecting streets and major driveways serving larger uses. Four-lane divided highways have been proposed to provide sufficient carrying capacity so as to prevent the undesirable diversion of through traffic into residential neighborhoods. Additional turning lanes are typically provided at intersections.
- *Four-lane Undivided Highway.* A secondary arterial highway with four lanes of roadway (two in each direction) and no median. Arterials need to have sufficient carrying capacity so as to prevent the undesirable diversion of through traffic into residential neighborhoods. Four-lane undivided highways have been proposed to provide sufficient carrying capacity so as to prevent the undesirable diversion of through traffic into residential neighborhoods. Left-turn lanes are typically provided at intersections.
- *Modified Four-lane Undivided Highway.* A secondary arterial highway with four lanes of roadway (two in each direction) with a continuous two-way center turn lane: Arterials need to have sufficient carrying capacity so as to prevent the undesirable diversion of through traffic into residential neighborhoods. Modified four-lane undivided highways have been proposed to provide sufficient carrying capacity so as to prevent the undesirable diversion of through traffic into residential neighborhoods. Left-turn lanes are typically provided at intersections.
- *Two-lane Divided Highway.* A collector street with relatively moderate-speed, moderate-volume, with two through lanes (one in each direction), designed for circulation within and between neighborhoods with a landscaped, raised median: These roads serve relatively short trips, and are meant to collect and distribute traffic from local streets to the arterial network. Left-turn lanes are typically provided at major intersections.
- *Two-lane Undivided Highway.* A collector street with relatively moderate-speed, moderate-volume, with two through lanes (one in each direction), designed for circulation within and between neighborhoods. These roads serve relatively short trips, and are meant to collect and



distribute traffic from local streets to the arterial network. Left-turn lanes are typically provided at major intersections.

The recommended General Plan build out roadway classifications are as follows:

- **Redlands Boulevard:** A divided six-lane highway between Evans Street and approximately 400 feet east of Anderson Street. A four-lane divided highway at all other segments with additional through lanes at the intersection with Mountain View Avenue.
- **Van Leuven Street:** A four-lane undivided highway between Evans Street and Anderson Street. A two-lane undivided highway between Academy Street and Mountain View Avenue.
- **Stewart Street:** A two-lane local street west of Evans Street. A two-lane undivided highway between Evans Street and Anderson Street.
- **University Avenue:** A two-lane undivided highway.
- **Prospect Avenue:** A two-lane undivided highway.
- **Barton Road:** A four-lane divided highway with bike lanes and a wide, lushly landscaped median with left-turn pockets at major intersections. A special circumstances roadway between western City limits and University Avenue and between Loma Linda Drive and eastern City limits.
- **Lawton Avenue:** A two-lane undivided highway.
- **Beaumont Avenue:** A two-lane undivided highway.
- **Evans Street:** A four-lane undivided highway between Redlands Boulevard and University Avenue. A two-lane undivided highway between University Avenue and Barton Road.
- **Campus Street:** A two-lane local street.
- **Anderson Street:** A six-lane undivided highway between the I-10 Ramps and Redlands Boulevard. A modified four-lane undivided highway with a two-way center turn lane or left-turn pockets from I-10 to Barton Road. A two-lane undivided highway south of Barton Road. Bike lanes from Court Street to University Avenue.
- **Academy Street:** A two-lane undivided highway between Anderson Street and Van Leuven Street.
- **Poplar Street:** A two-lane undivided highway.
- **Benton Street:** A two-lane undivided highway.
- **Loma Linda Drive:** A two-lane undivided highway.
- **Mountain View Avenue:** An undivided six-lane highway between I-10 Ramps and Mission Road. A modified four-lane undivided highway with a continuous center turn lane between Mission Road and Van Leuven Street. An undivided four-lane highway between Van Leuven Street and Beaumont Avenue.
- **Bryn Mawr Avenue:** A two-lane undivided highway.
- **Whittier Avenue:** Generally, a two-lane local street. A two-way center turn lane exists between George Street and Picton Street.
- **Mission Road:** A two-lane divided highway running northwest to southeast from Mountain View Avenue to California Street.
- **California Street:** A four-lane undivided highway.



- *Local Streets.* These streets are primarily used for access to individual abutting land uses. These streets are more pedestrian-oriented than collector or arterial roadways, and will also carry higher volumes of bicycle traffic. Through vehicular traffic is discouraged.
- *Special Circumstances.* Traffic volumes along certain roadways require special treatment, and are identified on the Circulation Plan as having “Special Circumstances.” These include the southern end of proposed Evans Street between University Avenue and Barton Road, which is to be designed as a two-lane street, with a continuous two-way left turn lane in the median. Redlands Boulevard is to be provided with additional through lanes at its intersection with Anderson Street. Similarly, Benton Street is to be with additional through lanes at its intersection with Barton Road. To preserve the historic district, a two-lane divided highway is to be provided on a major portion of Mission Road even though the volume on the roadway meets the guidelines for a four-lane roadway.

6.10 GUIDING POLICY

Provide a balanced, convenient, energy-efficient, and safe transportation system that incorporates all feasible modes of transportation.

6.10.1 Vehicular Circulation

Transportation conditions on Loma Linda roadways are generally acceptable, with congestion developing at the intersections of major roadways at freeway interchanges during peak hours. As traffic volumes increase throughout the City due to future development within Loma Linda and surrounding communities, it will be critical to improve the local roadway system to provide additional capacity, including extending or expanding existing roadways, and providing connections between existing roadways.

Implementing Policies - Vehicular Circulation

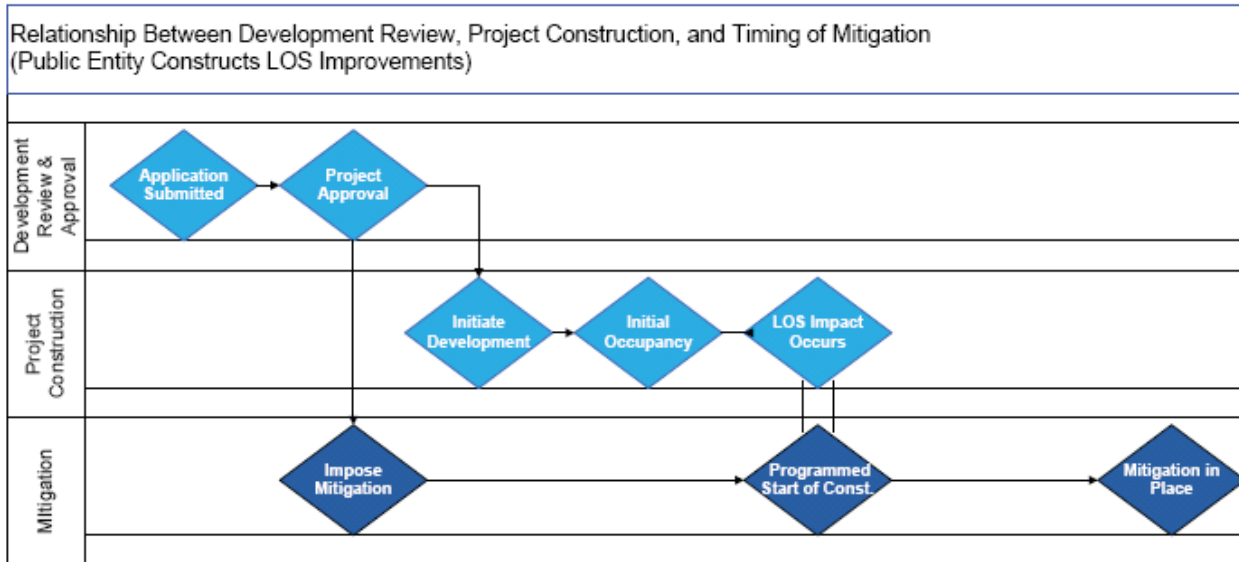
- a. Maintain long-term traffic levels of service at LOS C.
 - (1) In those locations where maintaining LOS C is not feasible and Measure V permits a lower level of service, implement all feasible mitigation measures.
- b. Require all development projects to provide their fair share (in the form of physical improvements and/or fee payment) for all feasible improvements needed to implement Policy “a,” above.
 - (1) Where it is determined that it is not feasible to impose the mitigation measures necessary to meet City LOS standards on a project that is not exempt from the traffic level of service standards set forth in Measure V, development shall not be permitted to proceed unless and until the project is able to meet applicable level of service standards in Measure V.
- c. Where the payment of fees is accepted as mitigation in lieu of actual construction of physical improvements, such fee payment shall be considered to be adequate mitigation if, at the time of project approval, a public agency has programmed construction of the improvements needed to meet City LOS standards to commence at or prior to the time that the proposed project is anticipated to cause or contribute to the deterioration of traffic levels of service below City standards.¹ Notwithstanding the above, developments impacting the California/Redlands, Benton/Barton, and Anderson/Redlands intersections or requiring the realignment of Orange

¹ Generally, this would be considered to be opening day of the project (first occupancy), unless a traffic study approved by the City identifies a later date.

² “Existing” levels of service and the level of service standard to be applied to the project is to be determined at the time an application is deemed complete and an initial study pursuant to the requirements of CEQA is prepared, and not at the time of project approval.



Street shall be conditioned to require the provision of needed physical improvements rather than payment of fair share fees.



- d. Alternatively, if the physical improvements are to be constructed by a private entity, construction of the needed improvements shall have begun prior to the time that the proposed project causes or contributes to the deterioration of traffic levels of service below City standards.
- e. Facilitate roadway capacity by implementing the Loma Linda Circulation Plan.
 - Pursue the Evans Street interchange and roadway extension.
 - Although included in regional funding for additional lanes, maintain a four-lane divided highway on Redlands Boulevard except at intersection of Anderson Street where additional through lanes will be necessary.
 - Widen roadways as feasible consistent with the General Plan Circulation map, consistent with City level of service objectives.
- f. Promote the design of arterial and collector roadways to optimize safe traffic flow within established roadway configurations by minimizing driveways and intersections, uncontrolled access to adjacent parcels, on-street parking, and frequent stops to the extent consistent with the character of adjacent land uses.
- g. As development occurs, provide adequate capacity at intersections to accommodate future traffic volumes by installing intersection traffic improvements and traffic control devices, as needed.
- h. Facilitate the synchronization of traffic signals along Redlands Boulevard, Barton Road, Anderson Street, and Mountain View Avenue.
- i. Require the provision of reciprocal access and parking agreements between adjacent land uses where appropriate to facilitate off-street vehicular movement between adjacent commercial and other non-residential uses, and to reduce the number of driveways along major roadways.
- j. Encourage regional goods movement to remain on area freeways and other appropriate routes.
- k. Require the design of new developments to focus through traffic onto arterial streets, and away from local neighborhoods.



- I. Require that existing driveways that are unnecessary or substandard be removed or upgraded, wherever feasible, in conjunction with any on-site development or any adjacent street construction.
- m. Where single-family residences have no feasible alternative but to front on collector or arterial roadways, require, wherever possible, that circular driveways or on-site turnarounds be provided to eliminate the need for residents to back onto the street.
- n. Locate driveways on corner parcels as far away from the intersection as is possible.
- o. Avoid locating driveways within passenger waiting areas of bus stops or within bus bays. Locate driveways so that drivers will be able to see around bus stop improvements.
- p. Where a series of traffic signals is provided along a route, facilitate the coordination of traffic signals to optimize traffic progression on a given route. Traffic signalization should emphasize facilitating access from neighborhood areas onto the City's primary roadway network, and should work to discourage through traffic from using local streets.
 - Require developments impacting traffic along Redlands Blvd., Barton Road, Anderson Street or Mountain View Avenue to provide a fair share contribution for to the synchronization of traffic signals along the impact road(s).
 - If the City has not yet adopted an implementation mechanism for these improvements, require the project applicant to install the required synchronization, and the City will enter into a reimbursement agreement with the applicant to be reimbursed as future funds are received by the City for that improvement.
- q. Expand intersections to include additional turning and through lanes at intersections where needed to relieve congestion and improve intersection operation, so long as the intersection can continue to accommodate pedestrians and bicyclists. Avoid traffic system improvements that facilitate vehicular turning and bus movements, but that also discourage pedestrian or bicycle movements.
- r. Maintain the first priority for public streets of providing safe and efficient travel for the public with on-street parking as a second priority.
- s. Pursue construction of parking structures within the downtown area to serve projected parking demand and facilitate mixed-use development without the need to meet off-street parking standards on each individual parcel.
- t. Work with the Loma Linda University/Medical Center to provide a direct connection of Van Leuven Street to Anderson Street, preferably at the existing intersection of Academy Street.
- u. Work with the Loma Linda Academy to modify its entry to provide stacking room for parents' vehicles waiting to drop off or pick up students.
- v. As part of the development of the mixed-use area west of California Street, realign Mission Road to connect to Orange Street. West of California Street, design the realigned Mission Road to maximize access to lands north of Barton Road.
- w. Place ultimate responsibility for mitigating the impacts of future growth and development, including construction of a new and widened roadways, as well as intersection improvements, with individual development projects. The City's Capital Improvements Program will be used primarily to address the impacts of the existing development, and to facilitate adopted economic development programs.
- x. Ensure that development projects pay applicable traffic mitigation fees and provide appropriate participation in relation to improvements for routes of regional significance.



- y. Within hillside areas, develop roads to standards appropriate to the character and topography of the area. In addition, provide for dispersion of traffic dispersion so as to prohibit direct alignment or new roadways with Whittier Avenue, Bryn Mawr Avenue, or Wellesley Avenue.

6.10.2 Non-motorized Transportation

Bicycling and walking are key elements of Loma Linda's planned circulation system. A trail system has been adopted and is shown in Figure 9.1 of the Conservation and Open Space Element. In addition, the City currently has an extensive network of sidewalks that enhance neighborhoods' accessibility, and help to reduce reliance on the private automobile for mobility within the community.

Maintaining a system of bicycle facilities in Loma Linda is important, both as recreation and transportation. Bikeways are becoming increasingly important because they are a non-polluting alternative mode of transport, and provide links to schools, civic and neighborhood shopping centers and employment within the region. By providing bicycle routes throughout the City, riders will be able to travel with a greater sense of security (Figure 6.6).

The City's Master Plan of Bikeways as shown in Figure 6.6 has three bicycle facility classifications. Bike trails (Class I) are facilities at least eight feet in width that are physically separated from vehicular roadways and are reserved exclusively for bicycle use. Bike lanes (Class II) consist of a painted stripe reserving at least five feet nearest the curb for bicycle use. Bike routes (Class III) are designated only with signs and are mainly used to bridge short distances between bike lanes or trails.

Implementing Policies – Non-motorized Transportation

- a. Design new residential neighborhoods to provide safe pedestrian and bicycle access to schools, parks and neighborhood commercial facilities through explicit development requirements for such amenities.
- b. Provide lighting that is attractive, functional, and appropriate to the character and scale of the neighborhood or area, and which contributes to pedestrian, and bicycle safety.
- c. Maintain roadway designs that maintain mobility and accessibility for bicyclists and pedestrians through incorporation of sidewalks and bicycle lanes, where appropriate.
- d. Integrate multi-use paths into creek corridors, railroad rights-of-way, utility corridors, and park facilities through proactive coordination with property owners and developers.
- e. Where shopping facilities are located adjacent to residential areas, provide direct access between residential and commercial uses without requiring pedestrians and bicyclists to travel completely around the commercial development through stipulations in the design review process.
- f. Require the construction of attractive walkways in new residential, commercial, office, and industrial developments, through the use of landscaping which includes shading for pedestrian paths.
- g. Orient site design in non-residential areas to allow for safe and convenient pedestrian access from sidewalks, transit and bus stops, and other pedestrian facilities, in addition to access through required parking facilities.

6.10.3 Transit

Although rail transit service is not currently available in Loma Linda, there has been discussion regarding the potential of extending Metrolink service to the Loma Linda area. In addition, the Riverside Transit Authority and Omnitrans provide public bus transportation over six separate bus routes in the City. These bus routes provide a necessary transportation service by improving access

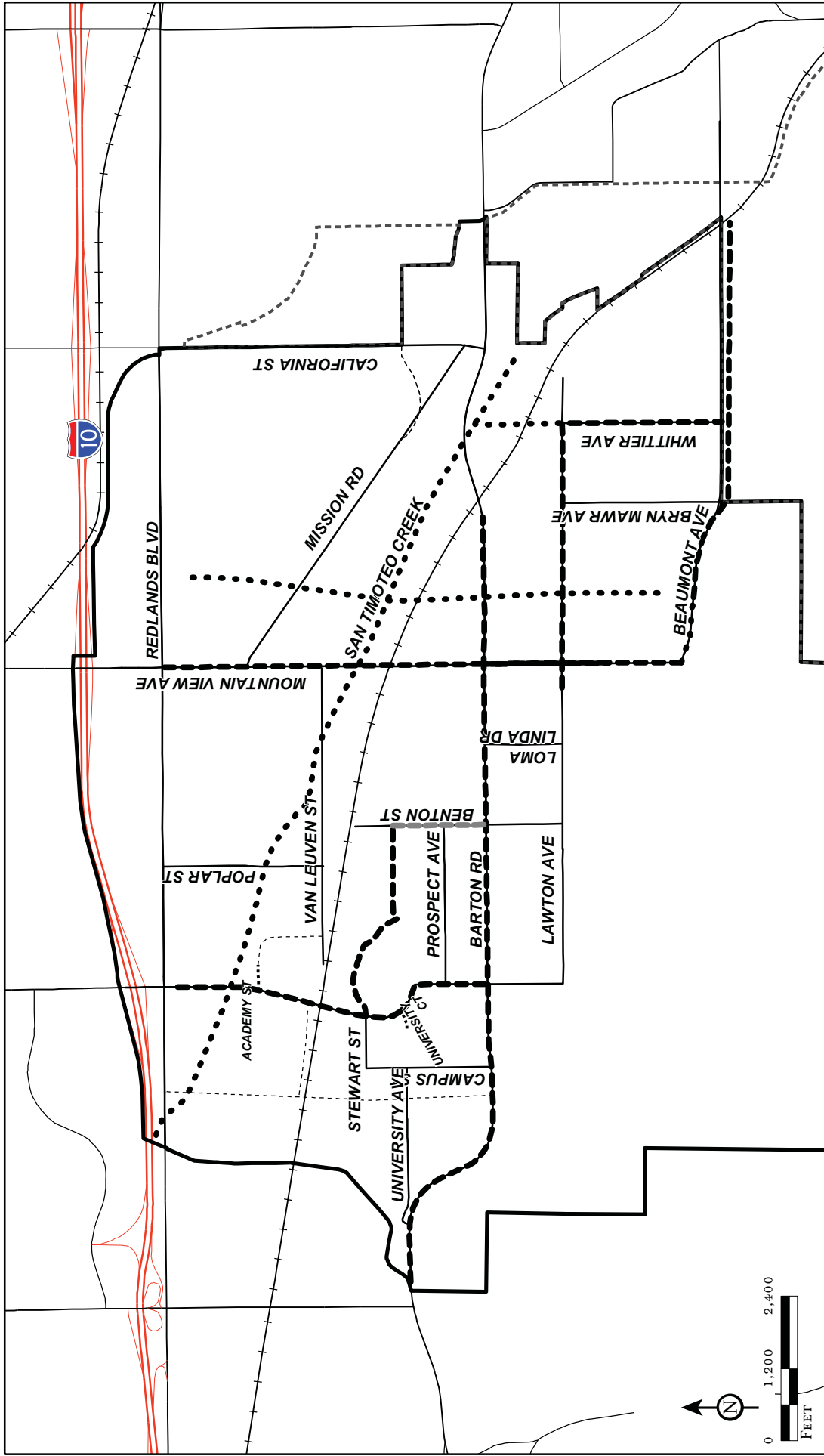


Figure 6.6

L S A

- City Boundary
- City Sphere of Influence
- FUTURE ROADS
- GENERAL PLAN ROADS
- LOCAL ROADS
- Class I Bicycle Trail
- Class II Bicycle Facility
- Class III Bicycle Facility



to employment and service centers such as Loma Linda University and the Veterans Hospital. Omnitrans and the cities of Loma Linda and San Bernardino are also involved in a major transit initiative called the “E Street Locally Preferred Alternative,” which involves establishment of transit-oriented development at key locations to serve as the impetus for expanding public transit services to the area. The Loma Linda City Council has gone on record as supporting the E Street Locally Preferred Alternative

Implementing Policies for Transit

- a. Ensure that the site design of new developments provides for pedestrian access to existing and future transit routes and transit centers through specific review during the development review process.
- b. Preserve options for future transit use when designing roadway and highway improvements.
- c. When applicable, such as adjacent to E Street Locally Preferred Alternative station(s), include Omnitrans in the review of new development projects, and require new development to provide transit improvements in proportion to traffic demands created by the project. Transit improvements may include direct and paved access to transit stops; provision of bus turnout areas and bus shelters; and roadway geometric designs to accommodate bus traffic.
- d. Support transit-oriented development in proximity to E Street Locally Preferred Alternative station(s). Such development would include a variety of retail, housing, employment opportunity, healthcare, and civic/governmental uses in walking distances of stations to encourage transit ridership and address air quality and traffic congestion concerns. In addition, support integration of E Street Locally Preferred Alternative transit stations into nearby planned developments and attractively landscaped pedestrian linkages interconnecting transit supportive uses to the transit stations.
- e. Encourage ridership on public transit through use of City information sources (e.g., City web site, and mail-outs) to provide information on transit services.
- f. Encourage extension of Metrolink service to the Loma Linda area, including assistance in locating and developing a Metrolink station within Loma Linda should service be extended to the area.
- g. Require community care facilities and large age-restricted developments (50 units or more, but excluding facilities designed for “active” adults) to provide transportation services for the convenience of residents as a condition of development.



7.0 NOISE ELEMENT

The Noise Element generally describes the fundamental concepts of noise and summarizes existing noise levels and noise sources in the City of Loma Linda. Goals and supporting policies related to the control of noise levels and the maintenance of appropriate noise levels are described in this section.

The purpose of the Noise Element is to limit the exposure of the community to excessive noise levels. Projected noise levels for planned land uses as well as transportation corridors are given. The projected noise levels are used to guide future land use decisions to limit noise and its effects on the community. The Noise Element contains policies for limiting the noise generated from future projects as well as means to abate existing noise problems.

Government Code Section 65302(f) states that a General Plan shall include a Noise Element, which identifies and appraises noise problems in the community. The Noise Element also serves as a guideline for compliance with the State's noise insulation standards.

7.1 NOISE CONCEPTS

Noise may be defined as sound that is objectionable and disturbing to some individuals. There are several noise measurement scales used to describe noise in a particular location. A *decibel (dB)* is a unit of measurement that indicates the relative intensity of a sound. The decibel scale increases as the square of the change, representing the sound pressure energy. The zero on the decibel scale is based on the lowest sound level that the healthy, unimpaired human ear can detect, but changes of 3.0 dB or less are perceptible only in laboratory environments. The decibel system of measuring sound gives a rough connection between the physical intensity of sound and its perceived loudness to the human ear. A sound as soft as human breathing is about 10 times greater than 0 dB. Unlike linear units such as inches or pounds, decibels are measured on a logarithmic scale, representing points on a sharply rising curve. An increase of 10 dB represents a tenfold increase in acoustic energy, while 20 dB is 100 times more intense, 30 dB is 1,000 times more intense. Each 10-dB increase in sound level is perceived as approximately a doubling of loudness. Sound intensity is normally measured through the "A-weighted sound level, or dBA". This scale gives greater weight to the frequencies of sound to which the human ear is most sensitive. That is, an A-weighted noise level de-emphasizes low and very high frequencies of sound similar to the human ear's de-emphasis of these frequencies. Ambient sounds generally range from 30 dBA (very quiet) to 100 dBA (very loud).



Noise consists of any sound that may produce physiological or psychological damage and/or interfere with communication, work, rest, recreation, and sleep. To the human ear, sound has two significant characteristics: pitch and loudness. Pitch is generally an annoyance, while loudness can affect our ability to hear. Pitch is the number of complete vibrations or cycles per second of a wave that results in the tone's range from high to low. Loudness is the strength of a sound that describes a noisy or quiet environment, and the amplitude of the sound wave measures it. Loudness is determined by the intensity of the sound waves combined with the reception characteristics of the human ear. Sound intensity refers to how hard the sound wave strikes an object, which in turn produces the sound's effect. Sound intensity can be measured precisely with instruments. Sound intensity and its effect on adjacent sensitive land uses are evaluated as part of the noise environment of a project area.

The predominant rating scales for human communities in the State of California are the Equivalent-Continuous Sound Level (L_{eq}) and the Community Noise Equivalent Level (CNEL) based dBA. L_{eq} is the total sound energy of time-varying noise over a sample period. CNEL is the time-varying noise over a 24-hour period, with a weighting factor of 5 dBA applied to the hourly L_{eq} for noises occurring from 7:00 p.m. to 10:00 p.m. (defined as relaxation hours). Events occurring between 10:00 p.m. and 7:00 a.m. (defined as sleeping hours), 10 dBA is applied. The noise adjustments are added to the noise events occurring during the more sensitive evening and nighttime hours. The Day-Night Average Level (L_{dn}) is similar to the CNEL scale, but with no adjustments for the evening hours between 7:00 p.m. and 10:00 p.m. CNEL and L_{dn} are typically within 1 dBA of each other and are interchangeable.

7.2 HUMAN HEALTH NOISE CONSIDERATIONS

The effects of noise on people can be listed in three general categories: subjective effects of annoyance, nuisance and dissatisfaction; interference with activities such as speech, sleep, and learning; and physiological effects such as startling, and hearing loss. The levels associated with environmental noise, in almost every case, produce effects only in the first two categories. Workers in facilities such as industrial plants can experience effects in the last category. Unfortunately, there is as yet no completely satisfactory way to measure the subjective effects of noise, or to the corresponding reactions of annoyance and dissatisfaction. This is because of the wide variation in individual thresholds of annoyance and the habituation to noise over differing individual past experiences with noise. Table 7.A identifies common sound levels and their sources.

Physical damage to human hearing occurs with prolonged exposure to noise levels higher than 85 dBA. Exposure to high noise levels affects our entire systems, with prolonged noise exposure in excess of 75 dBA increasing body tensions and thereby affecting blood pressure, functions of the heart, and the nervous system. In comparison, extended periods of noise exposure above 90 dBA would result in permanent cell damage. When the noise level reaches 120 dBA, a tickling sensation occurs in the human ear even with short-term exposure. This level of noise is called the threshold of feeling. As the sound reaches 130 dBA, the tickling sensation is replaced by the feeling of pain in the ear. This is called the threshold of pain. A sound level of 140 dBA will rupture the eardrum and permanently damage the inner ear.



Table 7.A: Common Sound Levels and Their Noise Sources

Noise Source	A-Weighted Sound Level in Decibels	Noise Environment	Subjective Evaluations
	0	Very Faint	
Human Breathing	10	Very Faint	Threshold of Hearing
Rustling Leaves	20	Very Faint	
Soft Whisper	30	Faint	
Average Residence Without Stereo Playing	40	Faint	1/8 as Loud
Large Transformer	45	Quiet	
Light Traffic; Soft Radio Music in Apartment	50	Quiet	1/4 as Loud
Suburban Street	55	Moderate	
Average Office	60	Moderate	1/2 as Loud
Normal Conversation	65	Moderate	
Near Freeway Auto Traffic	70	Moderately Loud	Loud
Busy Restaurant	75	Moderately Loud	
Pneumatic Drill; Vacuum Cleaner	80	Moderately Loud	2 times as Loud
Freight Cars; Living Room Music	85	Moderately Loud	
Garbage Disposal	90	Very Loud	4 times as Loud
Ambulance Siren; Food Blender	95	Very Loud	
Pile Driver; Noisy Urban Street/Heavy City Traffic	100	Very Loud	8 times as Loud
Accelerating Motorcycle at a few feet away	110	Very Loud	16 times as Loud
Hard Rock Band	120	Threshold of Feeling	32 times as Loud
Civil Defense Siren	130	Threshold of Pain	64 times as Loud
Jet Engine in close proximity	140	Deafening	128 times as Loud

Source: Compiled by LSA Associates, Inc. 2000.

7.3 **NOISE STANDARDS**





Tolerance to noise varies by land use. Commercial and industrial uses are less affected by noise intrusion than are hospitals, schools and residences. On a broader level, the amount of ambient noise in a community can affect whether the community is perceived as a desirable place to live, work, and play, or a stressful place. Because of this, noise and land use compatibility relationships are important factors to consider in planning and land use studies.

Land use and noise compatibility criteria have been developed from various sources, including the California Office of Noise Control. These criteria are designed to integrate noise consideration into land use planning to prevent noise/land use conflicts. The California Land Use Compatibility Matrix is shown in Table 7.B.



Table 7.B: California Office of Noise Control Land Use Compatibility Matrix for Community Noise Exposure

Land Use Category	Community Noise Exposure (L _{dn} or CNEL, dB)					
	55	60	65	70	75	80
Residential – Low-Density Single-Family, Duplex, Mobile Homes	Normally	Normally	Normally	Conditionally	Clearly	Clearly
Residential – Multifamily	Normally	Normally	Conditionally	Conditionally	Clearly	Clearly
Transient Lodging – Hotels, Motels	Normally	Normally	Conditionally	Conditionally	Clearly	Clearly
Schools, Libraries, Churches, Hospitals, Nursing Homes	Normally	Normally	Conditionally	Conditionally	Clearly	Clearly
Auditoriums, Concert Halls, Amphitheaters	Conditionally	Conditionally	Conditionally	Clearly	Clearly	Clearly
Sports Areas, Outdoor Spectator Sports	Conditionally	Conditionally	Conditionally	Clearly	Clearly	Clearly
Playgrounds, Neighborhood Parks	Normally	Normally	Normally	Conditionally	Clearly	Clearly
Golf Courses, Riding Stables, Water Recreation, Cemeteries	Normally	Normally	Normally	Conditionally	Clearly	Clearly
Office Buildings – Business, Commercial & Professional	Normally	Normally	Normally	Conditionally	Clearly	Clearly
Industrial, Manufacturing, Utilities, Agriculture	Normally	Normally	Normally	Conditionally	Clearly	Clearly

-  **NORMALLY** – Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise.
-  **CONDITIONALLY** – New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.
-  **NORMALLY** – New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
-  **CLEARLY** – New construction or development should generally not be undertaken.

Source: California Department of Health, Guidelines for the Preparation and Content of Noise Elements of the General Plan, February 1976.

As shown in Table 7.A, low-density residential uses are most sensitive to community noise with noise levels of 60 dBA CNEL/L_{dn} and below considered “normally acceptable” (65 dBA CNEL/L_{dn} for



multifamily uses). For schools, churches hospitals, and business and commercial areas, noise levels up to 70 dBA CNEL/L_{dn} are “normally acceptable.” For industrial, manufacturing, and utility uses, noise levels up to 75 dBA CNEL/L_{dn} may be considered “normally acceptable.”

Table 7.C shows the City’s policies related to land use and acceptable noise levels which are based on the California Office of Noise Control Community Compatibility Matrix. These standards are determined to be performance guidelines that provide a decibel range for the City to follow and to help determine what type of noises are nuisances and are unacceptable to the community.

Table 7.C: City of Loma Linda Noise Level Standards

Land Use Categories	Energy Average CNEL			
	Normally Acceptable ⁽¹⁾	Conditionally Acceptable ⁽²⁾	Normally Unacceptable ⁽³⁾	Clearly Unacceptable ⁽⁴⁾
Residential	55	70	75	76 or more
Residential (10:00 p.m. to 7:00 p.m.)	< 50	55 or more	----	----
Transient Lodging, Motels, Hotels	65	70	75	76 or more
Schools, Libraries, Churches, Hospitals, Nursing Homes	70	70	80	81 or more
Auditoriums, Concert Halls, Amphitheaters	----	80	----	90 or more
Sports Arenas, Outdoor Spectator Sports	----	80	----	90 or more
Playgrounds, Neighborhood Parks	70	----	75	76 or more
Golf Course, Riding stables, Water Recreation, Cemeteries	----	----	80	81 or more
Office Buildings, Business Commercial and Professional	70	75	76 or more	----
Industrial Manufacturing, Utilities, Agriculture	70	80	81 or more	----

Emergency type land uses, emergency response vehicles, and emergency notification measures shall be considered as Normally Acceptable measures and exempt from violations and or penalties.

Source: Chapter 9.20 Loma Linda Municipal Code

INTERPRETATION

- (1) Specified land use activities that are satisfactory based upon the assumption that any land use or buildings involved are of ordinary performance standards.
- (2) Activities or Actions shall be undertaken only after a detailed analysis of the noise reduction (muffling) requirements is made and noise reduction insulation features are included as a preventive measure.
- (3) Noise levels exceeding the following ranges shall generally be discouraged. If new activities or actions proceed, a detailed analysis of the noise reduction requirements must be made and necessary noise insulation features included in the design.
- (4) Activities shall not be undertaken or permitted.

In addition to the performance guidelines, the noise ordinance lists prohibited noises in the community. For example, refuse collection trucks are prohibited between the hours of 10 p.m. and 6 a.m. and construction activity is limited to the hours between 7:00 a.m. and 8:00 p.m., Monday through Friday, with heavy construction not permitted on weekends, or national holidays.

7.4 NOISE SOURCES

Typical major noise sources in communities like Loma Linda include:

- Cars, trucks and buses;



- Routine community activities of daily life;
- Trains along railroad tracks; and
- Aircraft near airport



Transportation is the dominant noise source

The most important difference between transportation and non-transportation noise sources is that municipalities can generally exercise control on the level and duration of noise at the property line of any non-transportation source of noise. Cities can adopt noise exposure standards for noise levels generated from mobile sources, such as trucks, trains or planes, and then make permitting decisions regarding sensitivity of land uses in areas with excessive noise. Cities play a role in enforcing the requirement in the state vehicle code regarding properly operating mufflers and may also set speed limits or weight restrictions on streets. In general terms, a city's actions are primarily proactive with respect to stationary noise sources versus reactive for those mobile sources beyond City control.

Automobiles, buses, trucks and trains dominate transportation noise in Loma Linda. Bus service is provided on major streets, collectors, and local streets within the Loma Linda circulation system. Measurements have shown that background noise levels on "quieter" major streets in Loma Linda are near 60 dBA while the "noisier" streets are about 65 dBA at the nearest residences. An increase of 3 dB is generally considered the threshold level at which people complain that their noise quality has become noticeably degraded. Major transportation noise sources in the City of Loma Linda include traffic on I-10, Redlands Boulevard, Barton Road, Anderson Street, Mountain View Avenue, and Mission Road and trains on the UPRR lines.

The City does not have industrial uses that would generate high noise levels to be considered stationary noise sources.

Rail noise occurs at intervals from the operations on the Union Pacific rail lines, which currently transports only freight. Although the City supports the Metropolitan Transportation Authority (MTA) light rail transit service through the City, currently the City has no Metrolink service.

There are no airports in Loma Linda and the nearest Airport is the San Bernardino International Airport. This airport serves only small aircraft and does not offer commercial flights. The City is outside the 60 dBA CNEL airport noise contours of the Airport. Therefore, aircraft noise is not typically a problem in the City. The Jerry L. Pettis Memorial Medical Center and the Loma Linda University Medical Center operate helipads on the roof of each hospital. The hospitals and the County of San Bernardino Sheriff's Search and Rescue Division use these helipads. Flights to the hospitals average one to two per day primarily between 3:00 p.m. and midnight. The Search and Rescue Division uses the helipads only on an as-needed basis, generally averaging one flight a month.



7.5 EXISTING NOISE MEASUREMENTS

Twelve representative locations throughout the City were monitored for existing noise exposure. Measurements were made using a Larson-Davis Model 720 sound level meter on August 29, 2001. Each site was monitored for 20 minutes. Measurement sites were chosen to provide a representative spectrum of the community's existing noise environment, focusing on locations where there might be a reasonable expectation of quiet, such as hospitals and residences. Several commercial sites near busy streets were included to provide some basis for comparison with some of the less noisy locations.

Results of the community noise monitoring survey are summarized in Table 7.D. The quietest locations were homes on low-traffic streets or places where traffic was screened by topography or distance. As would be expected, the noisiest locations were along major arterials/expressways/freeways or near commercial areas. Many sites were heavily street-oriented, and many readings were taken at corners where traffic noise from two roadways was combined. Since most people cannot detect ambient noise differences of less than 3 dBA, and it takes a doubling of traffic volumes to increase noise levels by 3 dBA, very few Loma Linda receiver sites are likely to have experienced a perceptible change in noise levels in the past few years.

Table 7.D: Ambient Noise Monitoring August 29, 2001

Location	Start Time (Duration)	L _{eq} (dBA)	Noise Sources	Remarks
1. Court Street off Anderson Street	9:20 a.m. (20 minutes)	60.3	Traffic on Anderson Street, light traffic on Court Street, birds.	Monitor is approx. 50 feet from Anderson Street, facing west. Wind is 0-5 mph.
2. Corner of Anderson Street and Stewart Street	9:50 a.m. (20 minutes)	71.8	Traffic on Anderson, lighter traffic on Stewart, birds.	Monitor is approx. 30 feet from Anderson Street and 15 feet from Stewart Street, facing west. Wind is 0-5 mph.
3. Corner of Campus Street and University Avenue	10:20 a.m. (20 minutes)	64.7	Traffic on Campus and University streets. Pedestrians.	Monitor is facing southwest approx. 15 feet from intersection. Wind is 0-5 mph.
4. Corner of Barton Road and Anderson Street	10:55 a.m. (20 minutes)	69.3	Traffic on Barton and Anderson. Pedestrians	Monitor is on southwest corner, facing northeast approx. 20 feet from intersection. Wind is 0-5 mph.
5. Barton Road and Benton Street	11:25 a.m. (20 minutes)	67.5	Traffic on both streets passing through intersection.	Monitor is on northeast corner facing south, approx. 30 feet from Barton Road and 10 feet from Benton Street Wind is 0-5 mph.
6. Mountain View Avenue and Lawton Avenue	12:05 p.m. (20 minutes)	74.8	Traffic on both streets coming through intersection. Birds.	Monitor is approx. 30 feet from Mt. View Avenue facing east. Wind is 0-5 mph.
7. Railroad tracks near Nevada Street	1:00 p.m. (20 minutes)	77.2	Light traffic on road, birds, winds. Train passing through - 3 minutes of actual noise, 2 minutes as the train passed by.	Monitor is on western side of tracks facing east approx. 30 feet from tracks. Wind is 0-5 mph.



Table 7.D: Ambient Noise Monitoring August 29, 2001 (continued)

Location	Start Time (Duration)	L _{eq} (dBA)	Noise Sources	Remarks
8. New Jersey Street and Barton Road	1:35 p.m. (20 minutes)	62.4	Traffic on Barton, occasional vehicle on New Jersey. High winds.	Monitor is approx. 100 yards from Barton Road and approx. 8 feet from New Jersey Street facing south. Wind is 15-20 mph.
9. Mission Road near historical landmark	2:10 p.m. (20 minutes)	59.1	Traffic on Mission, high winds and birds.	Monitor is approx. 20 feet from road facing west. Wind velocity is 15-20 mph.
10. Mobile home park at southwest corner of Redlands Boulevard and Mt. View Avenue	2:35 p.m. (20 minutes)	63.7	Traffic on Redlands, winds.	Monitor is approx. 15 feet from Redlands Boulevard facing south. A brick wall separates the monitor from Redlands Boulevard. Wind is 5-10 mph.
11. Richardson Road near I-10	3:05 p.m. (20 minutes)	65.7	Traffic on Richardson Road and I-10. Winds.	Monitor is approx. 15 feet from road, facing south. Redlands Boulevard is approx. 400 yards away; I-10 is approx. 200 yards to the north. Wind is 10-15 mph.
12. Taft Street and Redlands Boulevard	3:35 p.m. (20 minutes)	69.4	Traffic on Redlands Boulevard, light traffic on Taft Street. Ambulance with sirens on passing by.	Monitor is approx. 25 feet from Redlands Boulevard, facing south. Wind velocity is 0-10 mph.

Source: LSA Associates, Inc., August 2001.

7.6 IDENTIFIED ISSUES

Although there are no significant citywide noise problems, there are locations in the City that are subject to noise impacts. These locations consist primarily of areas adjacent to major streets. It is likely that some longtime Loma Linda residents have noticed that noise levels have become significantly degraded within the last two decades. Roadways that have maintained a reasonable travel speed despite moderate volume increases are probably only slightly noisier. Clearly, traffic noise is a pervasive problem in an urbanized environment that will not change much in Loma Linda until some quieter mode of transportation replaces the combustion engine vehicle.

Because of the hour of the flights and the nature of the need, helicopters to the VA Medical Center and Loma Linda University Medical Center may cause noise levels sufficient to cause sleep interruption during nighttime hours. However, overflights are usually brief, lasting only a few minutes.

The railroad track that traverses the City serves both passenger and freight trains. The passage of these trains through the City creates noise problems not only from the movement of the trains themselves but also from the sounding of train whistles. As the number of trains using the track increases in the future, the noise pollution created by the trains will increase.

Should the proposed off-ramp from the I-10 Freeway at Evans be constructed, a new source of noise impacts is likely to be created. Not only will new traffic noise be created, but there will also be short-term noise during construction. Existing sensitive receptors need to be considered in the design of the off-ramp.



7.7 NOISE ABATEMENT AND POTENTIAL FUTURE NOISE CONTOUR TABLE

Three basic mechanisms are effective at reducing excessive noise exposure: 1) reducing the strength of the noise at the source; 2) increasing the distance between the source and the receiver; and 3) placing an obstruction between the noise source and the receiver. The potential future noise contour map for the City of Loma Linda based upon build out of the proposed land uses and completion of the Master Plan of Arterial Highways denotes the areas in the City susceptible to excessive noise in the future (Figure 7.1).

Although State and Federal law establish vehicular noise emissions standards, local agencies can play a significant part in reducing traffic noise by controlling traffic volume and congestion. Traffic noise is greatest at intersections due to acceleration, deceleration and gear shifting. Measures such as signal synchronization can help minimize this problem. Likewise, reduction of congestion aids in reduction of noise. This can be accomplished through the application of traffic engineering techniques such as channelization of turning movements, parking restrictions, separation of modes (bus, auto, bicycle, pedestrian), and restrictions on truck traffic.

Noise caused by traffic volumes can also be reduced with incentive programs for use of public transit facilities and high-occupancy vehicles, staggering of work hours, and land use controls. Vehicle trips can be turned into pedestrian trips with integration of housing and employment into the same project area and affordable housing in proximity to employment, shopping, and public transit facilities, among other techniques.

Placement of walls, landscaped berms, or a combination of the two between the noise source and the receiver can accomplish noise reduction. Garages or other buildings may be used to shield dwelling units and outdoor living areas from traffic noise. In addition to site design techniques, noise insulation can be accomplished through proper design of buildings. Nearby noise generators should be recognized in determining the location of doors, windows, and vent openings. Sound-rated windows and wall insulation are also effective.

7.8 POLICIES

Following are the City policies pertaining to noise.

7.8.1 Guiding Policy

Strive to achieve an acceptable noise environment for existing and future residents of the City of Loma Linda.

7.8.1.1 Implementing Noise Policies for Land Use and New Development

- a. Achieve and maintain exterior noise levels appropriate to planned land uses throughout Loma Linda as indicted below:
 - Residential
 - Single-Family 65 dBA within rear yards.
 - Multifamily: 65 dBA within private yard or enclosed balcony spaces.
 - Single/Multifamily, indoor noise level: 45 dBA with windows closed.

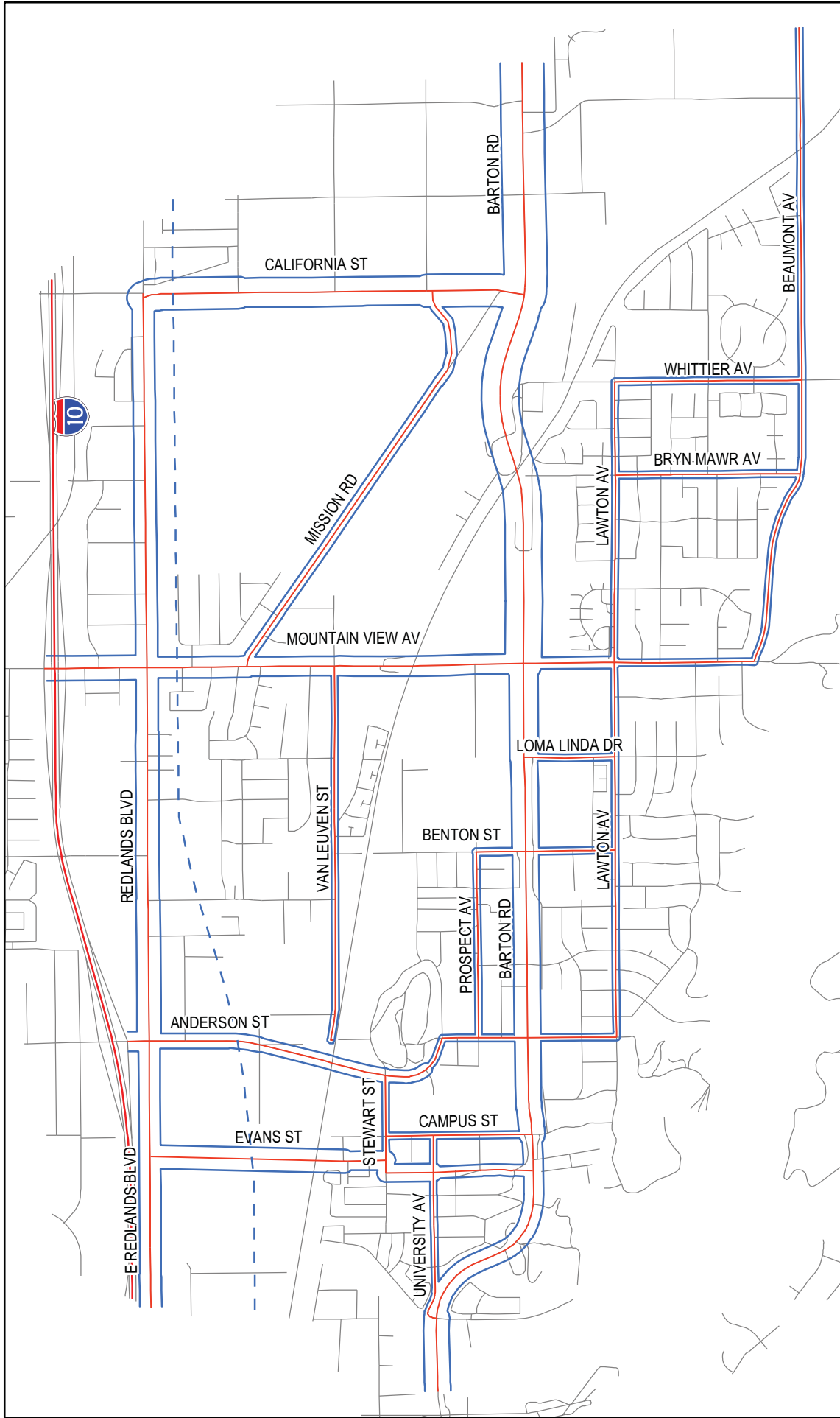
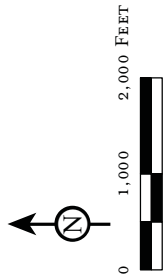


Figure 7.1

L S A

- MODELED ROAD SEGMENT*
 - CENTER-LINE TO 65 CNEL (FEET)
 - I-10 CENTER-LINE TO 65 CNEL (FEET)
- *ASSUMES ALL FUTURE ROADWAYS COMPLETE





- Schools
 - Classrooms: 65 dBA exterior noise environment at the classroom location.
 - Play and sports areas: 70 dBA.
 - Libraries, Churches, Hospitals, Nursing Homes: 60dBA exterior noise environment at the building location.
 - Commercial/Industrial: 70 dBA exterior noise environment at the building location, unless additional interior mitigation is provided.
- b. Maintain a pattern of land uses that separates noise-sensitive land uses (e.g., residential, churches, schools, hospitals) from major noise sources to the extent possible, and guide noise-tolerant land uses into the noisier portions of the Planning Area.
- c. Require new developments to limit noise impacts on adjacent properties through acoustical site planning, which may include, but is not limited to the following actions:
- Increased setbacks from noise sources from adjacent buildings;
 - Screen and control noise sources, such as parking, and loading facilities, outdoor activities and mechanical equipment;
 - Use soundproofing materials and double-glazed windows;
 - Retain fences, walls, and landscaping that serve as noise buffers;
 - Orient delivery, loading docks, and outdoor work areas away from noise-sensitive areas;
 - Cluster office, commercial, or multifamily residential structures to reduce noise levels within interior open space areas.
- d. Where new development (including construction and improvement of roadways) is proposed in areas exceeding the noise levels identified in the General Plan, or where the development of proposed uses could result in an increase of more than 3.0 dBA above existing background noise, require a detailed noise attenuation study prepared by a qualified acoustical engineer to determine and incorporate appropriate mitigation into project design and implementation to reduce potential noise levels to acceptable noise levels as identified in the General Plan.
- e. Utilize site design and architectural design features to the extent feasible to mitigate impacts on residential neighborhoods and other noise-sensitive uses. In addition to sound barriers, design techniques to mitigate noise impacts may include, but are not limited to:
- Increased building setbacks to increase the distance between the noise source and sensitive receptors.
 - Orienting buildings that are noise-compatible with adjacent to noise generators or in a manner that shields noise-sensitive uses.
 - Orienting delivery, loading docks, and outdoor work areas away from noise-sensitive uses.
 - Placing noise tolerant activity areas, (e.g., parking) between the noise source and sensitive receptors.
- f. Provide double glazed and double paned windows on the side of the structure facing a major noise source, and place entries away from the noise source to the extent possible.
- g. Continue enforcement of California Noise Insulation Standards (Title 25, Section 1092, California Administrative Code).



- h. Discourage new projects that have potential to create ambient noise levels more than 5 dBA above existing background noise within 250 feet of sensitive receptors, (e.g., schools, hospitals, churches, residential uses, etc.).
- i. Require new noise sources to use best available control technology (BACT) to minimize noise from all sources.
- j. Ensure that construction activities are regulated as to the hours of operation in order to avoid or mitigate noise impacts on adjacent noise-sensitive land uses.
- k. Require proposed development adjacent to occupied noise-sensitive uses to implement a construction-related noise mitigation plan that identifies the location of construction equipment storage and maintenance areas, and documents the methods that will be used to minimize impacts on adjacent noise-sensitive land uses, including, where needed, installation of temporary noise barriers.
- l. Require that all construction equipment utilize noise-reduction features (e.g., mufflers and engine shrouds) that are no less effective than those originally installed by the manufacturer.

7.8.1.2 Implementing Noise Policies for Circulation and Transportation Noise

- a. Implement measures – which may include reduced speed limits, improved paving texture, and traffic controls – to assist in reducing noise levels to acceptable levels (as defined in Section 7.8.1.1.a.) in areas where noise standards are presently or will be exceeded.
- b. Work with Caltrans and SANBAG to include noise mitigation measures in the design and operation of the proposed new Evans Street off-ramp. Design and operation measures may include synchronized traffic controls, landscaping berms, and improved paving textures.
- c. Work with the administrators of the area hospitals that have, or plan to have, helicopters to coordinate non-emergency helicopter service during normal business hours to help reduce potential noise impacts to nearby residential neighborhoods.
- d. Work with public transit agencies to ensure that the buses, vans, and other vehicles used rely on the best available control technology to minimize noise.
- e. Participate and monitor the plans to continue the conversion of Norton Air Force Base to the San Bernardino International Airport to ensure that no additional adverse noise impacts will result in the City.
- f. Work with the passenger and freight train operators to establish “quiet zones” (areas where train whistles are not sounded) within the City.



8.0 PUBLIC SERVICES AND FACILITIES ELEMENT

The Public Services and Facilities Element is concerned with the provision of public services, community facilities, and utility systems, which promote and enhance the daily activities of all Loma Linda citizens. Many of these systems, including wastewater treatment, and the provision of water, natural gas, electricity, and telecommunications, act as catalysts for urban growth and development. These facilities must be in place for growth to occur in an area. Other facilities are also necessary to serve both existing and new development. These facilities include solid waste disposal, parks, libraries, educational facilities and service, and the delivery and availability of police, fire, and health/medical services. In addition, this element focuses on City's current service levels of the existing facilities and services.

The purpose of the Public Services and Facilities Element is to identify and plan for the public services necessary to serve the functional needs of Loma Linda as it grows in area and population. The focus of this Element is on the capital facilities and public services needed to support build out of the land uses identified in the Land Use Element while maintaining a full range of high-quality public and private services. This Element sets forth standards desired by the community for its fire and police services, library services, public schools, private institutions, public utilities, and solid waste management.

In accord with the provisions of California Government Code Sections 66000 et seq., all development projects as defined therein shall be required to pay development fees to cover 100 percent of their pro rata share of the cost of any public infrastructure, facilities, or services, including without limitation roads, sewer, utility, police, and fire services, necessitated as a result of the approval of such development. The City Council shall set and determine development fees sufficient to cover 110 percent of their pro rata share of the estimated cost of such public infrastructure, facilities, and services based on appropriate cost-benefit analyses, as required by the provisions of California Law.

8.1 FIRE PROTECTION

The Fire and Rescue Division of the Department of Public Safety provide fire protection. Fire Station 251, located at 11325 Loma Linda Drive, services the City of Loma Linda. The Fire Station houses the equipment listed in Table 8.A.



Table 8.A: Loma Linda Fire and Rescue Division Equipment as of February 2004

Equipment	Capacity/Function
Two triple-combination engines	1,500 gallons per minute; structure fires, etc.
One aerial multi-purpose ladder truck	2,000 gallons per minute, 102-foot aerial.
One brush engine	750 gallons per minute; wildland fires
One water tender	750 gallons per minute; 1,500-gallon tank.
One paramedic fire/rescue squad	Medical aid and rescue
One portable lighting/rehab trailer	Lighting and rehab support
One rescue/backup paramedic squad	Rescue and Haz Mat equipment

The Department of Public Safety’s Fire and Rescue Division currently consists of two Chief Officers, six Captains, six Engineers, and six Firefighter/Paramedics. Additionally, the Division has 10 part-time Firefighters participating in the Paid Call Program. The average 24-hour shift consists of two Captains, two Engineers, two Firefighter/Paramedic, and two part-time Firefighters. This set of personnel normally staffs an Engine Company the Paramedic Rescue Squad and either an additional engine or the truck. The Fire and Rescue Division handles structural, wildland, vehicle, and refuse fire suppression, fire investigation, heavy rescue, technical rescue, confined-space rescue, hazardous materials response, vehicle extrication, emergency medical procedures, building collapse, train derailment, CPR/First-aid training, and fire hydrant testing.



Paramedic fire rescue truck

The Department of Public Safety’s Community Safety Division consists of one Fire Prevention Inspector, two Code Enforcement Officers, contract animal control services, and one Parking Control Officer. This Division handles fire plan checks, fire prevention inspections, weed abatement, public fire safety and fire extinguisher training, traffic control, fire public education, disaster preparedness, municipal code enforcement, animal control services, and parking enforcement.

Response time varies within the City and is difficult to measure due to the daily influx of traffic from the University and the related medical center. The Fire and Rescue Division is currently experiencing an approximately 11 percent increase in call volume (2003 over 2000) at this time. Additionally, the Department is experiencing a number of simultaneous calls (approximately 25% of all calls). To ensure adequate fire protection services in an emergency, the City of Loma Linda maintains a joint response/automatic aid agreement with the fire departments in neighboring cities including Colton, Redlands, and San Bernardino. The Department also participates in the California Master Mutual Aid Agreement.

8.1.1 Identified Fire Protection Issues

The southern portion of the City, including the Hillside Initiative and adjacent hillside areas, has been identified by the Public Safety Department as an area that may need a second station for several reasons. First, these hills lie within the City’s identified Hazardous Fire Area. Second, there is an extended drive time into the southern hill area from the headquarters station. Third, future development is likely to occur in this area. The need to expand services is being addressed in the



budgetary process due to a rapidly increasing rate of calls for service. Along with a new station, the City will need the equipment and personnel to service the area.

8.1.2 Guiding Policy

Provide an adequate number of fire stations, along with fire fighting personnel and equipment to protect the residents and businesses of Loma Linda.

8.1.2.1 Implementing Policies

- a. Assess the short-term and long-term needs of the Department of Public Safety to ascertain how the Fire and Rescue Division should grow to serve Loma Linda adequately.
- b. All discretionary development projects shall be reviewed by the Department of Public Safety to ensure that a five-minute response time (including three-minute running time) can be maintained for 80 percent of emergency fire, medical, and hazardous materials calls on a Citywide response area basis.
- c. Conduct an annual assessment of the adequacy of facilities and services serving Loma Linda, personnel and staffing needs, and capital needs, based on anticipated growth and the level of service standard set forth in Implementing Policy b, above. This assessment should be undertaken as part of the annual review of proposed capital projects required by the California Government Code Sections 65103(c) and 65410.
- d. Require implementation of fire protection measures, such as a buffer area of fire-resistant plants and non-combustible roofing in areas of high fire hazard as identified on Figure 10.3 and in Section 10.4.
- e. Continue to collaborate with other jurisdictions in the provision of back-up fire services in emergency situations.
- f. Continue and expand Fire Education and Safety Programs.

8.1.3 Fire Protection Facilities

8.1.3.1 Performance Objective

Maintain competent and efficient fire prevention and emergency fire, medical, and hazardous materials response services with first responder capability in order to minimize risks to life and property.

8.1.3.2 Performance Standard

Prior to approval of discretionary development projects, require written verification from the Fire Department that a five-minute response time (including three-minute running time) can be maintained for 80 percent of emergency fire, medical, and hazardous materials calls on a citywide response area basis.



Loma Linda Public Safety Department



8.2 POLICE PROTECTION SERVICES

Police protection for the City is provided by and contracted through the San Bernardino Sheriff's Department, located at 655 East Third Street in San Bernardino, at Sheriff's Headquarters, Central Station. The City has recently provided a workstation at City Hall, which provides deputies and a sheriff's service specialist with an area for completing reports, conducting interviews, and crime prevention activities. The City shares the cost of law enforcement personnel and equipment with the City of Grand Terrace. Loma Linda University maintains its own security force with the City providing services on an as-needed basis.

The sheriff personnel currently serving the City of Loma Linda includes 12 sworn officers and 5 non-sworn (civilian) employees. The present ratio of sheriff officers to population in the City of Loma Linda is 1 deputy per 2,478 residents. The volunteer staff includes 11 citizens on patrol and 13 Explorer Scouts. Sheriff vehicles include 5.5 marked units, 2 unmarked units, and 1 citizen patrol unit.

The Sheriff Department divides the City into 16 reporting districts, and has an average emergency response time within the City of 3.25 minutes. The present ratio of sheriff deputy to population is 1 deputy per 2,478 residents. Table 8.B details the City of Loma Linda's Crime Statistics from 1995 through 2000.

Table 8.B: City of Loma Linda Crime Statistics

Offense	1995	1996	1997	1998	1999	2000
Criminal Homicide	0	0	1	2	0	3
Forcible Rape	6	6	7	4	2	8
Robbery	22	26	21	15	14	12
Assault	113	74	100	86	72	83
Burglary	239	203	223	171	93	157
Larceny – Theft	407	471	506	407	374	321
Grand Theft Auto	325	291	251	160	106	105
Grand Total	1,112	1,071	1,109	845	661	689

8.2.1 Identified Police Protection Issues

A number of factors are considered in assessing the law enforcement needs for the community in the future. First, the level of calls for police services has been steadily increasing during the past several years and is now reaching the range of 55 to 60 per day. This trend is expected to continue. Second, while the resident City population is listed at 19,418, this number increases to an estimated 50,000 during the day due to activities related to the LLU and related Medical Centers. The daytime population is expected to increase in the future. Third, community arterial roadways, including Barton Road, Redlands Boulevard, Anderson Street, and Mountain View Avenue, routinely handle over 25,000 cars daily, which significantly impacts law enforcement transportation issues. Travel on these roadways is expected to increase in the future. Lastly, with several large housing and business developments in the final stages of planning, the population of Loma Linda could easily expand by a projected 25 percent during the next several years, which would increase the need for law enforcement services. These issues could significantly tax the available resources and impact the ability of the Sheriff's Department deputies to respond to calls for service in the appropriate time frame.



8.2.2 Guiding Policy

Provide for the protection of Loma Linda citizens and businesses from crime through maintenance of an adequate force of police officers, appropriate physical planning of new development, and a high level of public involvement in crime prevention.

8.2.2.1 Implementing Policies

- a. Strive to provide an adequate police force to respond to emergency calls within an average of 3.25 minutes from time of dispatch.
- b. Provide sufficient facilities and staff to ensure that the dispatch staff can collect emergency information and immediately forward requests for service to patrol units.
- c. Annually assess crime prevention and law enforcement programs to evaluate the adequacy of Loma Linda's services, facilities, and personnel needs based on short and long-term growth.
- d. Continue collaboration with other jurisdictions in providing back-up police services and where necessary, equipment and personnel.
- e. Continue working with Loma Linda University Security in providing as needed police services to the University community.
- f. Promote the establishment and operation of neighborhood watch programs.
- g. Expand community outreach programs and promote community involvement in crime prevention.
- h. Require design features in new development to reduce potential for crime.
 - Provide well-lighted and visible streets and street names, building entrances and addresses, recreation areas, and parking areas.
 - Limit access into and between buildings to reduce escape routes and to make undetected entry difficult.
 - Landscape development sites to permit surveillance of open areas and entryways, and avoid creating places for concealment.
 - Within multifamily and non-residential developments, provide emergency vehicle access around buildings to the extent feasible.
 - Within multifamily and non-residential developments, eliminate the potential for access to roofs by pallets, flag poles, etc.

8.2.3 Police Service Facilities

8.2.3.1 Performance Objective

Maintain an active police force, while developing programs and police facilities that are designed to enhance public safety and protect the citizens of Loma Linda by providing an average response time to emergency calls of between seven and eight minutes from the time the call is received to the time an officer arrives.

8.2.3.2 Performance Standard

Maintain a force level, including sworn and community service officers assigned to community policing and prisoner custody details that is capable of responding to emergency calls within an average of 3.25 minutes from time of dispatch.



8.3 EDUCATIONAL FACILITIES

The City of Loma Linda's roots are tied to education beginning with the "College of Medical Evangelists," which opened in 1909 and later became Loma Linda University (LLU) in 1961. From the first nursing school to the seven schools comprising LLU today, the university has been a dominant force in the growth and development of the community. LLU is a Seventh-day Adventist educational health-sciences institution with 3,000 students. Seven schools and the Faculty of Religion comprise the University organization. The schools of Allied Health Professions, Dentistry, Medicine, Nursing, Pharmacy, Public Health, and the Graduate School offer more than 55 programs. Curricula offered range from certificates of completion and associate in science degrees to doctor of philosophy and professional doctoral degrees. Students from more than 80 countries and virtually every state in the nation are represented in LLU's student body. Postgraduate medical and dental education programs are also conducted with the LLU. In addition, the Medical Center is affiliated with 27 other educational institutions and provides training for a variety of allied health



Bryn Mawr Elementary School

specialists. An active research program at the Medical Center supports 184 research projects in all major areas of medicine and surgery, particularly mineral metabolism, neurobiology, cardiovascular, and AIDS research. Within a short drive of Loma Linda are three junior colleges: San Bernardino Valley College, Crafton Hills College, and Riverside Community College. The University of California at Riverside, Cal State University San Bernardino, the University of Redlands, the California Baptist College, and the Claremont Colleges are available for upper division and graduate courses.

Public education in the City of Loma Linda is provided by Redlands Unified School District (RUSD) except for the western

portion of the City, which is served by Colton Joint Unified School District (CJUSD). In addition to these school districts, one community day school, overseen by San Bernardino County Superintendent of Schools Office, is located in the City of Loma Linda. Loma Linda Academy, a private Seventh-day Adventist school, also provides schooling for kindergarten through high school grades.

All the RUSD schools serving the City of Loma Linda have exceeded their original capacities (Table 8.C). To accommodate student enrollment, the three elementary schools are on a year-round schedule, which increases the seats available for students by approximately 25 percent. RUSD converted these schools to year-round schedules because funding was not available to construct new schools to meet enrollment demands. The recent implementation of 20:1 student/teacher ratio significantly impacted the District's elementary and middle schools. Portable classrooms have been and will continue to be placed on all campuses from year-to-year to meet student enrollment needs.



Table 8.C: Redlands Unified School District Enrollment

School	Capacity			Enrollment		
	Permanent	Portable	Total	2000–2001 ¹	2001–2002	Projected 2006
Bryn Mawr Elementary (K-5) 11680 Whittier Avenue Loma Linda, CA 92354	605	311	916	891	946	1,075
Smiley Elementary (K-5) 1210 W. Cypress Avenue Redlands, CA 92373	739	25	764	681	663	1,024
Victoria Elementary (K-5) 1505 Richardson Street San Bernardino, CA 92408	442	260	702	639	661	719
Cope Middle School (6-8) 1000 W. Cypress Avenue Redlands, CA 92373	1,061	522	1,583	1,505	1,602	1,713
Redlands High School (9-12) 840 E. Citrus Avenue Redlands, CA 92374	2,292	609	2,901	2,722	2,912	3,268

¹ CBEDS: California Basic Education Data 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.

The western portion of the City of Loma Linda is within the boundaries of CJUSD. Currently, Reche Canyon Elementary School, Terrace Hills Middle School, and Colton High School serve this portion of the City. Individual school capacities along with current and projected enrollment at schools serving the City of Loma Linda within CJUSD are presented in Table 8.D.

Table 8.D: Colton Joint Unified School District Enrollment

School	Capacities	2000–2001 ¹	Projected 2001–2002 ²
Reche Canyon Elementary (K-6) 3101 Canyon Vista Drive, Colton CA 92324	750	702	723
Terrace Hills Middle School (7-8) 22579 De Berry Street, Grand Terrace CA 92313	1050	951	979
Colton High School (9-12) 777 W. Valley Boulevard, Colton CA 92324	2900	2,720	2,801

¹ CBEDS: California Basic Education Data 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.

² Projections are based on a District-wide annual growth of approximately 3% per year.

Loma Linda Academy, a private educational institution associated with the Seventh-day Adventist Church, has three campuses on 45 acres located on Anderson Street, south of I-10. The academy has a current capacity of 1,550 students. However, through creative arrangements, the school is able to accommodate a current enrollment of 1,648 students. The school's projected enrollment is shown in Table 8.E.



Table 8.E: Loma Linda Academy Enrollment

Grade Level	2000–2001	Projected 2001–2002	Projected 2002–2003	Projected 2003–2004
K-5	628	647	666	686
6-8	411	423	435	448
9-12	609	627	646	665
Total	1,648	1,697	1,747	1,799

Projected enrollment is based on a 3% annual growth. Enrollment has grown at 3% annually over the past 15 years.

The San Bernardino County Superintendent of Schools oversees a County-operated day school in the northeast portion of the Planning Area. Known as the Mission Community School (MSC), this school offers an educational opportunity for students who have been expelled or are no longer permitted to attend schools in their appropriate school districts. The MCS accepts grades 7 through 12 from surrounding school districts. As of January 22, 2002, enrollment ranged between 50 and 60 students with maximum capacity ranging between 100 and 120 students. In January 2002, this educational facility had an unutilized classroom. Due to this surplus, it is expected to be able to accommodate future growth and educational needs.

8.3.1 Identified Educational Issues

The City of Loma Linda places a high priority on quality educational facilities. The high priority placed on schools by area residents is reflective of the family-oriented nature of the community. The City also takes pride in being the home of an internationally known university that plays a key role in the community's economic well being.

Although the construction of school is the responsibility of local school districts and not the City, municipal development policies, along with the ups and downs of the housing market, significantly affect the rate at which new schools must be built. As a result, close cooperation between the City and local school districts is essential both for the districts and the City to address the impact of new development on the all ready overcrowded educational facilities.

School districts are exempt from local regulations and cannot be required to adhere to City General Plan policies. However, cooperation between the City and the School Districts is essential in order to provide high quality educational facilities. Present laws regulating school facility financing place responsibility on the State and local school districts. State law also caps development fees for schools, and limits the ability of cities to require new development to provide new school facilities. In general, payment of development fees established by local school districts is considered to be "mitigation in full" for the impacts of such development on schools, whether or not the maximum fees allowable under the law are adequate to construct new facilities.

Additionally, there is presently only one public school located in the City of Loma Linda. Neighborhood schools are an asset to a community and more local public schools would enhance the livability of Loma Linda.

8.3.2 Guiding Policy

Facilitate the acquisition of sites for public and private educational institutions such that all school-age children have access to school facilities that are not overcrowded and that can provide superior educational opportunities.



8.3.2.1 Implementing Policies

- a. Maintain clear, ongoing communications with area school districts on all matters related to the need for and provision of school sites and other administrative, educational, and recreational facilities. On a regular basis, exchange information with the County Superintendent of Schools on the Mission Community School. On a regular basis, exchange information with the Redlands and Colton Unified School Districts on:
 - The status of development review and construction;
 - The capacity of schools serving Loma Linda residents;
 - The status of site acquisitions by the districts; and
 - Applicable student-generation factors by type of development.
- b. Assist the various school districts in developing school sites and facilities to serve all neighborhoods in the City.
- c. As more schools are built within the City, maximize the joint use of facilities by the City and the local school districts (including joint school/park sites and, where feasible, joint use of athletic fields, community meeting facilities, and provision of child and senior care facilities) by developing joint funding for such facilities through a combination of school district and City sources, provided that City contributions to joint facilities are consistent with the availability of such joint facilities to meet non-school recreational and other community needs.
- d. Require new development to pay all legally established fees, provide capital facilities, and/or participate in land-based financing districts established by local school districts for the acquisition and development of school sites with adequate, permanent classroom space, as required by the local school districts and State law.
- e. Maintain land use regulations permitting the development of public and private educational facilities at appropriate locations within the Planning Area.
 - Within lands planned for residential or mixed-use development, permit public and private schools along arterial and collector roads at the periphery of neighborhoods where traffic impacts created by the school on the local neighborhood can be minimized.
 - Provide adequate buffer areas along common property lines with residential uses.
- f. Work with Loma Linda University to provide public transportation services, circulation system, affordable housing, and other public services that contribute to the maintenance and long-term success of this institution.
- g. Cooperate and support joint public/private endeavors, such as a performing arts center, with Loma Linda Academy.
- h. Work with trade schools to locate new facilities in Loma Linda.

8.3.3 School Facilities

Recognizing that provision of school facilities is the responsibility of the school district, as set forth in State law (SB 50). The intent of the General Plan in setting forth objectives and a performance standard for school facilities is to require the maximum mitigation allowable by law.

8.3.3.1 Performance Objective

Provision of schools in locations that are readily accessible to student populations, along with sufficient facilities to provide educational services without overcrowding.



8.3.3.2 Performance Standard

Require new development to provide necessary funding and/or capital improvements to mitigate projected impacts on school facilities, as determined by the Redlands Unified School District.

8.4 LIBRARY SERVICES

The Loma Linda library facility is a branch of the San Bernardino County Library system. This library is located in a City-owned facility operated under the jurisdiction of the San Bernardino County Library and is funded by the State of California and San Bernardino County property taxes.

The library has a collection of 46,267 items, including periodicals, and is staffed by 2 full-time and 8 part-time employees. The Loma Linda Branch Library currently provides the following resources and services: videos, compact discs, books on tape, foreign language materials, an African-American collection, four computers with Internet access and Microsoft Office, free literary services, interlibrary loan services, an online public access catalog, and a Countywide reference center. The Loma Linda Branch Library serves an estimated population base of 20,900.



Loma Linda Branch Library

8.4.1 Key Library Service Issues

The Loma Linda Branch Library current facilities and services are only a quarter to half of what is needed to accommodate the current population of the City. The average ratio for public library facilities is 0.46 square feet per capita according to the *2000 Public Library Data Service Statistical Report*, an annual publication of the Public Library Association.

The County of San Bernardino released a facilities study in November 2001 that analyzed future needs of library facilities in San Bernardino County, including the City of Loma Linda, through the year 2021. According to this facilities study, the City of Loma Linda Branch Library will need to expand and renovate the existing facility to accommodate future growth. This study proposed a building size of 14,974 square feet, requiring 75 public and staff parking spaces. It was estimated that the expanded facility would increase the square footage per capita from the present 0.33 to 0.39 by the year 2021.

Future library facility funding will be the responsibility of the City with assistance from the County for operation of the facilities. There are currently no capital improvement dollars at the County for improvement or expansion of library facilities.

8.4.2 Guiding Policy

Provide library facilities and services necessary to meet the needs of the community.



8.4.2.1 Implementing Policies

- a. As the library facility is City-owned, continue to work with the San Bernardino County Library System to maintain the facility and secure library titles consistent with the standards of the American Library Association.
- b. Seek opportunities to expand and renovate the existing library facility by securing State and Federal funds for facilities and services.
- c. Continue and explore new ways in which the City can support the goal of expanded facilities and services such as book sales, corporate sponsorships, and volunteer programs.
- d. Continue to seek State funding for library facilities which will service the residents of the City.

8.5 MEDICAL INSTITUTIONS AND SOCIAL SERVICES

Private businesses and non-profit institutions provide many services that are beneficial to the citizens of the City of Loma Linda. The City benefits from private business and non-profit institutions offering childcare, youth programs and senior services. With the aging population, single-parent families, two-worker households, and the increasing problem of drug abuse, the community is dependent upon social services and programs offered by these agencies, businesses, and non-profits organizations. Some of these services, such as Shopping 4 Seniors and the Ronald McDonald House, are located in the City of Loma Linda. Other services, such as Inland Harvest, Big Brother, Big Sister of the Inland Empire, and Easter Seals of Southern California, are located in nearby communities. The City does not control the provisions of these services; however, City policies and actions can affect the availability of these services.



Loma Linda University Medical Center

Of particular importance to the City are the regionally and internationally known medical facilities, which provide the latest in health care services. The combination of Loma Linda University Community Medical Center, Loma Linda University Behavioral Medicine Center, Loma Linda University Proton Treatment Center, and the Loma Linda University Children's Hospital, offers nearly 900 beds for patient care. Loma Linda University Medical Center (LLUMC) operates some of the largest clinical programs in the United States in areas such as neonatal care, and is recognized as the international leader in infant heart transplantation and proton treatments for cancer. As the only referral (tertiary care) center for specialties hospital in the area, LLUMC is the only level-one regional trauma center, which means it meets a complex set of criteria and provides the highest level of complete care around the clock for Inyo, Mono, Riverside, and San Bernardino Counties.

In addition, a Veterans Medical Center located in the City of Loma Linda provides care for area veterans under the teaching auspices of LLU School of Medicine. The Jerry L. Pettis Memorial VA Medical Center is part of the Desert Pacific Healthcare Network, providing services to veterans in Southern California and Southern Nevada. Opened in 1977, this modern facility fulfills the agency's threefold mission of patient care, research and teaching. The Medical Center provides a wide variety of services through inpatient; outpatient and home care programs. The major services provided are in the areas of general medicine, surgery, psychiatry, and neurology.



8.5.1 Identified Medical and Social Services Issues

The General Plan does not control the provision of private businesses, non-profit organizations, or public agencies offering services to the community of Loma Linda. It does, however, establish policies to facilitate the availability of services in the City.

8.5.2 Guiding Policy

Encourage the continuance and the development of private and public medical facilities and human and social services in Loma Linda.

8.5.2.1 Implementing Policies

- a. Provide for and encourage the development of facilities offering childcare and elder care by providing a reasonable range of sites where such facilities could be located.
- b. Collaborate with schools, businesses, non-profit agencies, religious organizations, law enforcement, and others to prioritize needs and establish programs and services for children and youth.
- c. Encourage the development of a variety of housing and recreational options for senior citizens in areas close to services and transportation.
- d. Actively work with public, private, and non-profit service providers to create and expand opportunities for elder care facilities, programs, and services in Loma Linda.
- e. Provide for religious facilities and preschool facilities on arterial or collector streets.
- f. Promote development of multi-use buildings/community centers that can be utilized for youth and teen activities and childcare.
- g. Encourage and support private businesses and public facilities and services that contribute to the maintenance and long-term success of the medical facilities in the City.
- h. Encourage and support businesses that would benefit from close association to the medical facilities to locate on sites designated for mixed-use development.

8.6 PARKS AND SCHOOL GROUNDS

The City owns and administers nine parks, varying in size and amenities from the ¼-acre Sun Avenue Portal Park to the 50-acre Hulda Crooks Park. Over 73 acres of parks and open space areas are located within the City, over 64 acres of which are developed. The remaining 10 acres consist of acreage awaiting development. Table 8.F gives a detailed list of all existing parks, their locations, and the amenities they provide, also included are future park facilities planned for the City.



Hulda Crooks Park



Table 8.F: Existing Parks

Park Name	Location	Acres	Barbecue Pits	Baseball Fields	Basketball Courts	Picnic Tables	Tennis Courts	Tot Play Area	Turf/Landscaping	Volleyball/Sport Court	Youth Play Area	Trail/Open Space	Comments
Hulda Crooks Park	Mountain View Ave and Beaumont Avenue	50	✓			✓		✓		✓		✓	
Leonard Bailey Park	Adjacent to Bryn Mawr Elementary School	10		✓			✓	✓	✓				Proposed soccer field
Elmer Digneo Park	East Side of Anderson Street, north of Van Leuven Street and the UPRR tracks and right-of-way	4	✓		✓	✓					✓		
Sun Avenue Portal Park	Northwest corner of Sun Avenue and Mountain View Avenue	0.16				✓							Unimproved
Baseball Park	Adjacent to Mountain View viaduct that crosses over the UPRR tracks and right-of-way and the San Timoteo Creek Flood Control Channel	5.1		✓									Little League field
Cottonwood Road Park	Northwest corner of Cottonwood Road and Mountain View Avenue	0.9							✓				Improved with proposed play area
Edison Easement Park	Runs linearly through the City from north to south about one half mile east of Mountain View Avenue	3.5										✓	Unimproved
Dawson Park													
Dog Park													

8.6.1 Future Park Facilities

San Timoteo West Park Site, Cottonwood Road Park Site, and the Edison Easement are City planned parks that have not yet been developed. San Timoteo West Park Site is located east and adjacent to the Mountain View viaduct that crosses over the UPRR tracks and right-of-way and the San Timoteo Creek Flood Control Channel. Due to limited access to the site and related issues, the City has not decided if it will pursue acquisition of this site. The Cottonwood Road Park Site is located at the northwest corner of Cottonwood Road and Mountain View Avenue. The site has physical constraints in that it is about 360 feet long and 110 feet deep, extending west from the corner. Funds were included in the Fiscal Year 2001/2002 budget for landscaping, irrigation, fencing, walls, and outdoor seating at this park. A tot lot may also be included if there is enough funding. The Edison Easement runs linearly through the City from north to south about one-half mile east of Mountain View. A portion of the easement has been improved with a trail system, orange groves, and minimal, natural landscaping. It has always been the intent of the City to improve the entire length of the easement with the previously mentioned improvements. Currently, there are fund raising efforts underway to improve the easement from Beaumont Avenue to Whittier Avenue.



8.6.2 Recreation Programs

The City has no formal recreation programs. Organizations and members of the public are able to obtain no-fee Park Use Permits for special events (e.g., family reunions, large picnics, weddings, and showers). Long-term use is granted to organizations for league use at Baseball Park.

8.6.3 Parks Standards, Acquisition, and Maintenance

The City has adopted a population to parkland acreage ratio of 5 acres per 1,000 population. With a population of 19,418 persons in January 2001 and 64.16 acres of parkland, the City currently has a park ratio of 3.30 acres. With the addition of the proposed parks, the park ratio would be 3.8 acres. The Community Development Department provides the public with information on park usage and is responsible for park facility planning. The Parks, Recreation and Beautification Committee oversees all park planning and construction efforts. The City's Public Works Department provides maintenance of the parks (but only portions of the Edison Easement).

The City imposes a Parks Facilities Development Impact Fee on all new residential development. In recent years, the City Council has provided some monies from the General Fund for park facilities. City staff is also utilizing grant funding from the California Department of Parks and Recreation and is in the process of identifying other sources of grant funding. The City's Capital Improvements Plan (CIP) includes some of the park facilities and improvements that have been identified in the Parks Master Plans for Leonard Bailey and Hulda Crooks Parks.

8.6.4 Identified Park Issues

The previous Parks and Recreation Element, adopted in 1992, has not been implemented due to lack of funding and staff time. A current Citywide Parks Master Plan does not exist and the City does not sponsor an ongoing recreational program. The few park and recreation services that do exist, such as special events and processing of park permits are funded from a combination of funding sources, which include Development Impact Fees, various State grant programs, and the City's General Fund. As noted earlier, the City currently falls short of the park ratio of 5 acres per 1,000 population. While the City can require new development to provide new parks at a rate of 5.0 acres of developed park land per 1,000 new residents, new development can not be required to make for the City's existing shortfall in park land. It is, however, the desire of the City of Loma Linda to make up its existing park land deficit and achieve a ratio of 5.0 acres of park land per 1,000 at General Plan buildout. In addition to the number and size of parks, key factors in determining the effectiveness of a local park network include the type of facilities offered, the level of maintenance and the distribution of parks throughout the community. The City's two community parks are both located in the southeastern portion of the City and are partially completed. Of the existing Neighborhood Parks, one is a temporary park, one is developed as a Little League baseball field, and one is soon to be relocated and developed only with outdoor picnic areas.

Local public school sites can act as neighborhood park and recreation facilities when not in use. While school facilities are primarily utilized during daytime hours, joint use of athletic fields, ball courts, or play areas can substantially increase the amount of available usable open space, especially in urbanized areas of the City. The City has one public school site, Bryn Mawr Elementary School that is not under control of the City.

8.6.5 Guiding Policy for Parkland Acquisition

The City will acquire and/or gain control of sufficient parkland to develop a system of park, recreational, and open space lands of sufficient size and in the appropriate locations, including



provision of a range of recreational facilities, to serve the needs of Loma Linda residents of all ages and attain a population-to-parkland acreage ratio of 5 acres per 1,000 population.

8.6.5.1 Implementing Policies

- a. Provide a range of public parklands for use by the community including the following:
 - Neighborhood Park. A park or playground generally 5 to 10 acres in size primarily developed to meet the recreational needs of citizens living within 0.5 to 1 mile.
 - Joint School/Park. A neighborhood park development, improved, and maintained on or adjacent to school grounds by the City. Joint school/park facilities are utilized jointly by students and residents from the surrounding neighborhoods. Since school facilities are only available for use by the general public when school is not in session, only half of the total acreage is to be applied to the City's park standard.
 - Community Park. A larger park facility developed to meet the park and recreational needs of those living or working within a 3- to 5-mile radius. Community parks generally range in size from 10 to 60 acres.
 - Sports Park. A park development designed to serve the needs of organized sports activities including youth and adult leagues. Generally ranges in size from 5 to 30 acres.
 - Specialized Recreational Area. These include linear parks (trails), community centers, and preservation areas or structures. These facilities vary in size depending on use.
- b. Complete and maintain an up to date Parks and Recreation Master Plan setting forth a program to meet the recreational needs of citizens of all ages and achieve 5.0 acres of developed park land per 1,000 population distributed throughout the community.
- c. Utilize the resources of national, regional and local conservation organizations, corporations, and non-profit associations and to identify and acquire environmentally sensitive land or preservation areas particularly in the hill areas in the southern section of the City.
- d. Encourage the preservation of significant natural features and development of landscaped parkways and trail systems in new development in addition to the required park development. (See Conservation and Open Space Section 9.2.6.3 and Land Use Section 2.2.6.3 regarding existing trail plan and development of utility easement trail.)
- e. Actively pursue the acquisition of land for neighborhood parks in areas currently under served.
- f. Use existing City-owned properties to the extent feasible for development of a 20-30 acre sports park within Special Planning Area D and as a means eliminating the City's existing park land deficit by buildout.
- g. Cooperate with the public school districts and private educational institutions serving the City to promote joint development and use of school sites and facilities located within the City and its Sphere of Influence.
- h. Continue to seek funding resources for the acquisition, design and construction of public parks, trails, and recreation facilities. Participate in federal and state bonds and grants programs to ensure that the City is taking full advantage of all appropriate local and non-local sources of financial assistance.
- i. Provide incentives for private individuals to donate land and funds for park development to the City by establishing a means to accept tax-deductible donations, which may also include donation of equipment and facilities.



- j. Require the provision of private play space for children in attached residential developments.
- k. To the extent feasible, acquire and develop open space linkages between existing and future park facilities.

8.6.6 Guiding Policy for Park Improvement

Provide for the orderly and comprehensive planning of parklands and resources through specific planning and Master Plan procedures.

8.6.6.1 Implementing Policies

- a. Continue to implement improvements at existing park sites through yearly capital improvements.
- b. Encourage and support development of “grass roots” community-based programs for park improvements such as donations from organized sports like Little League Baseball.
- c. Ensure that neighborhood and community parks are developed with facilities appropriate to all ages and interests including athletic fields; active play areas, passive open space, tot lots, and picnic areas.
- d. Park design shall conform to standards developed by the National Recreation and Parks Association for access, safety, health and protection of humans and domestic animal species.
- e. Provide for the needs of special populations including the physically and mentally challenged in park facility and program design.
- f. Seek partnership opportunities with the private sector and with other public agencies to enhance park facilities and provide leisure time activities through mechanisms such as zoning, donation, purchase of easement, management strategies, or establishment of resource conservation and recreation authorities with coordinated taxing and management roles.

8.6.7 Guiding Policy for Recreation Programs and Services

Provide recreation programs that are responsive to the needs of the community and offered throughout the City.

8.6.7.1 Implementing Policies

- a. Promote community events, family programs and activities and other programs that serve special populations of the community in terms of population, age groups and interests.
- b. Conduct citizen participation and preference surveys every 3-5 years to determine and/or adjust recreation needs data.
- c. Fund City staff positions dedicated to parks and recreation services and programs.
- d. Use neighborhood residents as volunteer recreation leaders and aides, where feasible.
- e. Develop joint programs and participate in joint recreation services with other community groups and associations, as well as surrounding communities within the local or sub-regional area to enhance the programs available to the community.
- f. Encourage ongoing community input into the management of park facilities and programs through the Parks, Recreation and Beautification Committee.
- g. Promote historical and cultural education through special programs, the operation of museums, preservation of historical sites, and promotion of special events.



8.6.8 Guiding Policy for Park Maintenance

Maintain parkland and facilities in a manner that promotes community pride, exhibits cleanliness and security and reduces public liability.

8.6.8.1 Implementing Policies

- a. Develop and maintain a maintenance/management schedule that identifies preventive maintenance, remedial maintenance and deferred maintenance programs for parkland and facilities including all structures, site improvements and equipment resources.
- b. Establish maintenance service programs that protect public property and preserve its value, intended use, life expectancy, safety, security and appearance.

8.7 WATER UTILITIES

The City of Loma Linda's Department of Public Works, Water Division, provides the production and distribution of water within the City. The City's water service area consists of approximately 10.6 square miles, which includes the City and Sphere of Influence areas.

The City currently, and for the planned future, obtains all of its water from groundwater wells in the Bunker Hill Basin, a vast aquifer underlying the eastern San Bernardino Valley. Groundwater in the Bunker Hill Basin is replenished from rainfall and snowmelt from the San Bernardino Mountains. The basin is considered to be a reliable source of water.

In addition to the groundwater wells, the City has two emergency connections with the City of San Bernardino. No contract is in effect that guarantees a specified amount of water from the City of San Bernardino. Therefore, only limited quantities of water from outside sources may be available during emergency events.

Loma Linda University and Loma Linda University Medical Center are located within the limits of the City, but have their own water production and distribution system. With the exception of fire flow, the City does not provide water service to the University on a normal basis. The City of Loma Linda maintains an emergency connection to the City of Redlands water system.

The City has six existing operational storage reservoirs located in the south-central and southwest portions of the City. These reservoirs provide storage to the City's five pressure zones. With the exception of a future Zone 4, storage capacity within the City is adequate. The City's existing water distribution system consists of over 71 miles of pipeline ranging from 1.5 to 24 inches in diameter. The overall condition of the system is good. The existing pipelines are sufficient to convey water for existing demand conditions.

8.7.1 Identified Water Opportunities and Issues

The City's current water resources should be sufficient to meet build out demand based on existing resources and anticipated increases from new development. However, new development will require the installation of additional transmission and distribution lines and possibly new wells. If the City chooses to purchase water from the San Bernardino Valley Municipal Water District, rather than drill and equip additional groundwater wells, an evaluation of the size and location of pipelines would be necessary.



New development in the hillside areas will also require booster stations and additional storage reservoirs. To allow for future growth and full capacity at the Richardson wells, a 16-inch diameter pipeline, paralleling the existing 18-inch line along Richardson Street is required. Funding of these improvements may require the joint involvement of several developers and the City; however, the cost of providing infrastructure and any incremental costs of providing services to the area is to be internalized within the south hills area.

8.7.2 Guiding Policy

Provide a water system that supplies high quality water to serve existing and future needs of the City during peak use conditions, with sufficient water in storage reservoirs for emergency and fire protection.

Water quality and availability are critical to the current and future residents of the City of Loma Linda, its planning area, and its sphere of influence. No new development shall be approved that endangers the quality or quantity of water delivered to households within the City.

8.7.2.1 Implementing Policies

- a. Ensure that adequate water supply capacity and infrastructure is in place prior to occupancy of new development.
- b. Maintain existing levels of water service by preserving and improving infrastructure, replacing water mains as necessary, and improving water transmission facilities.
- c. Update the City's Water Master Plan as needed, with a review occurring at least every five years.
- d. As a part of the design of water systems, ensure adequate pumping and storage capacity for both drought and emergency conditions as well as the ability to provide City required fire flows.
- e. To ensure long-term good quality water, complete water quality assessments and implement appropriate mitigation activities.
- f. Encourage water conservation as a means of preserving water resources. Require new development to be equipped with water conservation devices.
- g. Maintain existing levels of water service by protecting and improving infrastructure, replacing water mains and pumping facilities as necessary, and improving the efficiency of water transmission facilities.
- h. *Use of alternative infrastructure (e.g., septic systems or water systems) may be permitted in areas where municipal systems feasibly cannot be extended in an economically feasible manner. The cost of either alternative infrastructure or the extension of municipal systems shall be the responsibility of the developer.*
- i. *No development project shall be approved which would cause the quality of water delivered to Loma Linda households to fail to meet State and/or Federal water quality standards, or which would cause an increase in residential rates, or which would result in a restriction of water usage, except for those projects exempt under State and/or Federal law.*



8.7.3 Water Storage and Distribution Facilities¹

8.7.3.1 Performance Objective

Maintain a water system that is capable of meeting the daily and peak demands of Loma Linda residents and businesses, including the provision of adequate fire flows and storage for drought and emergency conditions.

8.7.3.2 Performance Standard

Adequate fire flow as established by the Fire Department, along with sufficient storage for emergency and drought situations and to maintain adequate service pressures.

8.8 WASTEWATER MANAGEMENT

Wastewater (sewer) facilities within the City of Loma Linda are operated and maintained by the City's Department of Public Works, Utilities Division. The City's sewer service area consists of approximately 10.6 square miles, which includes the City and Sphere of Influence areas. Sewer line maintenance programs within the City are administered by the City while wastewater treatment services are provided under provisions outlined in a Joint Powers Agreement (JPA) with the City of San Bernardino. The City currently provides sewer service to one "island" of County of San Bernardino land located in the east central portion of the City. Expansion of the sewer system to accommodate new development is paid for exclusively by development fees levied on new construction. The operation and maintenance of existing sewer facilities is funded through monthly user fees levied on residential, commercial, and institutional users.

The San Bernardino Municipal Water Department wastewater facility (primary and secondary wastewater treatment) is located in the City of San Bernardino. This facility has the capacity to process up to 33 million gallons per day (mgd) of effluent, and currently processes 28 mgd. The City of Loma Linda utilizes less than half of its assigned 7 mgd allotment. The average wastewater flow generated by the City during ultimate build out conditions is projected to be 6.27 mgd. The Rapid Infiltration/Extraction (RIX) (tertiary treatment) facility, located in the City of Colton, has a maximum daily capacity of 40 mgd and currently process 32 mgd. No new facilities are planned, nor is expansion of existing facilities.

8.8.1 Identified Wastewater Management Issues and Opportunities

Several small areas of the City, not connected to the City's sanitary sewer system, rely on private septic systems. These areas include the southwestern portion of the City, the Peterson Tract (an unincorporated County "island"), and the eastern Sphere of Influence (both north and south of Barton Road. These septic systems have the potential of leaking into the groundwater.

A number of areas in the existing sewer system have been observed to be deficient because they are undersized or structurally compromised. A number of sewer system rehabilitation and relief repairs have been designed but have not yet been constructed as of 2002.

8.8.2 Guiding Policy

Ensure a wastewater collection, treatment, and disposal system is available to serve existing and future residences, businesses, institutions, and other uses within the City of Loma Linda.

¹ The performance objectives and standards for water storage and distribution relate to the provision of capital facilities. Policies related to water conservation and the use of reclaimed wastewater are contained in the Open Space/ Conservation Element.



8.8.2.1 Implementing Policies

- a. Maintain existing levels of wastewater service by preserving and improving infrastructure, including repairing areas known to be deficient because they are undersized or structurally compromised (“hot spots”) and replacing mains as necessary.
- b. At a minimum, review and update the Master Plan of Sewer Facilities every three years. As part of the design of sewer systems, provide adequate capacity for average and peak conditions.
- c. Encourage water conservation as a means of reducing sewage generation.
- d. Investigate the use of reclaimed wastewater. Where reclaimed wastewater can be economically delivered, require the installation of dual water system supplies for irrigation purposes and industrial purposes.
- e. To avoid the possibility of leakage to the groundwater, existing septic systems should be encouraged where feasible, to connect to the sewer system. New septic systems should only be used where sewer connection is infeasible and for low-intensity uses where they will not have a negative impact on the environment.
- f. *Use of alternative infrastructure (e.g., septic systems or water systems) may be permitted in areas where municipal systems feasibly cannot be extended in an economically feasible manner. The cost of either alternative infrastructure or the extension of municipal systems shall be the responsibility of the developer.*

8.8.3 Sanitary Sewer Collection and Treatment Facilities²

8.8.3.1 Performance Objective

A wastewater collection, treatment, and disposal system that is capable of meeting the daily and peak demands of Loma Linda residents and businesses.

8.8.3.2 Performance Standards

- a. Sanitary sewers (except for force mains) will exhibit unrestricted flow in normal and peak flows.
- b. Prior to approval of discretionary development projects, require written verification that the proposed project will not cause the rated capacity of treatment facilities to be exceeded during normal or peak flows.

8.9 SOLID WASTE MANAGEMENT

The collection of solid waste within the City is contracted to Waste Management of the Inland Empire. Loma Linda University, Loma Linda University Medical Center and the Veterans Hospital maintain their own separate solid waste collection contracts. The City maintains a curbside residential recycling program, which allows residential customers to separate “green waste” and recyclable materials from other solid waste. Medical waste generated by medical facilities affiliated with Loma Linda University and the Veterans Administration Hospital is collected and disposed of apart from the remainder of the City’s municipal waste stream.

Upon collection, “green waste” is transported to Inland Empire Composting in Riverside. This facility processes “green waste” (via grinding, chipping or other means) and sells the end product as ground cover, mulch, or soil additives.

² The performance objectives and standards for water storage and distribution relate to the provision of capital facilities. Policies related to water conservation and the use of reclaimed wastewater are contained in the Open Space/ Conservation Element.



Recyclable materials collected in the City are transported to a transfer station in Moreno Valley, where they are consolidated with loads from surrounding municipalities. Upon consolidation, recyclable material is transported to segregation facilities operated by Quality Paper in either Pico Rivera or Carson. These facilities separate aluminum, paper, cardboard, glass, plastics and other materials from the incoming consolidated loads.

Solid waste not diverted to recycling or composting facilities is transported to San Timoteo Solid Waste Disposal Site in Redlands. The County of San Bernardino Solid Waste Management Division operates this facility. The San Timoteo landfill site encompasses 366 acres of which 114 acres are actively utilized for solid waste disposal. The County of San Bernardino Solid Waste Division has stated that based on current permitted disposal rates and capacity, this landfill will reach capacity by May 2016. Adequate room at the San Timoteo landfill is available for further expansion.

8.9.1 Identified Solid Waste Management Issues and Opportunities

Assembly Bill 939 (Integrated Waste Management Act) requires every California city and county to divert 50 percent of its waste from landfills by the year 2000. Jurisdictions select and implement the combination of waste prevention, reuse, recycling, and composting that best meets the needs of their residents while achieving the diversion requirements of the Act. While major commercial, governmental, and institutional entities have contributed significantly to a reduction in the amount of solid waste generated in the City, (according to the State) Loma Linda has not yet met the 50 percent diversion mandate.

8.9.2 Guiding Policy

Reduce the amount of solid waste requiring disposal at landfills, enhancing the potential for recycling of the City's solid wastes.

8.9.2.1 Implementing Policies

- a. Continue contracting for solid waste collections and recycling.
- b. Encourage yard waste collection services for businesses and residents.
- c. Work with San Bernardino County Solid Waste Division to ensure capacity at the San Timoteo landfill or alternative site after May 2016.
- d. Require provision of attractive, convenient recycling bins and trash enclosures in new multifamily residential and non-residential development.
- e. Continue and expand public education programs involving waste reduction, recycling, composting, waste to energy, zero-waste programs, and household hazardous waste.
- f. Require builders to incorporate interior and exterior storage areas for recyclables into new commercial, industrial, and public buildings.
- g. Continue to follow State regulations by implementing City goals, policies and programs which include source reduction, reuse, recycling, and composting in order to achieve and maintain a 50 percent reduction in solid waste disposal.
- h. Continue to participate in the waste-to-energy program.
- i. Plan for the transformation or elimination of waste materials that cannot be reduced, recycled, or composted in order to eliminate the need for additional landfill space, save energy, reduce greenhouse gas emissions, reduce air and water pollution, and conserve forests.



- j. Foster and support use of discarded products and waste materials to stimulate and drive local economic and workforce development.

8.10 UTILITIES, TELECOMMUNICATIONS, AND CABLE TELEVISION

Utilities and communication systems are necessary to maintain a safe and healthy living environment. Although largely not under the control of the City, desired standards for these services are set forth in this section.

8.10.1 Electricity

The Southern California Edison Company (SCE) provides electrical service in the Planning Area. SCE owns, operates, and maintains both above- and below ground facilities in the Planning Area. Most of SCE's facilities are located in the street right-of-way. An energy sub-station is located near the intersection of Redlands Boulevard and Mountain View Avenue. In addition, there is a utility easement located in the eastern portion of the Planning Area extending from north to south. This utility easement containing energy transmission lines also provides a public trail in some portions. Energy transmission lines extend south from this utility easement into the South Hills and join other lines that run east to west.

8.10.2 Gas

The Southern California Gas Company (SGC) provides natural gas service in the Planning Area. SGC owns, operates and maintains underground gas lines in most of the public streets located throughout the Planning Area. Aside from these high-pressure distribution gas lines, SCG maintains a network of distribution gas lines that extend from these high-pressure lines.

8.10.3 Telecommunications

Verizon provides telephone service in the Planning Area and is a utility regulated by the California Public Utility Commission (PUC). In addition to providing standard phone service to the City of Loma Linda, Verizon offers additional telecommunication services upon consumer request. Verizon is able to provide Digital Subscriber Line (DSL) to the majority of the City. DSL is a service that allows the consumer to have a high-speed computer connection via an additional phone line.

The Loma Linda Connected Community Project (LLCCP) is designed to promote the use of advanced telecommunications in the City. The program will provide Loma Linda businesses and residents with opportunities for voice, data, video, multimedia, home automation systems, environmental control, security, audio, television, sensors, alarms, and intercom. LLCCP is intended to provide a highly evolved system of fiber optic-based network components offering the fastest common denominator of communications infrastructure currently available throughout the City.

The City uses this fiber optic the infrastructure as its communications link for public safety and municipal services. The same infrastructure serves as the pathway for residential and commercial broadband services, developed to be provided on a wholesale basis to various service providers and in a private public partnership run as a utility, by the City.

8.10.5 Cable Television

Cable Television is not legally classified as a "utility" and is not regulated by the California PUC. Regulation of all aspects of cable television is the responsibility of the Federal Communication Commission (FCC). Cable Television service is provided to the City of Loma Linda by Adelphia Communications. Adelphia Communications has been interlinked with the Telecommunication



Division equipment for emergency broadcasts. Cable service subscribers in the City of Loma Linda can be provided with standard cable service (analog) or digital cable service. Channel 3 is locally recognized as the community-access channel for the City of Loma Linda.

8.10.6 Identified Utility Issues and Opportunities

High capacity electrical transmission lines through Loma Linda are a defining feature of the community and the land under the lines can become an asset if cooperatively utilized. Currently the transmission lines occupy wide easements throughout the City. Some of these easements are developed with public trails. Completion and continued maintenance of these trails would enhance their recreational use and provide more useable open space for the residents of Loma Linda.

Wireless communication requires the siting of a network of wireless facilities, such as panel antennas and satellite dishes. Potential impacts associated with this equipment include land use compatibility and aesthetics. Many opportunities are available to lessen the impact of these facilities including camouflaging the antennae as trees or incorporating the equipment in existing structures such as the rooftops of three-story buildings.

8.10.7 Guiding Policy

Ensure the provision of adequate communication and utility systems for existing and future residents and the business community.

8.10.7.1 Implementing Policies

- a. Work with Southern California Edison to improve transmission line corridors with attractive, community-serving uses such as ornamental planting and recreational uses, including trails and playing fields.
- b. Require all new development projects and building additions exceeding 50 percent (50%) of the original structure that are within a fiber-optic master plan area to participate in the Loma Linda Connected Communities Program.
- c. Require new development to underground all utility lines needed to serve future buildings and their occupants, and work with Southern California Edison to underground utilities in existing neighborhoods.
- d. Underground existing overhead utility lines throughout the City with available funding.
- e. Continue to monitor cable services and encourage competition to ensure the highest quality service consistent with Federal Communications Commission guidelines.
- f. Encourage all new development to provide the technology to support multiple telecommunications facilities and providers such as multi-media products, wireless technologies, and satellite communications.
- g. Develop appropriate siting regulations for the installation of utilities and telecommunication facilities to minimize potential impacts to the community.



9.0 CONSERVATION AND OPEN SPACE ELEMENT

California planning law requires that every General Plan contain a Conservation Element and an Open Space Element (Government Code, Section 65302 [d] and [e]). The Conservation and Open Space Elements are combined in this General Plan and focus on the preservation and careful use of natural resources within the City. “Natural resources” include biological resources, water resources, air resources, visual resources such as scenic vistas, trees, and hillsides, and open space. Closely linked to natural resources, and also included in the Conservation and Open Space Element, are discussions of cultural resources (fossils, archaeological remains, and historical artifacts and buildings), and agricultural resources. Natural features and resources have shaped both the growth and form of Loma Linda and provide the attractive characteristics of the area. The hillsides at the southerly edge of the City provide a dramatic backdrop for the City and the San Timoteo Creek provides a water feature within the City. A central concern of the General Plan, therefore, is to continue to protect natural resource areas. In concert with this concern is the desire to reduce greenhouse gas emissions that contribute to global warming and increase the use of renewable resources that do not have a negative impact on the earth’s climate.

9.1 PURPOSE

Under State Law a Conservation Element shall include “...the conservation, development, and utilization of natural resources including water and its hydraulic force, forests, soils, rivers and other waters, harbors, fisheries, wildlife, minerals, and other natural resources” (Government Code, Section 65302(d)). It is the intent of this element to define and determine how these finite resources are preserved and managed to assure their long-term viability.

The State Legislature has declared that the preservation of open space land, “... is necessary not only for the maintenance of the economy of the state, but also for the assurance of the continued availability of lands for the production of food and fiber, for the enjoyment of scenic beauty, for recreation, and for the use of natural resources.” California Government Code Section 65560 defines “open space land” as any parcel or area of land or water that is essentially unimproved and devoted to one of the following uses:



- Open space for the preservation of natural resources including areas for the preservation of plant and animal life such as natural habitat areas; rivers, streams, lakes and their banks; and watershed lands.
- Open space used for the managed production of resources including forestlands, rangelands, agricultural lands, areas required for the recharge of groundwater basins, and areas containing major mineral deposits.
- Open space for outdoor recreation including areas of outstanding historic and cultural value; areas devoted to or particularly suitable for park and recreation purposes; areas serving as linkage between major recreation and open space reservations, such as utility corridors, streams and rivers, trails, and scenic highways.
- Open space for public health and safety including areas that require special management or regulation because of hazardous or special conditions, such as fault zones, unstable soil areas, steep slopes, high fire hazard areas, areas required for the protection of water quality and water reservoirs, and floodplains.

9.2 NATURAL AND VISUAL OPEN SPACE RESOURCES

The designation and preservation of open space is a major responsibility of all levels of government and private interests. No standard exists that quantifies the amount or type of open space individual communities should preserve. The provision of adequate open space resources may be achieved by the designation of existing open space areas, the conversion of or redevelopment of urban spaces, or the provision of open space areas in new development. The following open space resources are present within the Planning Area. Open space resources within the Planning Area are depicted in Figure 9.1 and Figures 9.1A through 9.1C.

9.2.1 Natural Open Space

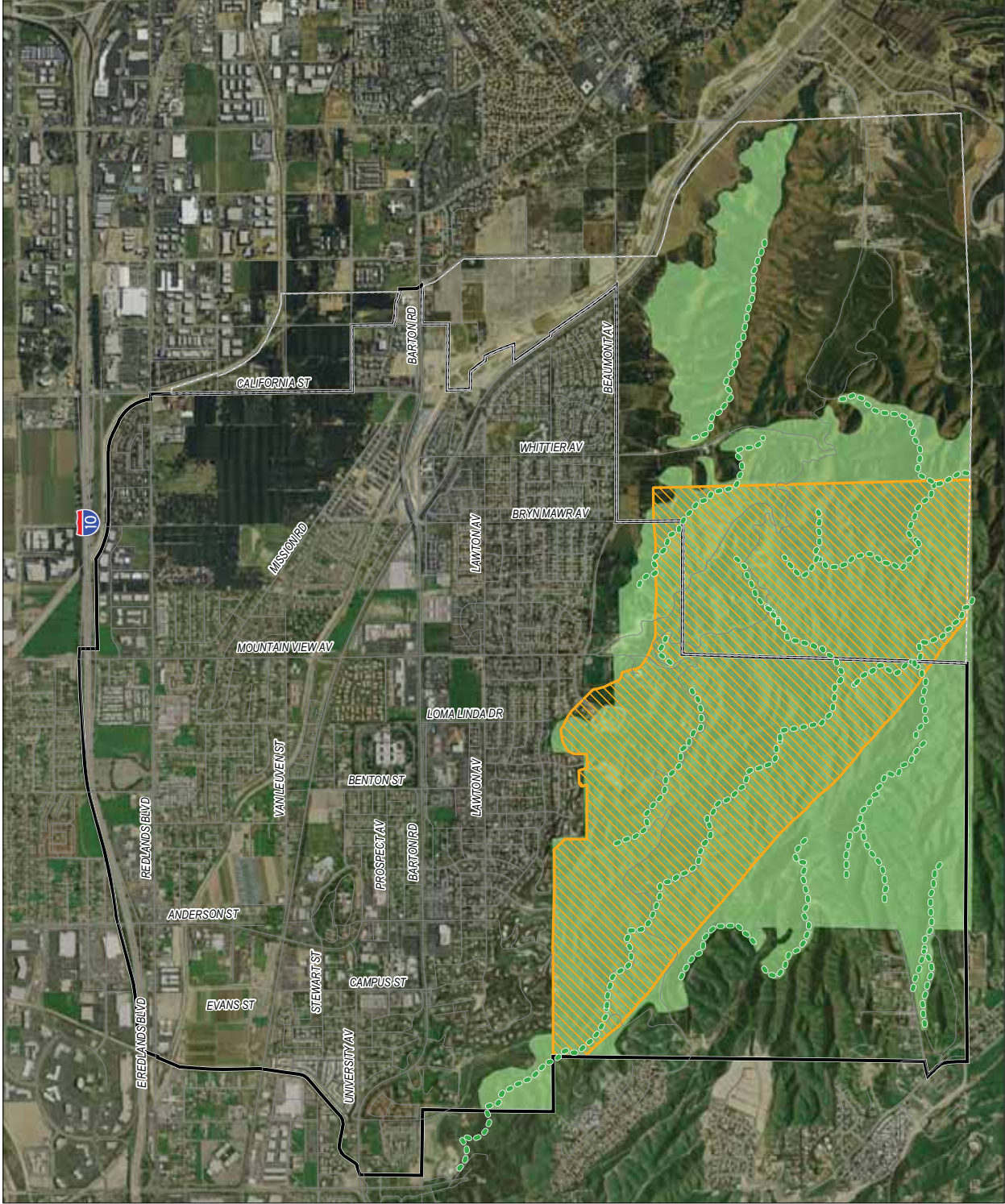
The southerly one-third of the City consists of the rugged, hilly terrain known as the “South Hills.” This area provides a dramatic backdrop for the southerly edge of the City. Because of its natural state, this area represents a significant open space resource for City residents.

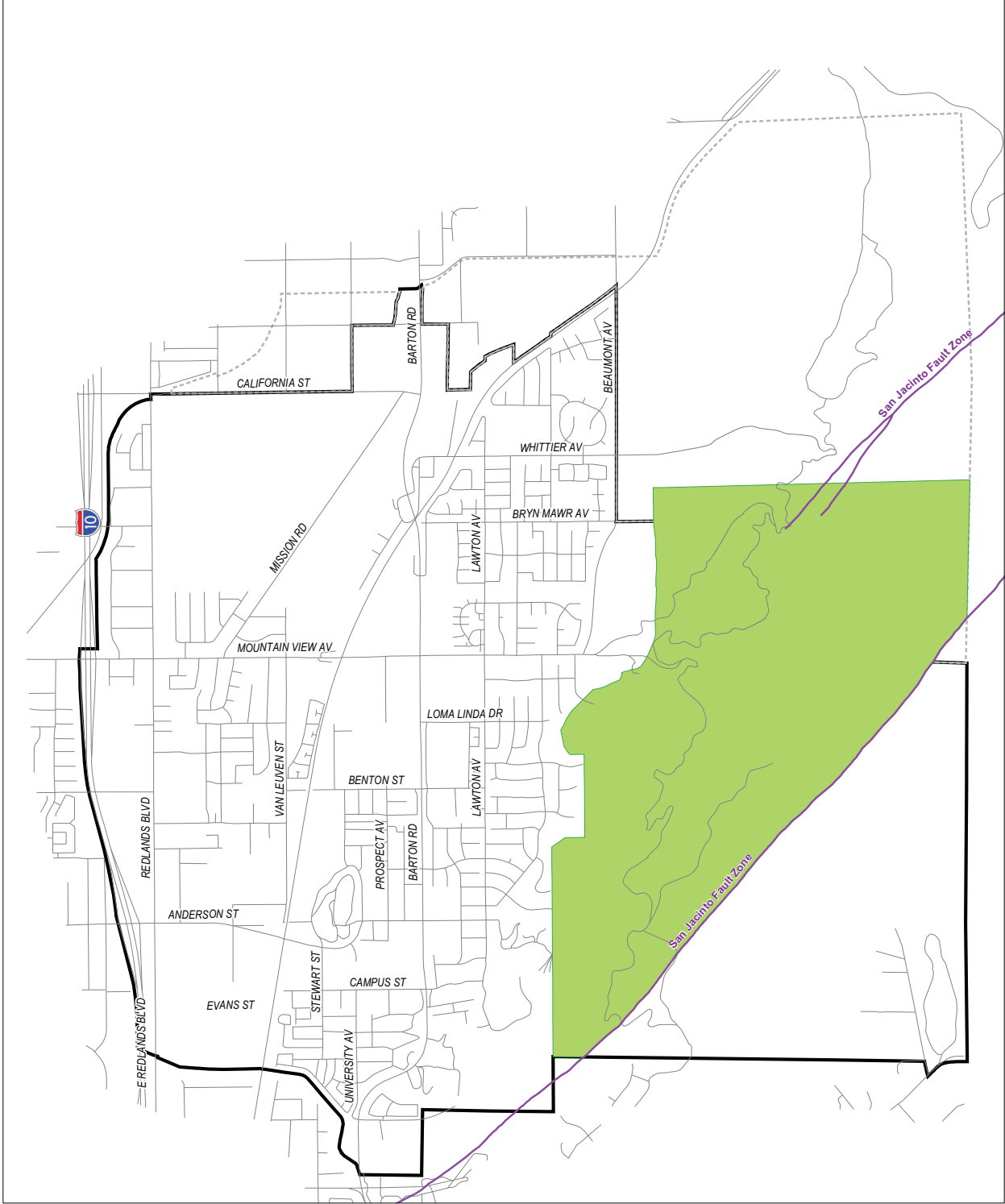
9.2.2 Agricultural Lands

Active citrus production presently exists north of Barton Road, east of California Street. Portions of an area between San Timoteo Creek and the Badlands, east of the extension of Benton Avenue, are also still utilized for citrus production. Urbanization within the Planning Area has gradually decreased the amount agricultural land in the Planning Area.

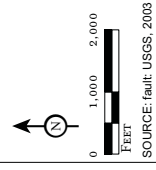
9.2.3 Parks and Open Space

As outlined and summarized in the Public Services and Facilities Element, Sections 8.3 (Educational Facilities) and 8.6 (Park and Recreation Facilities), a number of public schools and parks are located within the City. While school facilities are primarily utilized during daytime hours, joint use of athletic fields, ball courts, or play areas can substantially increase the amount of available usable open space, especially in urbanized areas of the City.





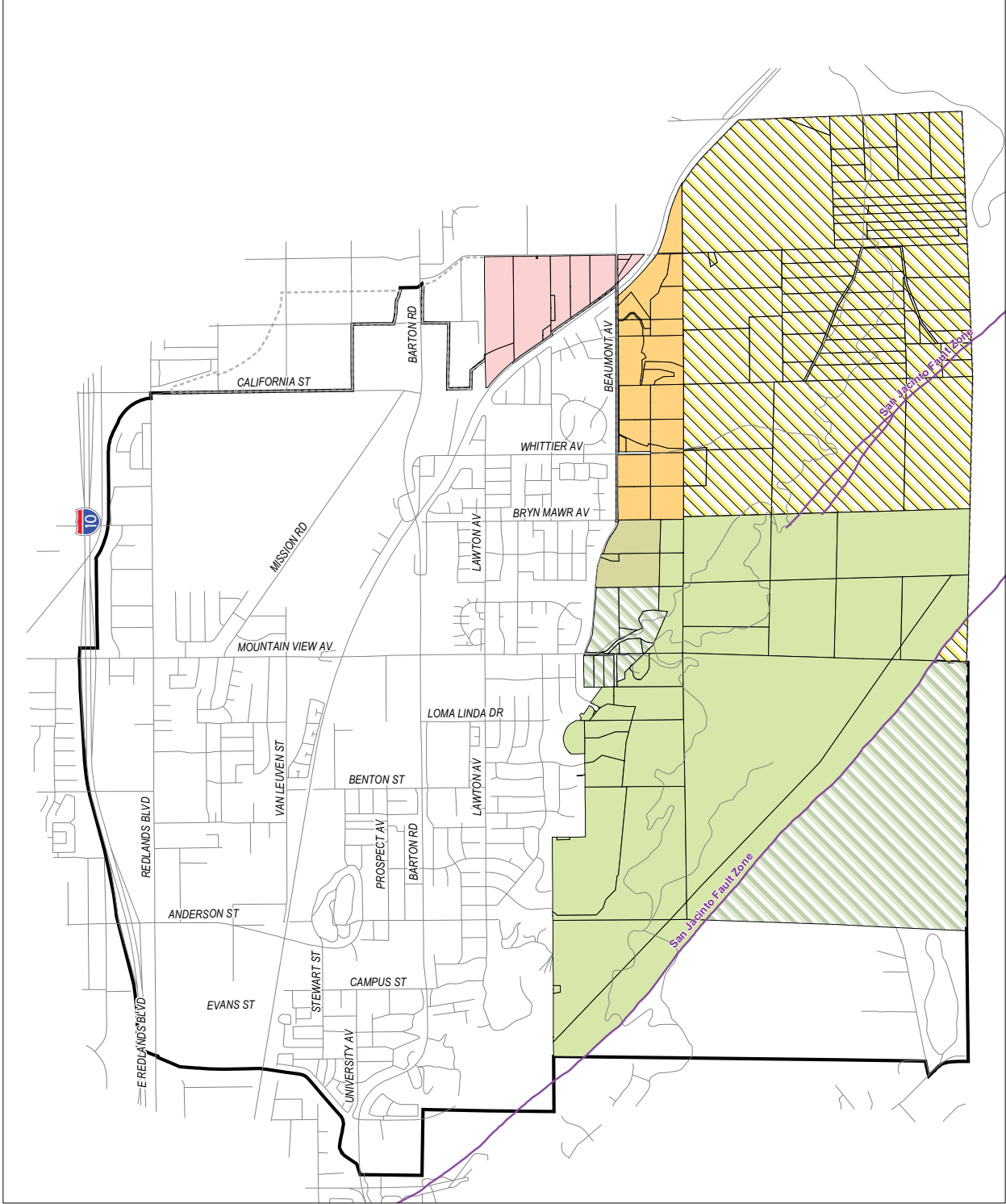
- City Boundary
- City Sphere of Influence
- San Jacinto Fault Zone
- 1996 Hillside Initiative Area



L S A

Figure 9.1A

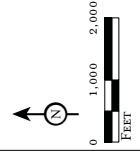
R:\LLD\30 GIS\Reports\GenPlan_2009_Jan\fig9.1A_Hillside Initiative.mxd (04/17/09)



- City Boundary
- City Sphere of Influence
- San Jacinto Fault Zone
- Measure V**
 - Rural Estate (0 to 1 du/ac)
 - Expanded Hillside Area
 - Hillside Conservation Area (0 to 1 du/10 ac)*
 - Low Density Hillside Preservation (0 to 1 du/10 ac)**
 - Medium Density Hillside Preservation (0 to 1 du/5 ac)**
 - San Timoteo Creek Area

Conditions Specified under Measure V

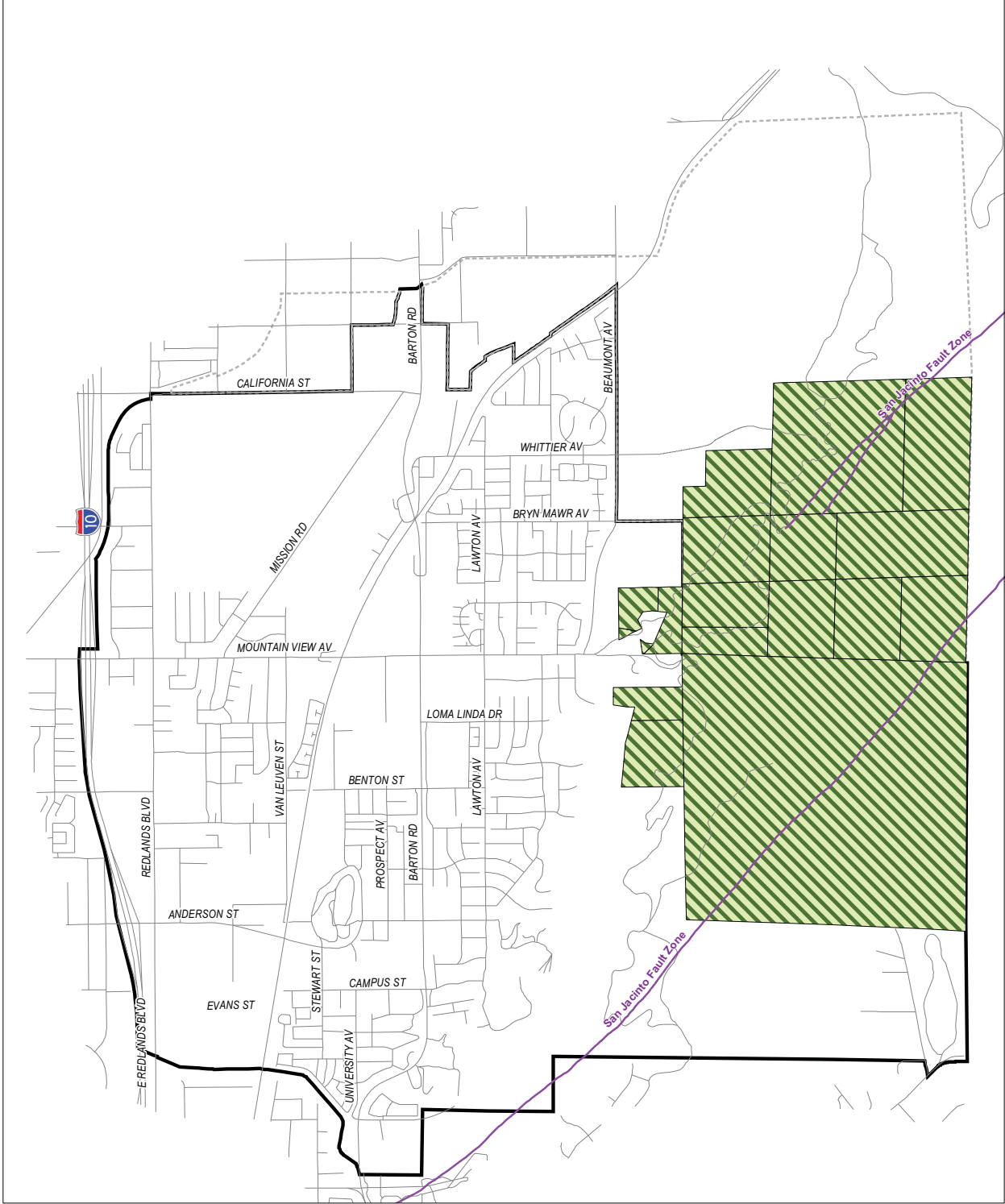
- * Potential bonus of up to 1 du/5 acres when criteria of Hillside Conservation designation are met.
- ** Potential bonus when specified criteria of Chapter 2A of the General Plan are met.








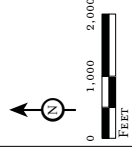
L S A

Figure 9.1B

City of Loma Linda General Plan
**MEASURE V HILLSIDE
 LAND USE DESIGNATIONS**



-  City Boundary
-  City Sphere of Influence
-  San Jacinto Fault Zone
-  Measure T
-  South Hills Preserve



SOURCE: Fault: USGS, 2003

L S A

Figure 9.1C



Veterans Medical Center Open Space

9.2.4 Public Facilities

While not generally included in the accepted definition of “open space,” the collection of landscaped areas adjacent to public facilities provides a convenient and valuable “open space” asset for residents and workers within the City. Features such as gardens, plazas, fountains, and pedestrian trails provide a buffer between adjacent uses and afford citizens the opportunity to enjoy outdoor activities throughout their workday. Prime examples of such features include the landscaped areas adjacent to the City’s Civic Center and Veteran’s Hospital.



SCE Easement

9.2.5 Utility/Drainage Easements

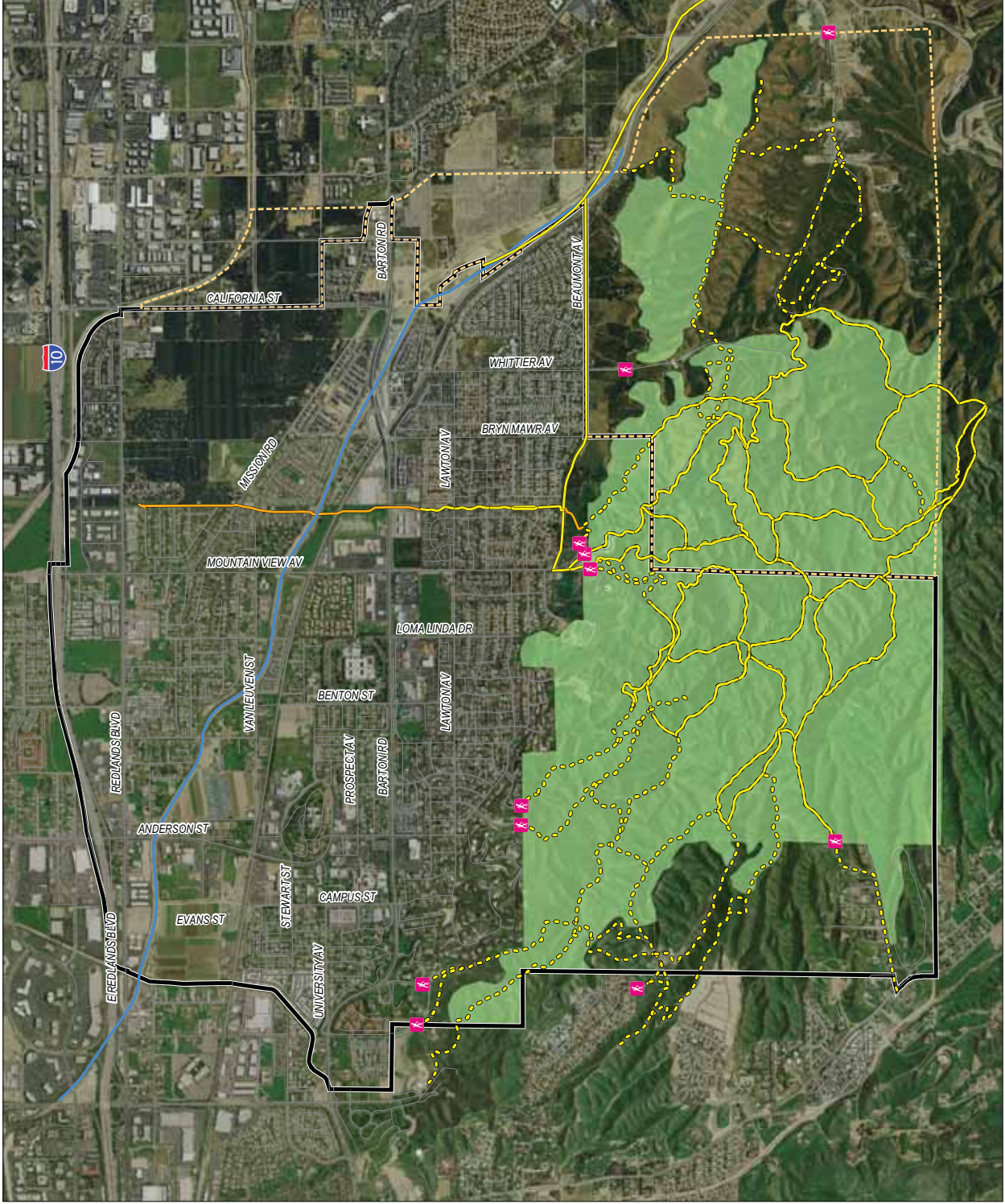
Because of an increased potential for adverse health and property damage, permitted uses proximate to high-tension power lines and flood control channels are generally restricted. Utility providers manage these areas in a manner which maximizes the health and safety benefits to the general public, ensures the economical and efficient upkeep of essential transmission facilities, and safeguards these valuable assets from unauthorized use or trespass.

A Southern California Edison (SCE) easement runs linearly through the City in a north-south direction approximately 0.5 mile east of Mountain View Avenue and at several locations in the Badlands area. The primary purpose of these

easements is to provide for electricity transmission lines. Portions of the easement paralleling Mountain View Avenue have been improved with a trail system, orange groves, and minimal landscaping.

9.2.6 Riding and Hiking Trails

In 1973 the City of Loma Linda adopted a riding and hiking trail plan, which includes the SCE easement and provides access to the Badlands area. The primary use of many of the trail land is for transmission of power, water or access to water sources. A secondary use for this same land is a riding and hiking trail system which when completed would provide a valuable recreational amenity in the City. The riding and hiking trail system shown in Figure 9.2 is designed to tie into trails planned by the County and adjacent cities. Completion of this linked trail system would contribute to the quality of life in the Inland Valley.



- City Boundary
- Sphere of Influence
- Targeted Open Space
- Trail Heads
- Public Trails
- Edison Essement Riding and Hiking Trail
- Green Belt / Flood Control
- Private Trails

Warning
 This document depicts the approximate locations of unmaintained trails, trail heads, and open space areas in the city-owned South Hills Preserve, but is not intended as a formal guide to hikers or other users of the subject properties. The City makes no warranty as to the accuracy of any depiction of trails, geography or other physical features. Nor does the City make any representation as to the safety of any private recreational or other use of the subject properties, or as to the legality or safety of any use of adjoining private properties. Unauthorized entry onto any property, whether or not marked as private property on this map, without the consent of the property owner, may be considered trespassing. By entering upon any City-owned land or trail, hikers and other users assume the risk of injury or damages that may result from hazardous recreational activities (Gov. Code Sec. 831.7), from the use of recreational trails (Gov. Code Sec. 831.4), or from the natural conditions of unimproved property (Gov. Code Sec. 831.2).



SOURCE: Basemap - AIPhotUSA, 2008; Thomas Bros. 2011

LSA

Figure 9.2

City of Loma Linda General Plan
**RIDING AND HIKING TRAILS
 SYSTEM MASTER PLAN**



Natural Hazard – San Timoteo Creek

9.2.7 Hazard Setbacks

This category of open space includes areas that are set aside to distance persons and property from natural hazards (such as floods, or unstable slopes). An important function of open space is to act as a buffer to separate people and property from intermittent or persistent hazards that could cause injury, property damage, or death. In addition, within the Planning Area, there are areas that are maintained as open space because they present significant hazards when used for urban purposes. San Timoteo Creek flows diagonally through the central portion of the City. Open space on either side of the channel, set aside to facilitate channel maintenance and to limit potential flood damage, provides an

important open space resource through the central portion of the City. This channel is also a designated section of the concept riding and hiking trail system in the City.

9.2.8 Hillside Areas

The hillside areas of the City of Loma Linda, its planning area, and its sphere of influence are important to the community and shall be preserved in as natural a state as possible consistent with the Hillside Conservations Amendments and the standards set forth in Chapter 2A.

Hillside Preservation Area. *The Hillside Preservation Area is depicted on Exhibit A of Chapter 2A. The boundaries of the Hillside Preservation Areas are described in Exhibit A1 of Chapter 2A.*

The Hillside Conservation Area is described in the Hillside Conservation Ordinance (Ordinance 495) as amended by Ordinance 541, which is codified as Chapter 20.12 of the Loma Linda Municipal Code, and is described in Exhibit B of that Ordinance. The boundaries of the Hillside Conservation Area as depicted on Exhibit A of Chapter 2A are intended to be consistent with Ordinance 541. In the event that any inconsistency should be found, the map set forth as Exhibit A to the Chapter 2A shall control over the map attached to Ordinance 541 as Exhibit A and the legal description attached to Ordinance 541 as Exhibit B.

Expanded Hillside Area. *The Expanded Hillside Area is depicted in Exhibit A of Chapter 2A. The boundaries of the Expanded Hillside Areas are described in Exhibit A1 of Chapter 2A.*

9.2.8.1 Hillside Preservation Area, Hillside Conservation Area, and Expanded Hillside Area Development

(a) **Permitted Development.** *The City shall only allow future development within the Hillside Preservation Area, the Hillside Conservation Area, and the Expanded Hillside Conservation Area which:*

- i. *Protects the areas' natural environment and sensitive environmental features, as well as public health and safety, maximizing the preservation of land in permanent public open space;*
- ii. *Ensures that the design and layout of future hillside development adapts to the natural hillside topography; and*



iii. *Minimizes the need for and costs of providing infrastructure, utilities, and public services to all hillside areas.*

(b) Ridgeline Setbacks. *Development shall be set back from Primary Ridgelines 100 feet horizontally and 100 feet vertically. "Primary Ridgelines" include ridgelines having any of the following characteristics:*

- i. *Ridges that have a difference in elevation of at least 200 feet from the toe of slope of the valley floor or the toe of slope of any canyon floor;*
- ii. *Ridges which, prior to grading, are visible, or which would be visible but for man-made obstructions such as buildings or houses, from north of Barton Road, Interstate 10, or east of San Timoteo Canyon Road;*
- iii. *Ridges that form a prominent landform in the foreground, a major skyline ridge in the background, or one of the layers of ridges that may be visible in between, or which would be visible but for man-made obstructions such as buildings or houses; or*
- iv. *Ridges that frame major visual access when a person is traveling though the Hillside Preservation Area, the Hillside Conservation Area, or the Expanded Hillside Area and will provide the first view of valley and canyon areas as a traveler emerges from the other side of the ridge.*

9.2.8.2 Preservation of open space and agricultural land areas

Preservation of open space and agricultural land areas is a priority in the City of Loma Linda, its planning area, and its sphere of influence, and dedication of open space in perpetuity shall be a requirement for certain development as well as for the City.

City-owned Land. *The City-owned land in the Hillside Conservation Area, the Expanded Hillside Area, and the Hillside Preservation Area (approximately 850 acres) are designated open space with no development of any type allowable except as provided in Chapter 2A. The City shall not sell, rent, lease, or otherwise confer any right or title to land in the Hillside Conservation Area, the Expanded Hillside Area, and the Hillside Preservation Area to which the City holds title without a vote of the people. The sole exception to this restriction is that the City-owned land southwest of the San Jacinto Fault Line (approximately 350 acres) may be traded for other land inside the Hillside Conservation Area and/or the Hillside Preservation Area and/or the Expanded Hillside Area so long as the land received is preserved and deeded to the City and dedicated as permanent open space and/or conservation area. Land southwest of the San Jacinto Fault Line that is traded by the City may be re-designated for use other than open space after it is traded. Land may be traded only to preserve open space and to reduce densities in other, more highly valued hillside areas, and for no other purposes. The City shall not approve a trade of land unless all of the following conditions are met: (1) Mountain View Avenue shall not connect to future development in the traded land, (2) All roads connecting to future development in traded land shall not extend farther east than Mountain View Avenue, and (3) The only roads which may connect to future development in the traded land are Oakwood Drive or roads connecting to Reche Canyon Road.*

City-owned land in the Hillside Conservation Area, the Hillside Preservation Area, and the Expanded Hillside Area shall be open to public non-commercial recreational uses consistent with the protection of environmental values. Public non-commercial recreational amenities, such as, but not limited to, parks, trails, and tennis courts may be allowed on City-owned land.

Hillside Conservation Area. That area designated "Hillside Conservation" on the Land Use Element Map is an important conservation area for the City. This area is characterized by natural, scenic hillsides, rough terrain and limited services constituting the highest ridgelines visible from the City proper. Only that development which is consistent with the overall conservation goals for this area is



permitted, including residential development at a density not greater than one unit per 10 acres, unless the criteria specified by the Hillside Conservation Land Use Designation are met in which event development at a maximum of up to one unit per 5 acres is permitted. Other consistent uses should be limited to riding, hiking and other trails, and educational and research activities consistent with the conservation of the area. In addition, uses normally associated accessory to such uses, such as corrals, riding stables, groves, and the like may be allowed where the City determines, based upon environmental review, that such uses are consistent with the overall conservation goals for this area.

9.2.8.3 Landform Grading

- a. Blend cut-and fill slopes with existing natural contours to avoid tall manufactured slopes and steep embankments that could lead to soil erosion and silting of lower slopes.
- b. Require manufactured slopes shall be landform graded, except within bedrock, where manufactured slopes in excess of 10 vertical feet feasibly cannot be avoided. "Landform grading" is a contour grading method which creates artificial slopes with curves and varying slope ratios in the horizontal and vertical planes designed to simulate the appearance of surrounding natural terrain (as illustrated below). Grading plans shall identify which slopes are to be landform graded and which are to be conventionally graded.
- c. Design roadway improvements within hillside areas to be designed to minimize grading.

9.2.9 Identified Visual and Natural Open Space Issues

The City of Loma Linda's hillside backdrop is highly prized by its residents. The residents passed the Hillside Preservation Initiative in 1993 to preserve the significant natural hillside amenities within the boundaries of the City. Additionally, the City's slogan is based upon the City's unique setting – "A City with a View." Conserving and protecting the hillsides along with the quality and quantity of clean air, native plant and wildlife species, water resources, and historic resources is a significant ingredient in the well being of the City and its residents. Also as the City becomes more built-out, the pressure to develop the hillsides will increase. Conservation of the hillsides and maximizing the preservation of natural open space are a part of the City's long-range plan for the South Hills area.

Although the City has adopted a Riding and Hiking Trails Plan, guidelines for development and implementation policies for this Plan have not been established.

9.2.10 Policies

Following are the policies related to visual, natural open space, environmentally sensitive areas, and wildlife habitats.

9.2.10.1 Guiding Policy for Visual Resources

Protect views and unique landforms.

Implementing Policies

- a. Preserve outstanding natural features, such as the skyline of a prominent hill, rock outcroppings, the San Timoteo Creek Aviary Sanctuary, and native and/or historically significant trees.
- b. Provide incentives such as a density bonus for clustering of allowable densities to avoid unnecessary grading for site development.
- c. Require new development to be designed to conserve soil and avoid erosion by limiting cut and fill areas and the exporting of soil from the development site.



- d. Limit development on ridgelines.

9.2.10.2 Guiding Policy for Open Space

Acquire, preserve and maintain open space and its natural resources for future generations.

Implementing Policies

- a. Base open space preservation and acquisition on the evaluation of significant viewsheds and ridgelines, wildlife habitats and fragile ecosystems, significant scientifically, historically, or ecologically unique natural areas, passive recreational areas, and stream or creek environs.
- b. Encourage, through open space easements, development rights transfers or acquisition, or other incentives, the long-term maintenance of existing and future open space lands in their natural condition. Encourage acquisition, a land exchange program, or transfer of development rights as a means of placing large unbroken blocks of the South Hills in public ownership to be preserved as open space.
- c. To the extent legally possible, require other local, regional, State, or Federal agencies to maintain an adequate inventory of open space lands within Loma Linda.
- d. Coordinate through development review, Loma Linda's open space system with adjacent cities, San Bernardino County, the State, and regional and private open space systems in order to connect the systems and share resources.
- e. Utilize the resource of national, regional and local conservation organizations, corporations, non-profit associations and benevolent entities to acquire environmentally sensitive land or preservation areas.
- f. The San Jacinto Fault Zone area should be preserved as open space through easement dedication during the review process of applicable new developments.
- g. Limit culverts or the channeling of creeks to only those situations in which public health and safety are at risk so as to preserve creeks and their natural habitat for open space.
- h. Encourage access to open space areas in the design of development adjacent to open space, such as a trail.
- i. Continue to require through development standards, the integration of open space and recreational uses and facilities in all multiple-family residential projects.

9.2.10.3 Guiding Policy for Avoidance of Environmentally Sensitive Areas

New development shall be sited so as to maximize the permanent preservation of large blocks of unbroken open space and to minimize the loss of habitat, wildlife, and watershed resources.

9.2.10.4 Guiding Policy for Development to Respect Wildlife Habitats

Development projects are to be designed to protect habitat values and to preserve significant habitat areas and habitat connections in their natural condition:

Implementing Policies

- a. *Within habitat areas of rare, threatened or endangered species, disturbance of protected biotic resources is prohibited.*
- b. *Development shall avoid "canyon bottoms," which are defined as the land occurring within 200 feet of either side of a line referred to as a "blue line stream" as designated on a U.S. Geological*



Survey (USGS) map. Within riparian and wetland areas, the vegetative resources that contribute to habitat carrying capacity (vegetative diversity, faunal resting areas, foraging areas, and food sources) shall be preserved in place or replaced so as to not result in a measurable reduction in the reproductive capacity of sensitive biotic resources. Development shall not result in a net loss of wetlands.

- c. Buffer zones adjacent to areas of preserved biological resources shall be provided. Such buffer zones shall be adequate in width so as to protect biological resources from grading and construction activities, as well as from the long-term use of adjacent lands. The landscape design adjacent to areas of preserved biological resources shall be designed so as to avoid invasive species that could negatively impact the value of the preserved resource.*

9.2.10.5 Guiding Policy for Animal Uses Preserved

Within single-family residential areas, existing entitlements for recreational, equestrian, and animal uses shall be preserved.

9.2.10.6 Guiding Policy for Trails

Maximize the benefits of open space through the provision of recreational trails.

Implementing Policies

- a. Adopt standards and design guidelines compatible with the County of San Bernardino standards, for the Riding and Hiking Trails Plan. Include an implementation program with the standards and guidelines.
- b. Coordinate with public and private entities to link open spaces with the network of paths and trails to create a system of connecting open space.
- c. Work with Southern California Edison to maintain, enhance, and expand the existing trail system on the utility easement within the City. (See Land Use Section 2.2.7.3 for Recreation Implementing Policies).
- d. Work with the San Bernardino Flood Control District and other appropriate agencies to establish a trail for bicycling, walking and running alongside the San Timoteo Creek and where appropriate, other channels and creeks bordering and within the City.
- e. Limit allowable on-trail activities to those that are consistent with protection of the environmental values of adjacent lands

9.3 AIR QUALITY

The City of Loma Linda is located in San Bernardino County, an area within the South Coast Air Basin (Basin) that includes Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. Air quality regulation in the Basin is administered by the South Coast Air Quality Management District (SCAQMD), a regional agency created for the Basin.

9.3.1 Climate

The terrain and geographical location determine the Basin's climate. The Basin is a coastal plain with connecting broad valleys and low hills. The Pacific Ocean forms the southwestern boundary, and high mountains surround the rest of the Basin. The region lies in the semi-permanent high-pressure zone of the eastern Pacific. The resulting climate is mild and tempered by cool ocean breezes. This climatological pattern is rarely interrupted. However, periods of extremely hot weather, winter storms, and Santa Ana wind conditions do occur.



The Basin experiences a persistent temperature inversion (increasing temperature with increasing altitude) as a result of the Pacific high. This inversion limits the vertical dispersion of air contaminants, holding them near the ground. As the sun warms the ground and the lower air layer, the temperature of the lower air layer approaches the temperature of the base of the inversion (upper) layer until the inversion layer finally breaks, allowing vertical mixing with the lower layer. This phenomenon is observed in mid-afternoon to late afternoon on hot summer days, when the smog appears to clear up suddenly. Winter inversions frequently break by mid-morning.

Winds in the vicinity of the Planning Area blow predominantly from the east-southeast, with relatively low velocities. Wind speeds in the Planning Area average about 4 mph. Summer wind speeds average slightly higher than winter wind speeds. Low average wind speeds, together with a persistent temperature inversion limit the vertical dispersion of air pollutants throughout the Basin. Strong, dry, north or northeasterly winds, known as Santa Ana winds, occur during the fall and winter months, dispersing air contaminants. The Santa Ana conditions tend to last for several days at a time.

The combination of stagnant wind conditions and low inversions produces the greatest pollutant concentrations. On days of no inversion or high wind speeds, ambient air pollutant concentrations are the lowest. During periods of low inversions and low wind speeds, air pollutants generated in urbanized areas are transported predominantly onshore into Riverside and San Bernardino Counties. In the winter, the greatest pollution problems are carbon monoxide and oxides of nitrogen, because of extremely low inversions and air stagnation during the night and early morning hours. In the summer, the longer daylight hours and the brighter sunshine combine to cause a reaction between hydrocarbons and oxides of nitrogen to form photochemical smog.



Air pollutants limit visibility

9.3.2 Existing Air Quality

The SCAQMD maintains ambient air quality monitoring stations throughout the Basin. The air quality monitoring station closest to the site with complete air quality data is the San Bernardino station, or SB Central Valley-2 station. The criteria pollutants monitored at this station include carbon monoxide, ozone, Fine Suspended Particulate and Nitrogen Dioxide¹. Sulfur dioxide is not listed or reported because it has not violated Federal or State standards for the past ten years. Carbon monoxide and nitrogen dioxide levels monitored at this station have not exceeded State and Federal standards in the past three years. Ozone concentrations monitored at this station exceeded State standard from 45 to 65 days a

year, with an improving trend. The Federal ozone standard was exceeded at this station from 7 to 39 days a year, also showing an improving trend. The State PM₁₀ standard was exceeded from 22 to 33 days a year, and the Federal PM₁₀ standard was not exceeded in the past three years.

¹ California Air Resources Board air quality data Web site, 2001.



9.3.3 Existing Air Pollution Sources

The City of Loma Linda contains both stationary and mobile sources of air pollutant emissions. The most significant local source of gaseous air emissions is vehicular traffic on I-10 through the northern part of the City and vehicular traffic on arterials within the City. Other important sources include railroad activities and stationary sources associated with local hospitals.

9.3.4 Sensitive Receptors

SCAQMD identifies sensitive receptors as populations that are more susceptible to the effects of air pollution than are the general population. Sensitive receptors located in or near the vicinity of known air emissions sources, including freeways and intersections are of particular concern. Sensitive receptors include the following populations or uses:

Long-term Health Care Facilities	Schools
Rehabilitation Centers	Playgrounds
Convalescent Centers	Childcare Centers
Retirement Homes	Athletic Facilities
Residences	

Land use compatibility issues relative to siting of pollution-emitting uses or siting of sensitive receptors must be considered. In the case of schools, state law requires that siting decisions consider the potential for toxic or harmful air emissions in the surrounding area.

Refer to the Loma Linda General Plan Existing Setting document and the Loma Linda General Plan Environmental Impact Report for additional information regarding Air quality.

9.3.5 Identified Air Quality Issues

The most significant local source of gaseous air emissions is vehicular traffic on I-10 through the northern part of the City and vehicular traffic on arterials within the City. Extensive use of personal motorized transportation modes contributes to the region's poor air quality. The home-to-work trip constitutes the majority of these trips taken on an individual basis. Reducing the number of home-to-work vehicle trips would substantially diminish the amount of pollution generated. Land use regulations influence the distribution of housing, employment centers, and other land uses within the community. The widespread distribution of different land use sectors affects individuals traveling to various destinations with the community. A substantial amount of air pollution can be attributed to automobile trips traveling between these locations. Other important sources include railroad activities and stationary sources associated with local hospitals.

9.3.6 Guiding Policy

Minimize air pollutant emissions within the Loma Linda Planning Area so as to assist in achieving State and Federal air quality standards and seek to attain or exceed the more stringent of Federal or State Ambient Air Quality Standards for each measured pollutant.

Implementing Policies

- a. Cooperate with and support regional, State and Federal agencies to improve air quality throughout the South Coast Air Basin.
- b. Budget for purchase of clean fuel vehicles, including electrical and hybrid vehicles where appropriate, and, if feasible, purchasing natural gas vehicles as diesel-powered vehicles are replaced.



- c. Require developers of large residential and non-residential projects to participate in programs and to take measures to improve traffic flow and/or reduce vehicle trips resulting in decreased vehicular emissions. Examples of such efforts may include, but are not limited to the following: development of mixed-use projects, facilitating pedestrian and bicycle transportation, and permitting consolidation of vehicular trips; provision of charging stations for electric vehicles within large employment-generating and retail developments; and contributions for off-site mitigation for transit use.
- d. As part of the development review process for non-residential development, require the incorporation of best available technologies to mitigate air quality impacts.

9.4 BIOLOGICAL RESOURCES

This section focuses on sensitive species and plant communities that may potentially occur in the City of Loma Linda and its Sphere of Influence (Planning Area). The sensitive species or plant communities have a defined legal status, rarity, or vulnerability and are of high concern to State and Federal agencies. The majority of the undeveloped portions of the Planning Area consists of coastal sage scrub (considered a sensitive plant community in the California Natural Diversity Database) and agricultural land. Within the Planning Area, critical habitat has been designated for the California gnatcatcher by the California Department of Fish and Game in portions of the coastal sage scrub. Critical habitat has been proposed for designation by the California Native Plant Society for the San Bernardino kangaroo rat (SBKR) within portions of the riparian wash habitats.

9.4.1 Land Uses/Vegetation

The land uses within the Planning Area consist primarily of urban and disturbed lands and undeveloped land consisting of several vegetative types, including agricultural lands, non-native grasslands, coastal sage scrub, ruderal areas, and riparian areas. Urban and disturbed lands exist in the relatively flat northern area of the Planning Area and the potential for any sensitive species to occur in this developed area is very low, except in the area where future development may juxtapose against sensitive habitat. In the Planning Area, orange groves comprise the main agricultural crop, and are located predominantly in the eastern areas. Due to the disturbed nature of agriculture, the groves do not support native vegetation and provide habitat only for common wildlife species that are tolerant of disturbed conditions. Figure 9.3 depicts the land use and vegetation in Loma Linda.

9.4.1.1 Coastal Sage Scrub Community

Coastal sage scrub is considered to be a sensitive plant community by resource agencies such as the California Department of Fish and Game (CDFG) and the United States Forest and Wildlife Service (USFWS) and has the potential to contain numerous sensitive plant and animal species. The coastal sage scrub community is located predominately in the southern hills of the Planning Area and consists of approximately 2,939 acres. This community is highly interspersed with non-native grasslands (described below) and includes sparse patches of the chaparral plant community.

9.4.1.2 Non-native Grasslands

Non-native grasslands are the dominant understory of the coastal sage scrub community described above and often occur in large continuous blocks within the coastal sage scrub community (together with the coastal sage scrub community comprises approximately a total of 2,492 acres). Since this plant community co-occurs with the coastal sage scrub community, a majority of this community is included within designated critical habitat for the California gnatcatcher.

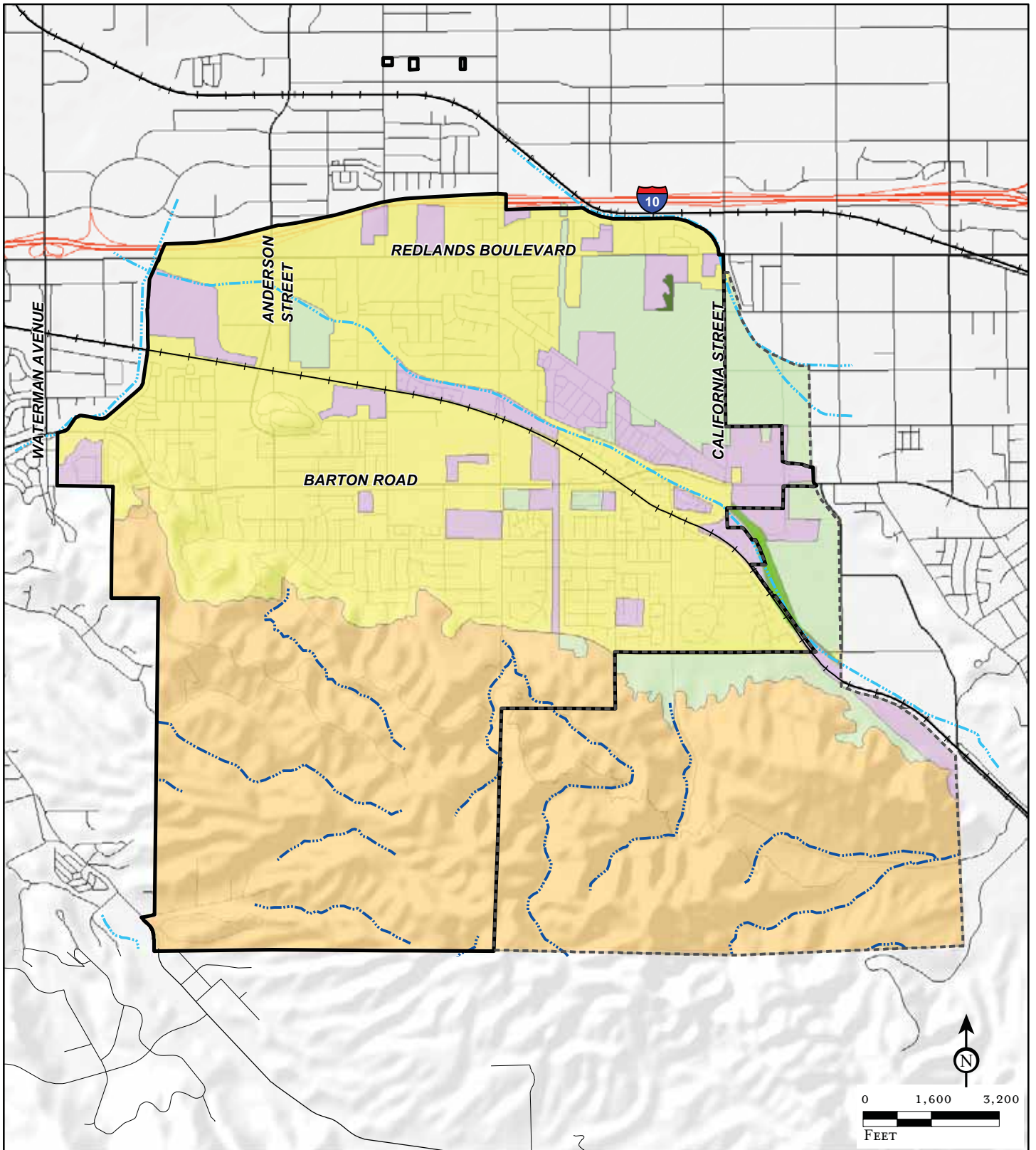


FIGURE 9.3

LSA

LAND USE AND VEGETATION

- OAK WOODLAND
- AGRICULTURAL
- COASTAL SAGE SCRUB/
NON-NATIVE GRASSLANDS
- DEVELOPED
- RIPARIAN
- RUDERAL

JURISDICTIONAL AND INFRASTRUCTURE

- CITY BOUNDARY
- CITY SPHERE OF INFLUENCE
- RAILROAD
- WATER WAYS
- NATURAL WATER WAYS*

*SOURCE: USGS 7.5' Quads: Redlands; Thomas Bros., 2009

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9.4.1.3 Ruderal

Ruderal areas consist of weedy areas that have been previously cleared of brush for agricultural land. Ruderal land (558 acres) is primarily located within agricultural lands in the western portions of the Planning Area, around the San Timoteo Wash, and scattered throughout the developed areas as smaller parcels.

9.4.1.4 Riparian

Twenty-one (21) acres of riparian plant habitat occur along the San Timoteo Wash south of Barton Road. This riparian habitat is within the proposed critical habitat for the SBKR and is discussed in the following section.

9.4.1.5 Oak Woodland

Approximately 3 acres of coast live oak woodland occur within the Planning Area. The oak woodland consists of approximately 35 coast live oaks. This 3-acre habitat is located on a 20-acre parcel, on the south side of Redlands Boulevard, 1,500 feet west of California Street, and is surrounded by agricultural land and development. This stand of oak woodland habitat is isolated from other native habitat and therefore of reduced biological value.

9.4.2 Special Interest Species and Habitats

Legal protection for sensitive species varies widely, from the comprehensive protection extended to listed threatened/endangered species to no legal status at present. The CDFG, USFWS, local agencies, and special interest groups, such as the CNPS, publish watch-lists of declining species. These lists often describe the general nature and perceived severity of the decline. In addition, recently published findings and preliminary results of ongoing research provide a basis for consideration of species that are candidates for State and/or Federal listing. Finally, sensitive species that are clearly not rare or threatened statewide or regionally, but whose local populations are sparse, rapidly dwindling or otherwise unstable, may be considered to be of "local interest."

Twenty-four State and federally listed as threatened or endangered species are identified in the existing watch-lists as potentially present within the Planning Area, although suitable habitat was present for only nine of these species. An additional 35 sensitive species not listed as threatened or endangered are considered potentially present in the Planning Area and of these 35 species, 17 species are considered to have a moderate to high potential for occurrence.

9.4.2.1 Critical Habitat

Critical habitat identifies specific areas that are essential to the conservation of a listed species and may require special management considerations or protection (Figure 9.4). The Planning Area includes 1,910 acres that have been designated as critical habitat for the California gnatcatcher (coastal sage scrub habitat/non-native grasslands). However, focused surveys for the California gnatcatcher were conducted on 900 acres in the western portion of the southern hills in 1998. No gnatcatchers were determined to be present. The closest known occurrence for this species (observed in year 2000) is located in the hills in the City of Colton, within one mile southwest of the southwest corner of the Planning Area and contiguous with the southern hills of the Planning Area. Even though the California gnatcatcher was not observed during the focused surveys, it is known to occur in the vicinity of the Planning Area and could occur in the remaining coastal sage scrub habitat of the Planning Area.

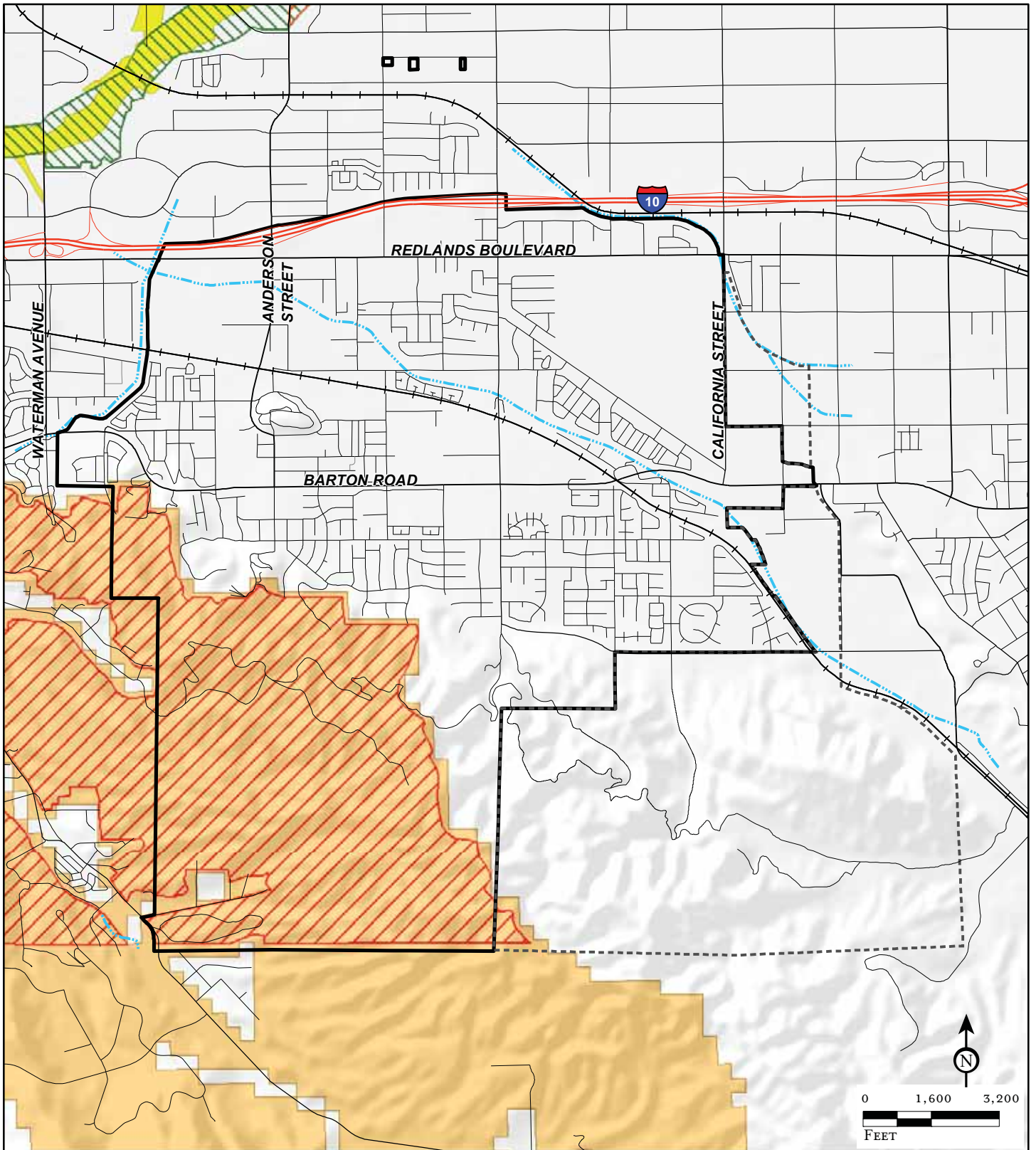


FIGURE 9.4

LSA

LAND USE AND VEGETATION

- Southwestern Willow Flycatcher, Final 10/19/05
- San Bernardino Kangaroo Rat, final, remanded 4/23/02
- San Bernardino Kangaroo Rat, Proposed 4/16/08
- Coastal Calif Gnatcatcher, proposed 4/24/03
- Coastal California Gnatcatcher, final 12/19/07

JURISDICTIONAL AND INFRASTRUCTURE

- City Boundary
- City Sphere of Influence
- Railroad
- Water Ways

SOURCE: Federal Registry Critical Habitat, 2002, 2003, 2005, 2007 and 2008; Thomas Bros., 2009
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Habitat Fragmentation and Wildlife Movement. Habitat fragmentation and wildlife movement is an important issue in assessing habitat values for wildlife. Habitat fragmentation occurs when a proposed action results in a single, unified habitat area being divided into two or more areas, such that the division isolates the two new areas from each other. Isolation of habitat occurs when wildlife cannot move freely from one portion of the habitat to another or from one habitat type to another.

The United States Fish and Wildlife Service has designated critical habitat for lands encompassing essential core populations of coastal California gnatcatchers and linkage areas that may require special management considerations or protections. The southern hills are part of an extension of larger undeveloped areas including Blue Mountain and Box Springs Mountain to the southwest and the Badlands and ultimately the San Jacinto Mountains to the southeast. The southern hills connect to a core open space area for Riverside County's Multi-species Habitat Conservation Plan (MSHCP) to the south through Reche Canyon and adjacent hills.

As a part of proposed critical habitat for the San Bernardino Kangaroo Rat (SBKR), San Timoteo Wash provides a wildlife corridor for the SBKR, as well as other riverine associated species. San Timoteo Wash mainly serves as a corridor leading out of the Planning Areas toward the Badlands, as a result of the degraded nature (cement-lined) of the wash downstream.

Wetlands/Jurisdictional Waters. The U.S. Army Corps of Engineers (Corps) regulates discharges of dredged or fill material into *waters of the United States*. These *waters* include *wetlands* and nonwetland bodies of water that meet specific criteria, including a direct or indirect connection to interstate commerce. A preliminary evaluation of potential jurisdictional waters was conducted within the limits of the Planning Area. The San Timoteo wash is considered to be regulated waters. Regulated waters include non-wetland waters and wetlands that are regulated by the Corps and the Regional Water Quality Control Board (RWQCB). In addition, large washes within the South Hills may also be considered to be regulated waters.

9.4.3 Identified Biological Resources Issues

The biological resources in the City are found mainly on the hillsides and include 2,492 acres of sensitive coastal sage scrub community/non-native grasslands, 21 acres of riparian habitat, and 558 areas of ruderal areas which may contain endangered or sensitive species. In the Planning Area, 1,910 acres are designated critical habitat for the federally threatened coastal California gnatcatcher and 158 acres are proposed as critical habitat for the federally endangered San Bernardino Kangaroo rat.

Development on the hillsides has the potential to alter and eliminate these sensitive habitats and species. The South Hills also provide a wildlife connection to other areas in the County, which could be disrupted with development, as could the wetland areas.

9.4.4 Guiding Policy

Preserve habitats supporting rare and endangered species of plants and animals including wildlife corridors.

Implementing Policies

- a. Comply with the Federal policy of no net loss of wetlands through avoidance and clustered development. Where preservation in place is found to be infeasible (such as an unavoidable a road crossing through habitats), require 1) on-site replacement of wetland areas, 2) off-site replacement, or 3) restoration of degraded wetland areas at a minimum ratio of one acre of replacement/restoration for each acre of impacted on-site habitat, such that the value of impacted habitat is replaced.



- b. Require appropriate setbacks adjacent to natural streams to provide adequate buffer areas ensuring the projection of biological resources.
- c. Preserve, as feasible, the oak woodland areas within the City by requiring development to incorporate the trees into the development design.
- d. Through the project approval and design review processes, require new development projects to protect sensitive habitat areas, including, but not limited to, coastal sage scrub, and *native* grasslands. Ensure the preservation in place of habitat areas found to be occupied by state and federally protected species. Where preserved habitat areas occupy areas that would otherwise be graded as part of a development project, facilitate the transfer of allowable density to other, non-sensitive portions of the site.
- e. Through development review, retain, as feasible, wildlife corridors in the Planning Area in particular, the San Timoteo Wash area.
- f. Require the landscape design of developments adjacent to areas of preserved biological resources to avoid the use of invasive species which could negatively impact the value of the preserved resource.
- g. Cooperate with the State and Federal agencies to encourage preserving streams and creeks in the south hills area in their natural state in order to maintain their value as percolation and recharge areas, natural habitat, scenic resources, and recreation corridors. Where such preservation is no technically and financially feasible, require appropriate mitigation for the loss or modification of a creek or stream.

9.5 AGRICULTURAL RESOURCES

Agricultural use within Loma Linda has declined in recent years, primarily due to the effects of urban expansion and economic considerations. Currently there are 861 acres within the City of Loma Linda and its Sphere of Influence under agricultural production, representing 3 percent of total developed acreage in the City. The majority of existing agricultural lands is located in the eastern portion of the City with scattered citrus groves throughout the City.



One of several citrus groves in Loma Linda

9.5.1 Identified Agricultural Resources Issues and Opportunities

While the General Plan does not require the long-term retention of agricultural lands, currently productive agricultural land provides open space resources in the eastern and southeastern portions of the Planning Area. Due to this open space amenity, the agricultural uses should be allowed to remain although not required to continue in the long-term.

9.5.2 Guiding Policy

Preservation of agricultural land areas is a priority.

Implementing Policies

- a. *No commercial uses such as, but not limited to, retail stores, professional or medical buildings, offices, warehouses, construction or manufacturing businesses, and hotels, shall be allowed in*



the Hillside Preservation Area, the Expanded Hillside Area, or the Hillside Conservation Area shall be allowed, with the exception of commercial animal and agricultural uses such as ranches, stables, grazing, citrus and avocado groves that existed as of the Effective Date of enactment of Chapter 2A. Commercial recreational uses and associated uses may be allowed consistent with the protection of environmental values.

- b. *The City recognizes the desire to maintain citrus and avocado groves and other agricultural uses as a means to provide open space, to provide and maintain a balanced economy, and to maintain green space and vegetation that will consume carbon dioxide and improve air quality. The open space requirement of Chapter 2A may be met by preserving citrus and/or avocado groves or other agricultural uses determined appropriate by the City Council, and assuring ongoing maintenance through a conservation easement or other legal mechanism, provided that the minimum percentage open space requirements of Chapter 2A are met.*

9.6 WATER RESOURCES

The City of Loma Linda is within the Santa Ana River Watershed. This watershed drains the southern portions of the San Bernardino Mountains and the eastern San Gabriel Mountains. Located within the Planning Area are three hydrological groundwater basins/aquifers. Groundwater basins or aquifers can be described as natural underground water storage areas. In addition, several sub-basins also underlie the City of Loma Linda. The Bunker Hill Water Basin is under the northern portion of the City. This water basin underlies most of the San Bernardino Valley extending from the San Bernardino Mountain range to the south hills of Loma Linda. This aquifer supplies the majority of water to the City of Loma Linda. The groundwater basin underlying the southwest portion of the City is the Reche Canyon Basin. The San Timoteo Basin is under the southeast portion of the City.

The Bunker Hill Basin is artificially recharged by surface stream diversions made for groundwater replenishment. Lytle Creek, the Santa Ana River, Mill Creek, Devil Creek, Twin Creek, Waterman Creek, and Sand Creek are used for groundwater recharge. In excess of 1,000,000 acre-feet of Santa Ana River and Mill Creek waters have been recharged to replenish the Bunker Hill Basin. In addition, water has been imported from the State Project Water for replenishment into the Bunker Hill Basin. Since 1972, an excess of 150,000 acre-feet of imported State Project Water has been recharged in the Bunker Hill Basin. The replenishment activities play an extremely important role in managing the Bunker Hill Basin to supply the current and future needs of the Basin, which includes the future needs of the City of Loma Linda.

The City of Loma Linda groundwater is supplied from five wells. They include the Richardson Wells #1, #3, and #4; and Mountain View Wells #3, #4, and #5. All of the City's wells are located in the Bunker Hill Basin. The water that replenishes the Bunker Hill Basin comes from annual rainfall and snow pack from the San Bernardino Mountain range. Due to seasonal variations of rainfall and pumping, water levels have fluctuated and will continue to fluctuate within this basin.

Water quality is not consistent among the basins underlying the City. The groundwater basins in the southern portion of the City do not generally consist of good water-bearing deposits and very few wells are known to exist in those areas. The City of Loma Linda completed a drinking water source assessment to protect this water supply and identify potential contamination sources. These assessments were completed at the following locations: Mountain View Well #3, November 1999; Richardson Well #4, February 2000; Mountain View Well #4, May 2000; and Richardson Wells #1 and #3. The City of Loma Linda water supply meets or exceeds all current health and safety standards.



9.6.1 Identified Water Resources Issues

The quantity and quality of the groundwater needs to be maintained and conserved to ensure water for future generations.

9.6.2 Guiding Policy

Water quality and availability are critical to the current and future residents of the City of Loma Linda, its planning area, and its sphere of influence. No new development shall be approved that endangers the quality or quantity of water delivered to households within the City.

Implementing Policies

- a. *No development project shall be approved which would cause the quality of water delivered to Loma Linda households to fail to meet State and/or Federal water quality standards, or which would cause an increase in residential rates, or which would result in a restriction of water usage, except for those projects exempt under State and/or Federal law.*
- b. Develop and encourage the implementation of water conservation programs by residents, employers, students, and service providers.
- c. Participate with State and regional agencies to monitor groundwater supplies and take steps to prevent overuse, depletion, and toxicity.
- d. Encourage sustainable landscapes or landscapes that require little irrigation through the use of drought-tolerant and native vegetation in new development.
- e. Through the development review process require that water supply capacity is available or will be available prior to approval of a development project. Do not approve projects for which assured water supply is not available.
- f. Pursue the use of reclaimed water for the irrigation of all appropriate open space facilities and City projects, and encourage existing and new developments to tie to the reclaim water system when available and recommended by the San Bernardino Municipal Water Department (wastewater provider) to reduce demand on municipal water supplies.
- g. Through the development review process, encourage water conservation in all new and rehabilitated development through the use of water conserving fixtures in all new residential and commercial development.
- h. Require implementation of Best Management Practices to reduce drainage system discharge of non-point source pollutants originating from streets, parking lots, residential areas, businesses, industrial operations, and those open space areas involved with pesticide application.

9.6.1.2 Guiding Policy for Water Efficiency

Maximize water efficiency, water reuse, and the beneficial use of stormwater, including groundwater recharge and water quality improvement.

Implementing Policy

- a. Reduce the waste of potable water through efficient technologies, conservation efforts, and design and management practices, and by better matching the source and quality of water to the user's needs.



- b. Support efforts to reduce waste and increase reuse through integrated planning of programs and complementary land use and building regulations. Assess and remove barriers to integrated water resource planning.
- c. Initiate a Water Conservation Program. Develop model water demand management programs using best practices, including the following:
 - Requiring water conservation in new construction;
 - Requiring water conservation fixtures;
 - Encouraging business rebates; and
 - Encouraging plumbing maintenance programs.
- d. Require site-appropriate, drought-tolerant low water use landscaping and efficient irrigation systems where appropriate for new development. For parcels adjacent to publicly managed open space, appropriate landscaping will also be non-invasive and have low flammability. Limit the amount of water intensive landscaping, particularly lawn area allowed, in order to reduce the amount of water needed for irrigation.
- e. Encourage use of irrigation technologies such as evapo-transpiration systems—where real-time weather data are transmitted to installed controllers to automate water needs—that save water, promote greater plant health, and reduce runoff. Encourage water agencies to conduct irrigation training workshops for homeowners and professionals.
- f. Encourage use of on-site rainwater capture, storage, and infiltration for irrigation and other nonpotable uses, and work with appropriate authorities to establish standards for rainwater quality and use. Ensure that catchments do not adversely affect habitat dependent on in-stream flow.

9.7 CULTURAL RESOURCES

The City of Loma Linda planning area includes several known historic sites and areas that may have prehistoric value.

9.7.1 Paleontological Resources

Paleontological resources are recognized as nonrenewable resources significant to our culture, and are afforded protection by Federal, State, and local environmental guidelines. Geologic formations are ranked by their potential to contain significant, nonrenewable paleontologic resources (SNPR). The Loma Linda Planning Area is in the southern San Bernardino Basin, a structural basin that filled with sediments as a result of activity on the San Andreas and San Jacinto Fault systems. Sedimentary deposition has been taking place in this basin since late Miocene time.

Loma Linda lies on the north-sloping face of a ridge that runs east-west, south of San Timoteo Creek and north of Reche Canyon. The topography of the ridge is highly modified by drainage patterns characteristic of badlands topography, and the area is often referred to as “The Badlands.” Geological mapping of the Loma Linda area indicates the presence of four sedimentary units with two of the sedimentary units having a high potential for paleontological resources. Records in the San Bernardino County Museum do not indicate any record of previous paleontological resource assessments in one of these sedimentary units (San Timoteo Formation) and consequently no resource localities have been recorded in or immediately adjacent to the Planning Area.



9.7.2 Historical Resources

Historic resources include sites, structures, or other physical evidence of past human activity greater than 50 years old. Although there are no recorded prehistoric sites within the study area, the Guachama Rancheria is an important historically known Native American property within the Planning Area with a potential for associated prehistoric resources. The Loma Linda Planning Area includes many sites of historic value and the area has been the subject of many historic studies with the latest conducted in 1988. Although a total of 197 historical properties was identified in this study only 22 were evaluated for potential eligibility for listing in the National Register of Historic District Places (NRHP). The balance of the historic buildings (175) was described by street/neighborhood in general terms, but not inventoried or mapped. The City of Loma Linda adopted the Historic Preservation Ordinance in 1992 establishing the Historic Commission. The Commission recommends to the City Council designation of landmarks and preservation districts, reviews permits for alterations to landmarks, and promotes public awareness of historic resources.

9.7.3 Potential Historical Districts

Four potential Historic Districts were identified in the 1988 historical study and it is likely that additional contributing features along with buildings will be identified upon more in-depth investigation of the potential districts. Historic Districts are areas containing concentrations of improvements with historic interest or value. Preservation of these districts will retain the heritage of the City. The potential districts are listed below.

9.7.3.1 Mission District

The Mission architectural/historical district extends along both sides of Mission Road between California Street to the east and Pepper Way to the west. The district includes both a potential ethnohistoric archaeological site and numerous standing structures (Table 9.A). The range of resources extends from the late Mission Period (1819) to the early 20th century.



Craftsman home in the Mission District

Table 9.A: Mission District Resources

Resource Address/Location	Resource Name
25926 Mission Road	Adobe (moved from San Timoteo Winery)
25949 Mission Road	Craftsman Residence (Van Uffelen Dairy)
26100 Mission Road	Craftsman Residence (Van Leuven Property)
26248 Mission Road	Frink Adobe
26300 Mission Road	Craftsman Residence
26432 Mission Road	Hinckley Ranch
Mission Road and Pepper Way	Guachama Rancheria



9.7.3.2 Campus District

This potential district was identified in association with the growth of the Loma Linda University/ Health Center/Sanitarium and Adventist Health System. This district is important due to the historical, religious, educational, and scientific theme that binds these resources together. Minimally, however, the following resources are identified as potential contributing features:

- Campus Hill SDA Church
- Main University Campus (1934 Art Deco buildings)
- University Church
- Sanitarium Complex and associated features (Nichol Hall)
- “Old” office buildings on hill of campus (Four original patient cottages)
- Bungalow on hill of campus (11057 Sanitarium Drive)



Nichol Hall at Loma Linda University

9.7.3.3 Prospect/Starr District

This district is generally bounded by Prospect Avenue to the north, Hillcrest Street to the east, Barton Road to the south and Anderson Street to the west. Starr Street represents the east-west core of this district, which is almost exclusively residential with a high concentration of housing from the period c.1890 to 1920. The majority of the structures are in good to fair condition, and many are substantially unaltered.

9.7.3.4 Bryn Mawr

Eleven properties on First, Juanita, and Mayberry Streets are remnants of the historic Hispanic community of Bryn Mawr (Table 9.B). This is a candidate for a historic district, as it appears to be the center of local Mexican cultural history within the Planning Area. At the very least, the Bryn Mawr School/Sacred Heart Church warrants special planning consideration as a designated cultural resource.

Table 9.B: Bryn Mawr Historic Properties

Resource Address	Resource Name/Type
26359 First Street	Old Frame Residence
26379 First Street	Residence
26389 First Street	Victorian Cottage
26415 First Street	Residence
26470 First Street	Residence
25931 Juanita Street	Residence
25978 Juanita Street	Residence
25985 Juanita Street	Residence
25995 Juanita Street	Residence
26006 Juanita Street	Residence
26019 Juanita Street	Residence
26271 Mayberry (Old Barton Road)	Bryn Mawr School/Sacred Heart Church



9.7.4 Identified Cultural Resources Issues

Only a small percentage of the Planning Area has been surveyed for prehistoric resources. Although the Planning Area is considered moderately sensitive for such resources, the Guachama Rancheria (Mission Road and Pepper Way) is considered highly sensitive or very likely to contain such resources. The historic cultural landscape of Loma Linda is complex and in general all the potential historic districts should be considered highly sensitive for subsurface cultural deposits. Since the last Architectural/Historical Inventory has accuracy and consistency issues, an update involving at least the informal recordation and mapping of all historic properties listed in this report is recommended.

9.7.5 Guiding Policy

Preserve and protect the City's historic structures and neighborhoods. Identify and preserve the archaeological and paleontological resources in Loma Linda.

Implementing Policies

- a. Update the Survey of Historic Properties Inventory of 1988, taking into consideration buildings, neighborhoods, and other features of historic, architectural, or cultural significance.
- b. Establish priorities and pursue designating historic districts, following study and recommendation by the Historic Commission to preserve historic areas.
- c. Consider pursuing the designation of new historic landmarks.
- d. Preserve significant historic structures through review of demolition permits or alterations to such structures by the Historic Commission. Permit adaptive reuse of historic landmark structures for institutional, office, or commercial uses, where improvements to the structure retain the integrity of the historic landmark (see Community Design Element, Section 3.2).
- e. Where new development occurs around an historic structure, ensure that the surrounding setting is compatible with the historic structure (see Community Design Element).
- f. As a standard condition of approval for new development projects, require that, if cultural or paleontological resources are encountered during grading, alteration of earth materials in the vicinity of the find be halted until a qualified expert has evaluated the find and recorded identified cultural resources.

9.8 GREENHOUSE GAS REDUCTION

Local agencies, such as the City of Loma Linda, have an important role to play in California's fight against global warming, which has been identified as one of the most serious environmental effects facing the State today. Cities are being encouraged by the State to incorporate sustainable design into projects from the start, addressing global climate change considerations at the earliest feasible time. Through its General Plan, the City of Loma Linda intends to encourage well-designed, sustainable development projects to help move the State away from "business as usual" and toward a low-carbon future.

Assembly Bill (AB) 1493 of 2002 required the California Air Resources Board (CARB) to develop and adopt the nation's first greenhouse gas standards for automobiles. On June 1, 2005, Governor Schwarzenegger signed Executive Order S-3-2005, which calls for a reduction in greenhouse gas emissions to 1990 levels by 2020, and for an 80 percent reduction in GHG emissions by 2050. In addition, Governor Schwarzenegger signed AB 32, the California Climate Solutions Act of 2006 (Health & Safety Code Section 38500 et seq.), in September 2006. AB 32 codified the state's



greenhouse gas emissions target by requiring that California’s greenhouse gas emissions be reduced to 1990 levels by 2020. In addition, AB 32 directs CARB to make available a list of early action GHG emission reduction measures by June 30, 2007. These measures were updated in October 2007 (CARB, 2007). Regulations to implement these measures are to be adopted before January 1, 2010, and the finalized emissions reduction measures will become operative and enforceable January 1, 2012.

To address the issue of global climate change and reducing carbon emissions requires a broad range of policies and actions. By providing a balance between local employment and housing, the General Plan provides the opportunity for Loma Linda residents and workers to reduce their daily commute, with consequent reductions in air pollutant and carbon emissions. Providing for compact, walkable communities and infill development in areas served by existing infrastructure, utilizes the resources that existing neighborhoods offer, and conserves open space and natural resources.

Building “green” will reduce energy consumption reduce carbon emissions, and is a sound financial choice. Investments in green buildings pay for themselves, according to a new study for 40 California agencies. This study, drawing on national data for 33 green buildings and an in-depth review of several hundred existing studies, found that sustainable buildings are a cost-effective investment. The report concluded that financial benefits of green design are between \$50 and \$70 per square foot in an LEED building, over 10 times the additional cost associated with building green.

Much of our built environment is now powered by fossil fuels, which create the greenhouse gases that contribute to global warming. Thus, reducing energy consumption and increasing the use of renewable energy sources is a key component of addressing global climate change concerns.

9.8.1 Guiding Policy

Minimize greenhouse gas emissions that are reasonably attributable to the City’s discretionary land use decisions and internal government operations, with the goal of reducing Loma Linda’s greenhouse gas emissions to 1990 levels by 2020.

Implementing Policies

Compact Community Measures

- a. Encourage the development of vacant and underutilized parcels consistent with neighborhood character in a way that best adds value to the surrounding area.
- b. Facilitate employment opportunities that offer low vehicle use and minimize the need for automobile trips, such as live/work, telecommuting, satellite work centers, and home occupations, in addition to implementation of mixed-use development strategies.
- c. Encourage patterns of commercial development that support use of public transit, including modifying development regulations to facilitate commercial and/or mixed use projects at sites near transit stops.

Energy Conservation and Air Quality Measures

- d. Encourage energy-efficient landscaping for resource conservation by developing guidelines that emphasize proper irrigation techniques and sustainable landscaping (organic fertilizers and pesticides).
- e. Consider light-colored surfacing on pavements and rooftops where feasible to reduce heat absorption.



- f. As part of the development review process, work with builders to maximize energy conservation benefits in the placement of buildings on a site with regard to sun and natural breezes.
- g. Actively support provision of infrastructure needed for alternative fuel vehicles, including fueling and charging stations. Review and consider revising applicable codes applying to refueling and recharging infrastructure to facilitate their inclusion in new development where appropriate.
- h. Prohibit the installation of wood-burning fireplaces and other devices in new or renovated homes.
- i. Facilitate implementation of renewable technologies through streamlined planning and development rules, codes, processing, and other incentives.
- j. Incorporate measures to protect solar access from shading by neighboring structures and trees, thereby facilitating the use of passive or active solar systems.
- k. Provide incentives such as expedited processing for facilities that use renewable energy sources. Work with State and Federal agencies to secure tax exemptions, tax rebates, or other financial incentives for such facilities.
- l. Preserve and encourage planting trees in neighborhoods to provide shade in summer and reduce heat loss in winter. Successful methods include placing trees to the west and northwest of houses to shade from the hot summer sun and grouping trees to protect them from harsh elements and support their longevity. Trees can reduce air temperatures 5–10° F from shading and evapo-transpiration (water in leaves converting into vapor, cooling the air).

Transportation Measures

- m. Promote transit routes and link neighborhoods with transit.
- n. Encourage businesses and public agencies to offer telecommuting as a work alternative, and allow corporate satellite work centers near housing concentrations to enable residents who are employees of out-of-city businesses to reduce their commutes.
- o. Require new development to incorporate features that reduce energy used for transportation, including pedestrian and bicycle pathways, and access to transit (where available).
- p. Include recycled and energy-conserving materials for road construction and repair, as well as resource-efficient materials, such as rubberized asphalt concrete and pervious pavement, in road repair and construction where it is cost effective and feasible.
- q. Work with Omnitrans to provide turnouts for transit stops.
- r. Pursue traffic signal timing coordination as a means of improving traffic and reducing vehicle idling times.
- s. As appropriate, require new development and redevelopment projects to address the following: bicycle and pedestrian access internally and to other areas; safe access to public transportation and construction of paths that connect with other non-motorized routes; safe road crossings at major intersections for school children and seniors; and secure, weatherproof bicycle storage facilities. Ensure that such facilities will have ongoing maintenance.
- t. Support and participate in the development of intermodal transit hubs that expand alternative transportation use.
- u. Encourage the use of public transit and alternative modes of transportation through land use designations and zoning which cluster employment centers with a mix of other uses, and project design that incorporates car pool areas, "park and ride" facilities and similar incentives.
- v. Ensure that transit systems provide for the storage of bicycles on transit as well as at transit centers.



- w. Work with Omnitrans to post current schedules and maps at all transit stops and other key locations, to make real-time arrival information available to riders, and to provide shelters that adequately protect riders from inclement weather.

City Operations Measures

- x. Minimize Loma Linda's contributions to greenhouse gas emissions by shifting to low-carbon and renewable fuels, and employing zero-emission technologies, where feasible in City purchasing and ongoing operations and maintenance activities.
- y. Provide incentives for City employees to carpool to work.
- z. Incorporate energy efficiency as a key criterion in the City's procurement process.



LOMA LINDA GENERAL PLAN SAFETY ELEMENT

Adopted February 8, 2022



CITY OF LOMA LINDA

SAFETY ELEMENT

UPDATED 2021

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I. INTRODUCTION

A. CONDITIONS IN LOMA LINDA AND FOCUS OF THE SAFETY ELEMENT

The City of Loma Linda takes pride in its duty to safeguard the well-being of its community members, which includes effectively anticipating potential emergencies caused by both natural and human-caused hazards. Anticipating these potential hazards, the City can begin planning mitigation strategies to minimize these impacts. As an inland community located in southern San Bernardino Valley, Loma Linda experiences a variety of hazard conditions given its proximity to active fault zones, flood-prone waterways, and hillside topography prone to instability and wildfires. The steeper portions of the community are prone to instability from both geologic and fire hazards, while the lower-lying areas can become inundated from both stormwater runoff and flooding from the San Timoteo Creek, which runs through the city on its way to empty into the Santa Ana River. To compound matters, the impact of a changing climate is likely to intensify many of these risks. Increasing temperatures will drive hotter and drier weather, increasing fire risk and potentially impacting water supplies. Wetter and more intense winter storms could inundate parts of Loma Linda that do not typically experience flooding, which could exacerbate slope instability, causing landslides in the City's hillsides.

This element provides the necessary context to understand the hazards that threaten the community and outlines policies and practices that take tangible steps toward ensuring the community's continued prosperity.



A view of Anderson Street from downtown Loma Linda.
Photo Courtesy of: [redlandsdailyfacts](https://www.redlandsdailyfacts.com)

B. PURPOSE OF SAFETY ELEMENT

The Safety Element is one of seven mandatory elements of the General Plan. Its primary purpose is to identify potential risks within the City that could endanger the community's public health, safety, and welfare. Periodic updates of the Safety Element ensure that goals and policies are relevant and responsive to community needs. California Government Code Section 65302(g)(1) identifies the following list of safety risks that, at a minimum, be examined in each Safety Element:



- seismically induced surface rupture*
- ground shaking*
- ground failure*
- flooding*
- tsunami
- seiche
- dam failure
- slope instability leading to mudslides and landslides*
- subsidence
- liquefaction (areas with shallow groundwater [<50 feet])*
- other seismic hazards identified under Chapter 7.8 (commencing with Section 2690) of Division 2 of the Public Resources Code
- other geologic hazards known to the legislative body
- wildland and urban fires*
- climate change*
- evacuation*

Items denoted by an * are potential hazards relevant to the City of Loma Linda

C. ELEMENT ORGANIZATION

This element is organized to be consistent with the other General Plan Elements. The goals, policies, and implementation programs provide declarative statements setting forth the City's approach to safety-related issues. A definition of these key terms is provided below:

Goal: A general statement of the desired community outcome. It is denoted as Goal 10-X in this element.

Policy: Policies are actions that a community will undertake to meet the goals. They are denoted as Policy 10-X.X in this element.

Implementation Action/Programs: A list of recommended programs and future actions necessary to achieve element goals and policies; implementing actions are discussed in Section IV.

D. CONSISTENCY WITH OTHER ELEMENTS

Integrating safety considerations throughout the General Plan creates a consistent framework that prioritizes the well-being of the community. The Loma Linda Safety Element is an essential component of the General Plan and works in tandem with other elements to guide these efforts.

Land Use/Growth Management

The Land Use Element defines acceptable locations and the appropriate intensity for new development and sets forth policies regarding development design and land use compatibility. By defining acceptable locations and appropriate intensities for new development, the Land Use Element establishes the maximum allowable development intensity for the City at "build out" of the Loma Linda Planning Area. The Growth Management Element works alongside the Land Use Element to manage and preserve open space preservation, natural area protection, congestion management, and enhancement of residents' quality of life.

Housing

The Housing Element delineates the specific programs that the City of Loma Linda will implement to ensure housing opportunities for all economic segments of the economy. Unlike the balance of the General Plan, the Housing Element is intended by state law to be short-term, setting forth an eight-year program. As a result, the



Housing Element is required to be updated every eight years. This element sets forth specific policies and programs designed to ensure housing development opportunities and for housing for service workers who could not otherwise afford for-sale housing within Loma Linda. State law requires that the California Department of Housing and Community Development review local Housing Elements to determine whether they meet the applicable legal requirements.

Transportation and Circulation

The Transportation and Circulation Element directly addresses the provision of the new and expanded transportation facilities needed to support the development of the land uses delineated in the Land Use Element, consistent with the level of service standards outlined in the Growth Management Element. This element defines the specific improvements that will be made over time to the City's roadway and highway systems to maintain adequate service levels and meet vehicle miles travel standards.

Public Services and Facilities

The Public Services and Facilities Element directly addresses the provision of the new and expanded public services and facilities needed to maintain the performance standards outlined in the Growth Management Element. This element defines the responsibilities of new development projects to provide expanded services and facilities and provides policy direction for the manner in which expansion of public services and facilities will be financed. This element also addresses avoidance of interim facilities and the financing of large-scale facilities needed to maintain the performance standards outlined in the Growth Management Element.

Specific to Fire Services within the City, this element indicates the following identified fire protection issues: The southern portion of the City, including the Hillside Initiative and adjacent hillside areas, has been identified by the Public Safety Department as an area that may need a second station for several reasons. First, these hills lie within the City's identified Hazardous Fire Area. Second, there is an extended drive time into the southern hill area from the headquarters station. Third, future development is likely to occur in this area. The need to expand services is being addressed in the budgetary process due to a rapidly increasing rate of calls for service. Along with a new station, the City will need the equipment and personnel to service the area.

To address these concerns Loma Linda Fire & Rescue Division (now Loma Linda Fire Department) developed **Guiding Policy 8.1.2**, which requires the provision of an adequate number of fire stations, along with firefighting personnel and equipment to protect the residents and businesses of Loma Linda. Also see *Implementing Policies 8.1.2.1(a)(b)(c)*.

Specific to water resources, Section 8.7.1 of this Element identifies water opportunities and issues. Based on this information, the City's current water resources should be sufficient to meet build out demand based on existing resources and anticipated increases from new development. However, new development will require the installation of additional transmission and distribution lines and possibly new wells. If the City chooses to purchase water from the San Bernardino Valley Municipal Water District, rather than drill and equip additional groundwater wells, an evaluation of the size and location of pipelines would be necessary. New development in the hillside areas will also require booster stations and additional storage reservoirs to meet demand and fire flow requirements.

To address these concerns Loma Linda Water Utilities relies on **Guiding Policy 8.7.2**, which ensures the City will provide a water system that supplies high quality water to serve existing and future needs of the City during



peak use conditions, with sufficient water in storage reservoirs for emergency and fire protection. Also see *Implementing Policies 8.7.2.1(a)(c)(d)*

Conservation and Open Space

The Conservation and Open Space Element provides policy direction for the management of open space, hillside development, biological resources, water resources and quality, cultural and historical resources, and energy resources in relation to new growth and development.

Implementation Programs

The Implementation Programs Chapter of the General Plan describes the specific actions that the City will take and/or require new developments to implement the City's vision. These future actions are intended to ensure compliance and implementation of the goals and policies within each element, creating the bridge between policy and action that often occurs through the implementation of the development review process.

E. CONSISTENCY WITH LOCAL HAZARD MITIGATION PLAN

The Local Hazard Mitigation Plan (LHMP) serves three primary purposes: it provides a comprehensive analysis of the natural and human-caused hazards that threaten the City, with a focus on mitigation; it keeps the City of Loma Linda eligible to receive additional federal and state funding to assist with emergency response and recovery, as permitted by the federal Disaster Mitigation Act of 2000 and California Government Code Sections 8685.9 and 65302.6; and it complements the efforts undertaken by the Safety Element. The LHMP complies with all requirements set forth under the federal Disaster Mitigation Act of 2000 and received approval from the Federal Emergency Management Agency (FEMA) in 2021. Sections of the Safety Element are supplemented by the LHMP, which has been incorporated by reference, as allowed by California Government Code Section 65302(g).

F. REGULATORY ENVIRONMENT

In addition to the provisions within California Government Code Section 65302 (g), the following federal and state requirements apply to the City of Loma Linda:

National Flood Insurance Program

The National Flood Insurance Program (NFIP) was created in 1968 to help communities adopt more effective floodplain management programs and regulations. The Federal Emergency Management Agency is responsible for implementing the NFIP and approves the floodplain management plans for participating cities and counties. Loma Linda participates in the NFIP and uses Title 19, Chapter 19.12 of the Loma Linda Municipal Code to administer flood management regulations throughout the City.

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act (California Public Resources Code [PRC], Chapter 7.5, Section 2621-2699.6) was intended to reduce the risks associated with surface faults and requires that the designated State Geologist identify and map "Earthquake Fault Zones" around known active faults. Per PRC Section 2623, cities and counties shall require a geologic report defining and delineating any hazard of surface fault rupture



before the approval of a project. If the jurisdiction finds no undue hazard of that kind exists, the geologic report on the hazard may be waived, with the State Geologist's approval. An Alquist-Priolo Earthquake Fault Zone is delineated along the San Jacinto Fault within the City, requiring compliance with this act.

Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act (California Public Resources Code, Chapter 7.8, Section 2690-2699.6) created a statewide seismic hazard mapping and technical advisory program in 1990 to help cities and counties more effectively address the effects of geologic and seismic hazards caused by earthquakes. Under PRC 2697, cities and counties shall require a geotechnical report defining and delineating any seismic hazard before approving a project located in a seismic hazard zone. If the jurisdiction finds that no undue hazard of this kind exists based on information resulting from studies conducted on sites near the project and of similar soil composition to the project site, the geotechnical report may be waived. After a report has been approved or a waiver granted, subsequent geotechnical reports shall not be required, provided that new geologic data warranting further investigation is not recorded. Each jurisdiction shall submit one copy of each approved geotechnical report, including the mitigation measures to be taken, if any, to the State Geologist within 30 days of its approval of the report.

Cortese List

Government Code Section 65962.5 (typically referred to as the "Cortese List") identifies sites that require additional oversight during the local permitting process as well as compliance with the California Environmental Quality Act (CEQA). The list is generally a compilation of properties and businesses that generate, store, and/or have been impacted by the presence of hazardous materials/wastes. Many properties identified on this list may be undergoing corrective action, cleanup, or abandoned and in need of these activities. The DTSC Hazardous Waste and Substances Site List does not identify any locations within the City. Sites within the City identified by the State Water Resources Control Board include Leaking Underground Storage Tank and Permitted Underground Storage Tank sites.

II. POTENTIAL HAZARDS / TRENDS

A. SEISMIC AND GEOLOGIC HAZARDS

Seismic and geologic hazards are traditionally addressed together because they both involve the movement of the earth's surface. Although some geologic events (landslide, subsidence, erosion, etc.) can and do happen independently, the primary catalyst for their occurrence is often a seismic event, commonly referred to as an earthquake. This section identifies four common seismic and geologic hazards that threaten Loma Linda and establishes policies and procedures intended to protect the community when an event occurs.

Seismic Hazards

Southern California is prone to earthquakes and their frequent occurrence is widely accepted as a fact of life. Loma Linda is located within the San Bernardino Valley, which is a sediment-filled basin surrounded by fault zones. The San Andreas Fault to the northeast, the San Jacinto Fault to the southwest, and a group of faults to the southeast. The southeast portion of the City's planning area is characterized by uplifted hills, divided by active



drainages that create badlands style topography (steep slopes, minimal vegetation, lack of substantial regolith, and high drainage density) which gives the terrain its name.

Soils in the flatter portions of the City range from gravelly loam to sandy loam, are very deep, and are well drained. This area is considered part of the Santa Ana River watershed fed by San Timoteo Creek, which runs through Loma Linda from the foothills down to the river.

Earthquakes in Southern California occur because of movement between the Pacific and North American plates. The boundary between these two plates is located along the San Andreas Fault system. Due to the significant stresses exerted at this plate boundary, significant deformation, faulting, and associated earthquakes occur in a broadly distributed zone that stretches from offshore California to Nevada. The faults which present the greatest potential for a large-scale seismic event within the region that could affect the City are identified in **Table 10-1**. Other faults located throughout the region can generate large earthquakes; however, the distance from the City and lower probability of producing a significant seismic event make them less of a risk to the City.

The four faults are located within the Planning Area include the San Jacinto Fault, the Loma Linda Fault, the Banning Fault, and the Reche Canyon Fault. The San Jacinto Fault zone crosses the southwest portion of the City and has been the most historically active fault zone in Southern California. Numerous offset gullies, linear ridges, and other fault-related features indicate active faulting along this fault within the City. The Loma Linda Fault is generally located through the northern portion of the Planning Area. This fault was originally identified from groundwater data, since the fault lacks topographic evidence, and no evidence of active faulting has been identified. The Live Oak Canyon Fault is a trace of the San Andreas Fault, extending westward from the San Geronio Pass. This fault is not generally thought to be active within the Planning Area. The Banning Fault extends through the northeastern quadrant of the City and is generally thought to be inactive. The Reche Canyon fault traverses the southwest corner of the City and is considered a potentially active fault.

Table 10-1

Fault	Distance (Miles)	Direction from City	Maximum Credible Earthquake (Richter)	Maximum Probable Magnitude (Richter)
San Jacinto	0	---	7.5	6.5 – 7.5
San Andreas	5	NE	8.25	6.8 – 8.0
Cucamonga	13	NW	6.5	6.0 – 7.0
Elsinore	22	SW	7.5	6.5 – 7.5
Newport-Inglewood	48	SW	7.0	6.0 – 7.4

(Source: Southern California Earthquake Data Center.)

Fault Rupture

The rapid movement and release of energy associated with an earthquake can cause the earth to fracture and displace the land around it, resulting in an earthquake fault. Some faults are buried beneath the surface, while others are located at the earth's surface. When located at the surface, the risk of fault rupture is especially dangerous if structures are built on top of the fault or infrastructure crosses the fault. If movement along the fault



is significant, these facilities could be damaged (structural damage, pipeline breaks, roadway/ bridge failure), rendering them useless after the event.

Areas of known surface rupture hazard in California are identified in Alquist-Priolo Special Study Zones (AP Zone). As identified by the State Geologist, these study zones are used to identify and map seismically active fault traces. No habitable structure is permitted across the known trace of any active fault. Setback zones are established for habitable structures, the size of which is determined by the geology of a particular site, the characteristics of the fault, and the degree of certainty on the fault's location. An AP Zone is located within the southern portion of the City's planning area, running the entirety of the San Jacinto Fault trace (**Figure 10.1**). Setback requirements shall be determined along this fault trace as part of the development process.

Seismic Shaking

Seismic shaking is the recognizable movement caused by the energy released from an earthquake. The same mechanism that creates a surface rupture is also responsible for seismic shaking and can produce an equally devastating effect. Buildings and other structures may be destroyed because of violent shaking. Infrastructure such as roads, pipelines, and power lines are also susceptible to damage and pose additional safety concerns. Unlike surface rupture, seismic shaking consequences are not restricted to the area immediately surrounding the fault. Energy resonating through the ground can travel hundreds of miles and cause damage in many locations simultaneously. The closer to the earthquake's source (epicenter), the stronger the shaking will be. Seismic shaking is of particular concern for the City of Loma Linda due to the proximity to active faults that can generate significant earthquakes. The fault with the highest probability of generating a large earthquake is the San Andreas fault. Located approximately five miles northeast of the City, this fault has a 19.5% probability of generating a 6.7M or greater earthquake in the next 20 to 25 years. For the same time period, the San Jacinto Fault, which runs through the planning area, has a 5% probability of generating a 6.7M or greater earthquake in the next 20 to 25 years.



Liquefaction

Liquefaction is a phenomenon that occurs when intense vibrations from an earthquake cause saturated soil to lose stability and act more like a liquid than a solid. This poses significant problems for buildings and other structures in areas where liquefaction can occur, as the ground may give way under the weight of the structure and its foundation. In addition, underground structures are vulnerable to liquefaction. Within the San Bernardino Basin Area, three groundwater subbasins underlie portions of the Planning Area. These include Bunker Hill (northern portion of the City), Reche Canyon Basin (the southwest portion of the City), and San Timoteo Basin (the eastern portion of the City). Given the presence of shallow groundwater in these subbasins, there is a moderate to moderately high susceptibility for liquefaction hazards in the northwest portion of the Planning Area and the southern reaches of Reche Canyon. Other areas of liquefaction susceptibility include the north-central portion of the Planning Area and a canyon extending into the western portion of the Planning Area from Reche Canyon.



Geologic Hazards

In addition to seismic hazards, the potential for geologic hazards within the City could impact residents and businesses.

Landslides and Mudflows

A landslide is the movement of earth materials down slopes and areas of steep topography. Although earthquakes often cause them, landslides can occur when any sloped surface can no longer support the material contained within or sitting above it. This instability can be caused by the sheer weight of the loose material or can be aided by other events such as heavy rain. When rain causes a slope to fail, the movement of earth materials is typically referred to as a mudslide. Both landslides and mudslides move with great force and pose a significant danger to buildings and other structures. In some circumstances, these events may cause bodily harm if bystanders cannot move out of its path in time. Anticipating the risk of landslides in the areas identified by **Figure 10.2** will be essential for protecting the community members who reside there. The parts of Loma Linda at risk of landslides are the areas within the southern portions of the City within the badland areas and adjacent to the San Jacinto Fault Zone at the bottom of canyons and along the canyon slopes.



GOAL 10-1: A COMMUNITY RESILIENT TO THE EFFECTS OF SEISMIC AND GEOLOGIC HAZARDS

Policies / Implementation Actions

10-1.1	Restrict or regulate the construction of new development sites on or near known seismic or geologic hazards.
10-1.1(a)	Limit development in areas near geologic hazards (San Jacinto Fault Zone) that would create adverse conditions for those inhabiting the area and to the overall community.
10-1.1(b)	Prohibit locating habitable structures on top of active or potentially active faults by enforcing the Alquist-Priolo Earthquake Fault Zoning Act.
10-1.1(c)	Require geologic and soil reports to be prepared for proposed development sites and incorporate the findings and recommendations of these studies into project development requirements. For areas of specialized hazards (liquefaction, etc.) require analyses that may include a description of bearing strength, expansion potential, settlement, or subsidence, including implementing these reports' recommendations into the project development.
10-1.1(d)	Establish incentives such as free inspections or reduced fees for property owners to rehabilitate existing high occupancy buildings to protect against seismic and geologic hazards.
10-1.2	Identify and publicize the geologic and seismic hazards within Loma Linda for existing residents and prospective applicants.
10-1.2(a)	Advise residents and property owners of appropriate protection measures to reduce or eliminate structural damage.



10-1.3	Require that engineered slopes be designed to resist seismically induced failure.
10-1.4	Require that cut and fill areas within a grading operation be over excavated to mitigate differential settlement in conformance with best geotechnical engineering practices.
10-1.5	Work with utility operators within the City like Southern California Edison, Southern California Gas Company, pipeline companies, and industrial companies to implement measures to safeguard the public from seismic hazards associated with their infrastructure.
10-1.6	Ensure slope conditions within the City are effectively addressed to reduce property damage and personal injury from slope failure and erosion hazards.
10-1.6(a)	Limit cut and fill slopes to 3:1 (33% slope) throughout the City to maintain slope stability. Steeper slopes can be used if they do not pose an undue risk to people and property as determined by an engineering geologist to the City's satisfaction.
10-1.6(b)	Blend cut-and-fill slopes with existing contours to avoid high-cut slopes and steep embankments, which could lead to soil erosion.
10-1.7	Require erosion-control measures in areas of steep slopes or erosion-prone areas on all grading plans to reduce impacts to downstream environments.

B. FLOODING

Flooding is caused by the accumulation of water on the ground surface. This typically occurs after heavy rainfall but can also result from water delivery, transportation, or storage infrastructure failures, such as pipes, levees,



reservoirs, and water tanks. Worsening drought conditions caused by climate change may exacerbate the effects of flooding, as surfaces that typically absorb water can quickly dry out and become less permeable. Flooding presents multiple dangers to people and structures alike. Standing water may be deep enough to cause drowning, and even shallow water can easily damage buildings and property. Fast-moving water is more hazardous, as it may sweep people downstream or cause extensive damage to structures.

Within the City the primary types of flooding include stream flooding, earthquake-induced flooding (seiches), infrastructure failure, bridge scour, and dam inundation. The City is vulnerable to stream flooding from San Timoteo Creek, Mission Channel, and the Santa Ana River. On a smaller scale, the hillsides in the southern portion of the City are also prone to flooding. Major roadways vulnerable to flooding include Anderson Street, Barton Road, and Beaumont Avenue, which all cross San Timoteo Creek, while Redlands Boulevard crosses Mission Channel. To help reduce the risk of flooding, the City has made improvements to San Timoteo Creek, reducing flood vulnerability to people and property adjacent to the creek. The City's southern portions have been designated as very low density to reduce or avoid flood hazards within the hillsides.

Canals, levees, and flood control channels can be affected by earthquake-induced fault rupture, liquefaction, or lateral spreading. During a seismic event, seiche (a standing wave in an enclosed or partially enclosed body of water) can damage water storage facilities, reservoirs, or detention basins, especially in the southern foothills.



Though not likely to occur in the City, bridge foundations can be vulnerable to scouring (removal of sediment like sand and gravel from bridge abutments, resulting in loss of structural integrity) during a flood.

Dam inundation may also be a potential cause of flooding within Loma Linda. The northern portion of the City lies within the inundation zone of Seven Oaks Dam, a dry dam designed to decrease peak water flows during spring runoff and rainstorm events. When full, the dam releases by "metering out" water to control downstream flooding and maximize groundwater recharge. Flooding in the City due to the failure of the Seven Oaks Dam is considered a low probability event; however, if it were to occur, the City would be impacted.

The most widely distributed flood map product is the Flood Insurance Rate Map (FIRM). The Federal Emergency Management Agency (FEMA) is mandated by the Flood Insurance Act of 1968 and the Flood Disaster Protection Act of 1973 to evaluate flood hazards and provide FIRMs for local and regional planners to promote sound land use and floodplain development further. Flood risk data presented on FIRMs are based on historical, meteorological, hydrologic, and hydraulic data, as well as open space conditions, flood control works, and development. To prepare a FIRM that illustrates the extent of flood hazards in a flood-prone community, FEMA conducts an engineering study referred to as Flood Insurance Study (FIS). Using information gathered in these studies, FEMA engineers and cartographers delineate Special Flood Hazard Areas (SFHAs) on FIRMs. SFHAs are those areas subject to inundation by a flood that has a one percent or greater chance of being equaled or exceeded during any given year.

The City of Loma Linda participates in the National Flood Insurance Program (NFIP). Consequently, FIRM maps prepared by FEMA to show potential flood zones are available for areas within the City limits. Flood hazard areas in Loma Linda are shown in **Figure 10.3**.

Flood Control Features

The San Bernardino County Flood Control District covers the entire County (including the incorporated cities) and provides planning, design, construction, operation, and maintenance on the regional storm drain facilities. Storm drain systems have been constructed throughout the City to accommodate the increased runoff resulting from development and protect developed areas within the City from potential localized flooding. Because County drainage facilities receive upstream drainage from the City's drainage system, the City's storm drain system must be consistent with the County's Master Plan. The City of Loma Linda (along with the City of Redlands) is located within the area addressed in San Bernardino County Comprehensive Storm Drain Master Plan No. 4. Future improvements to the City's storm drain system will follow the improvements outlined in Master Plan No. 4.

Identified Flooding Hazard Issues

Many storm drains and open channels drain into the San Timoteo Creek channel, which is a County facility. Until the federally-funded flood control projects are completed along this channel, the areas north of this channel within the City will remain within the interim flood zone. In addition, the Mission Channel, which flows in an open channel from California Street to the I-10 freeway, is susceptible to flooding in a 100-500 year storm. Improvements to this channel system are necessary to reduce flood hazards in the area. Isolated areas along the foothills can flood and generate mud/debris flows, which have impacted the City in the past. To address these issues, debris basins may be required to capture these materials and reduce impacts to downstream environments.



GOAL 10-2: A COMMUNITY PROTECTED FROM THE RISKS OF FLOODING AND STORMWATER RUNOFF

Policies / Implementation Actions

10-2.1	Reduce flood potential within the 100-year and 500-year floodplains.
10-2.1(a)	Coordinate with the San Bernardino County Flood Control District on recommendations to the County Board of Supervisors for improvements to the flood control facilities in the City of Loma Linda.
10-2.2	Require new development to prepare hydrologic studies to assess storm runoff on the local and subregional storm drainage systems and incorporate appropriate mitigation in project development.
10-2.3	Require new development to provide for the perpetual maintenance of detention basins, if necessary, to support the new development.
10-2.4	Require new development to incorporate features into drainage plans that would reduce impermeable surface area, increase surface water infiltration, and minimize surface water runoff during storms
10-2.5	Promote the preservation of natural streams and creeks in the south hills area of the City
10-2.5(a)	Coordinate with State and Federal agencies to encourage that streams and creeks in the south hills area be left in their natural state to preserve their value as percolation and recharge areas, natural habitat, scenic resources, and recreation corridors, if technically and financially feasible. If not, then the loss or modification of a watercourse should be appropriately mitigated.
10-2.6	Promote coordination with local, state, and federal agencies on drainage improvements and flood control projects.
10-2.6(a)	Coordinate with San Bernardino County Flood Control District to reduce hazards caused by local flooding through maintenance and improvements to the area's storm drain system.
10-2.6(b)	Maintain current flood hazard data, and coordinate with the Federal Emergency Management Agency, San Bernardino Flood Control District, U.S. Army Corps of Engineers, and other responsible agencies to coordinate flood hazard analysis and management activities.
10-2.7	Require new development/ redevelopment to reduce on-site drainage through groundwater recharge and water retention improvements.



C. FIRE HAZARDS

Wildfires

The most common type of natural hazards in California are wildfires, which can burn large swathes of undeveloped or natural land in a short amount of time. They often begin as smaller fires caused by lightning strikes, downed power lines, or unattended campfires but may rapidly expand in size if conditions are dry and/or windy. The recent trend toward more prolonged periods of drought increases the likelihood of a wildfire occurring. Typically, wildfires pose minimal threat to people and buildings in urban areas, but increasing human encroachment into natural areas increases the probability that bodily harm or structural damage will occur. This encroachment occurs in areas called the wildland-urban interface (WUI), which is considered an area within the high and very high fire hazard severity zones, as defined by Cal FIRE.



Wildfires are a potential hazard to development located in forest and brush areas. Due to a combination of topography, weather, fuel and exacerbated by possible high winds and limited access, portions of the City are highly susceptible to wildland fire hazards. The City has specified a boundary, signifying the areas at risk of wildland fires called the Wildland Urban Interface area. **Figure 10.4** identifies the Cal Fire Very High Fire Hazard Severity Zones (VHFHSZ) within the City. These zones indicate that the greatest fire hazard is located in the South Hills portion of the City, which in recent years, has experienced several wildfire events. **Table 10-2** identifies the number of recent incidents and when they occurred in this part of the City.

Development of residential structures on steep slopes, brush-covered hillsides, or along ridges in the southern portion of the City is an additional source of hazard. The risk of fire damage to structures can be minimized with

the appropriate spacing of structures, brush clearance, fuel modification zones, building materials, built-in fire protection systems, water availability, access, and adherence to State and local fire codes.

Year	Number of Wildfires
2017	1
2010	1
2001	1
2000	1
1999	2
1998	7

For areas within the High and Very High Fire Hazard Severity Zones (WUI Area) within the City, new developments will be required to prepare a Fire Protection Plan that meets the following requirements:

A fire protection plan (FPP) approved by the fire code official is required for all new development within the WUI area. FPPs are required to include mitigation strategies that consider location, topography, geology, flammable vegetation, sensitive habitats/species, and the climate of the proposed site. FPPs must address water supply, access, building ignition and fire resistance, fire protection systems and equipment, defensible space, vegetation management, and long-term maintenance. All required FPPs must be consistent with the requirements of the California Building Code Chapter 7A and the City of Loma Linda Municipal Code.



Urban Fires

The possibility of an urban fire confronts every city. Many urban fires begin as isolated incidents caused by a faulty electrical appliance, cooking accidents, or industrial malfunction but can spread to other buildings if conditions permit. Many factors contribute to an urban fire's severity and extent, but modern building codes and practices have helped reduce their effects. Despite these improvements, it is important to acknowledge the risks associated with fires in urban areas. No matter its size, any fire can cause severe harm and damage buildings and other structures.

Identified Fire Hazard Issues

The presence of human activities in or near wildland areas dramatically increases the risk of a major. Causes could be from careless smokers, illegal campfires, off-road vehicles, or intentional means (arson). Present wildfire-fighting techniques are designed to control wildland fire where the optimum place, response time, and equipment/resources for control can be chosen. Residential development intrusion into the South Hills creates additional problems in controlling wildland fires due to limited firefighting facilities and lack of direct access to these areas, which lengthens response times and reduces tactical options.

GOAL 10-3: A COMMUNITY WHERE PEOPLE, PROPERTY, AND NATURAL RESOURCES ARE ADAPTED TO WILDFIRE VULNERABILITIES

Policies / Implementation Actions

10-3.1	Require fire protection agency review of all new development and major remodels located in high fire risk areas (High and Very High Fire Hazard Severity Zones) to maintain adequate levels of service (standard of cover).
10-3.1(a)	Prohibit new development construction or expansion in the City's Very High Fire Hazard Severity Zones.
10-3.2	Require new development and major remodels in areas of high wildfire hazard risk to incorporate fuel modification, fire-resistive construction and/or defensible space management strategies consistent with State and local fire code requirements. As appropriate, require on-site fire suppression systems, including automatic sprinklers, buffers and fuel breaks, and fire-retardant landscaping.
10-3.3	Require Fire Protection Plans for new developments, redevelopments, and major remodels within or adjacent to the City's High and Very High Fire Hazard Severity Zones. <i>A fire protection plan (FPP) approved by the fire code official is required for all new development within the High and Very High Fire Hazard Severity Zones. FPPs are required to include mitigation strategies that consider location, topography, geology, flammable vegetation, sensitive habitats/species, and the climate of the proposed site. FPPs must address water supply, access, building ignition and fire resistance, fire protection systems and equipment, defensible space, vegetation management, and long-term maintenance. All required FPPs must be consistent with the requirements of the California Building Code Chapter 7A and the City of Loma Linda Municipal Code.</i>
10-3.3(a)	Develop a retrofit program to mitigate existing non-conforming developments to contemporary fire safe standards.
10-3.3(b)	Require fire sprinklers in all structures greater than 200 square feet.



10-3.3(c)	Require all developed areas in the VHFHSZ to conduct vegetation management activities to reduce fire hazard threats.
10-3.3(d)	Require vegetation clearance along public and private roads, community firebreaks, and other community-based fire mitigation strategies and determine who will conduct long-term maintenance and operations of these strategies.
10-3.3(e)	Ensure existing and new developments have adequate amounts of signage and addressing to ensure effective emergency response.
10-3.4	Ensure that existing and new developments have adequate water supplies and conveyance capacity to meet daily demands and firefighting requirements.
10-3.5	Prohibit single-access neighborhoods in fire hazard areas. Provide adequate access for fire and other emergency response personnel and vegetation management programs.
10-3.6	Coordinate with Southern California Edison on electrical infrastructure that may be impacted by wildfires and/or Public Safety Power Shutoff events.
10-3.7	Promote fire safe design and practices throughout the city.
10-3.7(a)	Develop a public awareness program promoting fire safe home improvements and design, fire-resistant landscaping and education on defensible space setbacks.

D. HAZARDOUS MATERIALS

Natural hazards are not the only threat to a community's safety. Human-caused hazards, such as the various hazardous materials and wastes stored, transported, or manufactured in a community, can pose significant risks. Hazardous materials are identified as being toxic, flammable, explosive, corrosive, infectious, radioactive, or any combination of these characteristics. Hazardous wastes are categorized similarly but are identified separately from materials because they no longer serve a meaningful use. The City of Loma Linda has adopted the County of San Bernardino's Area Plan for its Hazardous Materials Emergency Response Plan. Individuals within the City's Fire and Rescue Division are trained to administer the County of San Bernardino Area Plan for a hazardous material emergency response.

In the Home

Exposure to hazardous materials is not uncommon, as many household cleaning products contain chemicals that can harm both humans and the environment. Through proper use, however, the health risks associated with these hazardous materials can largely be avoided. The proper storage of household cleaning products and other common hazardous materials, such as those used in automotive and home repair, is also an important component of responsible management. Following the manufacturer's instructions on the packaging and keeping products out of the reach of children are two simple steps that can help reduce the risk of exposure.

In the Community

Hazardous materials are commonly used by all segments of our society, including manufacturing and service industries, commercial enterprises, agriculture, military bases, hospitals, schools, and households. If improperly handled, stored, or disposed of, these materials can have substantial health and environmental consequences. Although common household chemicals pose little threat to the community at large, hazardous materials and wastes used by businesses and industry present a greater risk. Mechanical dealerships, repair shops, gasoline, diesel fuel stations, and dry cleaners are examples of businesses that extensively use and store chemicals or other hazardous materials. Pipelines, trucks, and tanks within the City also transport and store chemicals that



could pose a risk if a failure occurs. If an event such as an earthquake or fire occurs, these materials may be subject to uncontrolled release, which is anticipated to be isolated to the location where they are stored. Releases also tend to involve transporting raw materials and their byproducts either by pipeline or truck. Regulation of the use, storage, and transportation of hazardous materials and wastes rests on state and federal agencies; however, cities play a large role in minimizing the risks and impacts of exposure through careful planning and preparation. As industrial development occurs in the future, the potential for new sources of hazardous materials will change.

Identified Hazardous Waste and Materials Issues

Hazardous materials include a wide range of potentially injurious substances, including pesticides, herbicides, toxic metals and chemicals, gases and liquefied gases, explosives and volatile chemicals, biological compounds and organisms, and radioactive substances. Most incidents within the City involve gasoline and oil spills resulting from traffic collisions. The potential for uncontrolled releases from vehicular accidents increases near Interstate 10, adjacent to the City's northern border. Vehicles using this major transportation artery carry a wide variety of hazardous materials. Other common hazardous materials/waste concerns within the City include medical waste, transportation accidents, illegal dumping, underground storage tank (UST) leaks, natural gas pipeline leaks, commercial/industrial wastes, agricultural pesticides, and illegal drug laboratories. Proper identification of potential problems associated with the handling, storage, and disposal of hazardous materials will play an increasingly important role in the growth and development of the City in the coming years.

Illegal dumping of hazardous waste is a region-wide problem that is anticipated to reduce based on reducing unimproved properties within the City. However, the overall number of hazardous waste sites requiring cleanup because of illegal dumping is expected to increase as the costs of legal material/waste disposal increase and the phased closure of many existing hazardous waste landfills continues. In addition, the rise in homelessness throughout the region has increased the demand for cleanup services for encampment locations. Materials and wastes within these locations may be hazardous, increasing the cost and demand for City services.

GOAL 10-4: A COMMUNITY THAT REDUCES OR AVOIDS IMPACTS ASSOCIATED WITH HAZARDOUS MATERIALS

Policies / Implementation Actions

10-4.1	Promote the reduction, recycling, and safe disposal of household hazardous wastes through public education and collection programs.
10-4.1(a)	Continue regular inspections and monitoring the use and handling of hazardous materials and wastes to ensure compliance with local, State, and Federal regulations.
10-4.1(b)	Provide educational and technical assistance to all hazardous materials users and waste generators to aid in their source reduction efforts.
10-4.2	Require appropriate design features and mitigation strategies for hazardous materials conveyance facilities within the City.
10-4.2(a)	Identify and regulate appropriate regional and local routes for transportation of hazardous materials and wastes.
10-4.2(b)	Ensure designated hazardous materials and waste routes are located away from populated areas and other sensitive uses.



10-4.2(c)	All processors and new large generators of hazardous waste shall only access established hazardous material carrier routes.
10-4.3	Effectively regulate hazardous materials storage, manufacture, and disposal facilities within the City.
10-4.3(a)	Ensure adequate provisions for emergency responses to hazardous material incidents by requiring submittal of emergency response plans for all hazardous material/waste processors and large generators as part of use permit application processes.
10-4.3(b)	Define siting criteria, application submittal requirements, and findings of approval for various types of hazardous materials/waste facilities.
10-4.3(c)	Locate hazardous materials facilities at a sufficient distance from populated areas to reduce potential health and safety impacts.
10-4.3(d)	Require risk assessment studies to determine potential health impacts for all proposed hazardous waste processors and large generators as part of use permit application submittals.
10-4.4	Require new developments and major remodels to retain on-site storm flows at or below existing conditions to reduce potential releases of hazardous materials.

E. EMERGENCY PREPAREDNESS AND EVACUATION

The ability to anticipate and evaluate potential risks posed by natural and human-caused hazards is paramount to a city's longevity. Although this element specifically addresses natural and human-caused hazards, emergency preparedness involves many more considerations beyond identifying the hazards themselves. The Emergency Preparedness and Evacuation section consolidates and briefly describes the City of Loma Linda's hazard prevention and response strategies.

Recognizing the importance of emergency preparedness by designing and implementing the City's Emergency Operations Plan (EOP). This plan is based on the functions and principles of the Standard Emergency Management System (SEMS) and Incident Command System (ICS).

The California Emergency Services Act requires the City to manage and coordinate overall emergency and recovery activities within its jurisdictional boundaries. Under SEMS, the City is responsible at two levels, the field response and local government levels. At the field response level, the City and all other agencies use ICS to aid in a standardized emergency response. At the local government level, a designated Emergency Operations Center (EOC) is used as the central location for gathering and disseminating information and coordinating all jurisdictional emergency operations within the area.

Emergency Operations Plan

The Emergency Operations Plan (EOP) is primarily responsible for informing the City of Loma Linda's emergency management strategies. These strategies are typically organized under four categories: mitigation, preparedness, response, and recovery.

Mitigation

The EOP, in conjunction with the LHMP, identifies and assesses the natural and human-caused hazards that threaten the City and recommends proactive policy and procedural actions that reduce the risks associated with these hazards. This preemptive planning is intended to decrease the probability of emergency situations and



minimize the effects should one occur. Examples of hazard mitigation and prevention can be found in many city policies, but they are most prominently displayed in the numerous codes regulating construction and development.

Preparedness

Emergency preparedness focuses on activities that prepare a community for a disaster. These activities typically involve preparing plans addressing life safety, emergency response, and evacuation; purchase and storage of emergency supplies; and training and exercises to practice response activities.

Response

Emergency response activities typically focus on actions necessary to save lives and prevent further property damage during an emergency/disaster. Many of these activities are conducted in tandem with the Loma Linda Police (San Bernardino Sheriff's Department) and Fire Departments standard emergency response procedures. To guide response activities, the City will rely on implementing the Emergency Operations Plan and work closely with volunteer organizations such as the Community Emergency Response Team (CERT), which helps orchestrate internal and external communications, logistics, and assistance during large-scale emergencies.

Recovery

Recovery activities typically occur after an emergency/disaster event. These activities focus on reestablishing services to impacted areas, repair and/or reconstruction of damaged buildings and infrastructure, and assisting residents and businesses with permitting and approvals of building plans. Depending on the scale and type of incident, recovery could occur in specific community locations and/or require specialized expertise to address the issues created.



Evacuation

As part of the City's preparedness initiatives, evacuation planning has occurred, identifying the roadways used for these purposes. **Figure 10.5** depicts the evacuation routes within the City. These roadways are intended to provide adequate capacity for evacuation needs; however, the City recognizes that bridges over waterways and railroads may be vulnerable locations if failure or blockage were to occur. Figure 10.5 also depicts locations in the City with limited ingress/egress issues as required by Government Code Section 65302 (g) 5.



GOAL 10-5: A COMMUNITY THAT MAINTAINS A LEVEL OF PREPAREDNESS TO ADEQUATELY RESPOND TO EMERGENCY SITUATIONS AND DISASTERS.

Policies / Implementation Actions

10-5.1	Periodically update and implement emergency management plans and programs.
10-5.1(a)	Maintain and update the City's Emergency Operations Plan and Local Hazard Mitigation Plan, consistent with local, state, and federal requirements.
10-5.1(b)	Maintain ongoing emergency response coordination with surrounding jurisdictions in the Operational Area.
10-5.1(c)	Maintain and expand Mutual Aid agreements with surrounding jurisdictions within the Operational Area.
10-5.1(d)	Develop a public awareness program on the nature and extent of natural and human-caused hazards and ways of minimizing disasters.
10-5.1(e)	Require all City staff to be adequately trained to respond to emergency situations and conduct regular training and exercises within the Operational Area.
10-5.1(f)	Expand community programs (i.e., CERT) that train volunteers to assist police, fire, and other city personnel during and after disasters.
10-5.1(g)	Relocate critical facilities outside of recognized hazard zones. If alternate locations are not available or feasible, retrofit these facilities to reduce vulnerability to potential hazards.
10-5.1(h)	Develop a Recovery Planning Framework to assist the City in future redevelopment activities after a major disaster event.
10-5.2	Ensure adequate evacuation routes are available for existing and future developments, taking into account and ensuring adequate emergency vehicle access during the planning process.
10-5.2(a)	Identify neighborhoods with more than 30 building sites with single ingress/egress conditions.
10-5.2(b)	Test evacuation routes under different hazard scenarios to ensure adequate capacity within one-year from Safety Element adoption.
10-5.2(c)	Ensure future updates to the circulation network and new developments do not diminish evacuation routes capacity and efficacy.
10-5.2(d)	Develop evacuation standards for residential neighborhoods in the VHFHSZ, including public outreach and education on evacuation routes/plans especially in areas where at-risk populations have been identified.
10-5.3	Require all new development and major redevelopment to provide at least two publicly accessible points of ingress/egress as part of the design and development process.
10-5.3(a)	Increase circulation connectivity and accessibility for neighborhoods that do not provide at least two ingress/egress roadway connections.



F. TRANSPORTATION HAZARDS

Transportation in the City of Loma Linda is accomplished through various modes: personal automobiles, motorcycles, public bus transportation service provided by Omnitrans, bicycles, or one can simply walk to reach their destination. Potential hazards can include accidents resulting in loss of life, personal injury or property damage, and potential hazardous material spills in the form of petroleum products and/or other vehicle fluids. These are typical hazards all jurisdictions typically deal with regularly.

Commercial transportation of goods within and through the City is accomplished through the mixed use of airplanes, trains, and large trucks as a means of cargo conveyance. Loma Linda is located where all these transportation modes can become a hazard of concern to the City. As discussed in earlier sections, Loma Linda is located adjacent to Interstate 10, a major arterial highway used by thousands of large trucks and vehicles on a twenty-four basis. Accidents occur at irregular intervals and will continue to occur; human error and mechanical failure are nearly impossible to predict. Like most other cities, Loma Linda is equipped to deal with these accidents and emergencies as they occur. The City has identified the San Bernardino International Airport and the numerous railroad crossings running through the City as hazards of concern to be addressed in the Safety Element.

Airport Safety

The San Bernardino International Airport, a commercial airport with an instrument landing system and a 10,000-foot runway, is located 1.5 miles from the City's northern boundary. Portions of the City fall within the 2-mile radius considered within the airport influence area, as shown in **Figure 10.6**. According to Government Code, Section 65302.3, general plans must be consistent with the Airport Land Use Commission's plan for the area included within their jurisdiction.

Identified Airport Safety Issues

The Airport Land Use Plan for the San Bernardino International Airport has not been adopted; therefore, compliance with airport land use compatibility policies cannot be determined at this time.

Railroad Crossing Hazards

The City of Loma Linda is bisected by several sets of railroad tracks that serve both passenger and freight trains. The use of these tracks continuously generates approximately 60 trains passing through Loma Linda daily.

Identified Railroad Safety Issues

The highway-rail grade crossings present a safety hazard when drivers or pedestrians neglect or refuse to obey warning signs and signals. Bridges crossing these rail rights of way become circulation constraints and can affect mobility and evacuation activities throughout the City.



GOAL 10-6 FUTURE DEVELOPMENT PATTERNS THAT ARE COMPATIBLE AND SAFE FROM TRANSPORTATION MODES OPERATING IN AND AROUND THE CITY.

Policies / Implementation Actions

10-6.1	Support the planning and management of airport land use plans by the San Bernardino Airport Land Use Commission.
10-6.1(a)	Adopt an overlay zone for the area which specifies the criteria included in the Plan for the airport influence area
10-6.2	Minimize the threats to drivers and pedestrians along at-grade railroad crossings
10-6.2(a)	Work with railroad right-of-way owners to maintain grade crossing tracks and road surfaces
10-6.2(b)	Assist railroad companies with community education and awareness programs related to railroad safety
10-6.2(c)	Encourage and assist, where applicable, the maintenance of warning signs and devices for railroad at-grade crossings.

G. CLIMATE ADAPTATION

Although climate change is not itself a hazard, variations in environmental conditions can impact some of the natural hazards affecting Loma Linda. Projections of future conditions include increased temperatures, increased extreme heat days, changes in precipitation, more prolonged droughts, and changes in the size and frequency of wildfire incidents. **Table 10-3** identifies the current/historical conditions and projected conditions within Loma Linda projected from climate change.

Table 10-3 – Potential Climate Change Effects for Loma Linda	
Historic Annual Mean (1961-1990)	78.6° F
Future Annual Mean (2070-2099)	85.3 to 87.9° F
Current Extreme Heat Days (104.6° F)	5 days per year
Future Extreme Heat Days (2070-2099)	31 to 48 days per year
Current Annual Mean Precipitation	12.2 inches
Future Annual Mean Precipitation (2070-2099)	12.0 to 13.1 inches
Current Annual Average Area Burned	140.1 acres
Future Annual Average Area Burned (2070-2099)	32.4 to 39.1 acres
Source: https://cal-adapt.org/	

Increasing temperatures associated with climate change can act as a hazard multiplier. By the end of the century, annual mean temperatures are projected to increase between seven and nine degrees, impacting city residents and businesses. These increases are also anticipated to increase the number of extreme heat days (104.6°F), increasing from 5 days per year to between 31 and 48 days per year. These potential temperature increases may impact residents living in poorly insulated structures or structures that do not meet current code requirements. This could lead to an increase in demand for power and water, taxing the power grid and water resources, leading to shortages of both.

While temperatures are anticipated to increase in the coming decades, climate change projections also suggest that annual mean precipitation may decrease slightly. While an annual decrease is projected, it is anticipated that



future rain events may be more intense than what is currently experienced within the City, which could increase flooding within the City. With changes in future precipitation, it is expected that changes to local vegetation may occur, which could impact drainages and increase the need for wildfire management activities.

Increased rainfall could increase the amount of flooding within the community or introduce flooding into areas that typically have not experienced flooding before. With greater and more intense precipitation events, the City could also experience an increase in landslides/mudslides. Extreme precipitation events could de-stabilize hillsides and drainages, especially if vegetation growth has been reduced, resulting in more landslides/mudslides and/or erosion along natural stream courses, flood channels, and levees, impacting neighboring properties/structures and City drainage infrastructure.

With future temperature increases coupled with relatively similar precipitation amounts experienced today, future wildfire impacts are projected to decrease by the end of the century. This projection is based on the overall reduction in small and moderate precipitation events in place of large or extreme events, suggests that vegetation growth will experience an overall reduction. A reduction in vegetation could reduce future wildfire vulnerability due to reduced fuel quantities and an overall reduction in vegetation density. The City currently experiences an annual average of 140.1 acres burned; this value is projected to decrease to between 32.4 and 39.1 acres by the end of the century.

GOAL 10-7: A COMMUNITY ADAPTED TO CHANGING HAZARDS AND CONDITIONS RESULTING FROM FUTURE CLIMATIC CONDITIONS.

Policies / Implementation Actions

10-7.1	Coordinate with regional, state, and federal agencies to monitor the indicators and impacts of climate change.
10-7.2	Periodically review and update the City's Local Hazard Mitigation Plan to incorporate new information related to climate change, as necessary
10-7.3	Monitor flooding conditions that occur outside of the 100-year floodplain to identify new areas of risk as future conditions change.
10-7.4	Monitor wildfire mapping and hazard conditions for changing future conditions as a result of climate change.
10-7.5	Improve city staff understanding of how climate change may disproportionately affect vulnerable community members, including senior citizens, low-income persons, and persons with disabilities.
10-7.6	Develop incentive programs to encourage property owners to retrofit their homes/businesses against climate-related hazards such as extreme weather, flooding, wildfire, etc.
10-7.7	Prepare and periodically update a Climate Action Plan that integrates climate adaptation and hazard mitigation information and analysis.



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Figure 10.1 USGS Quaternary Faults

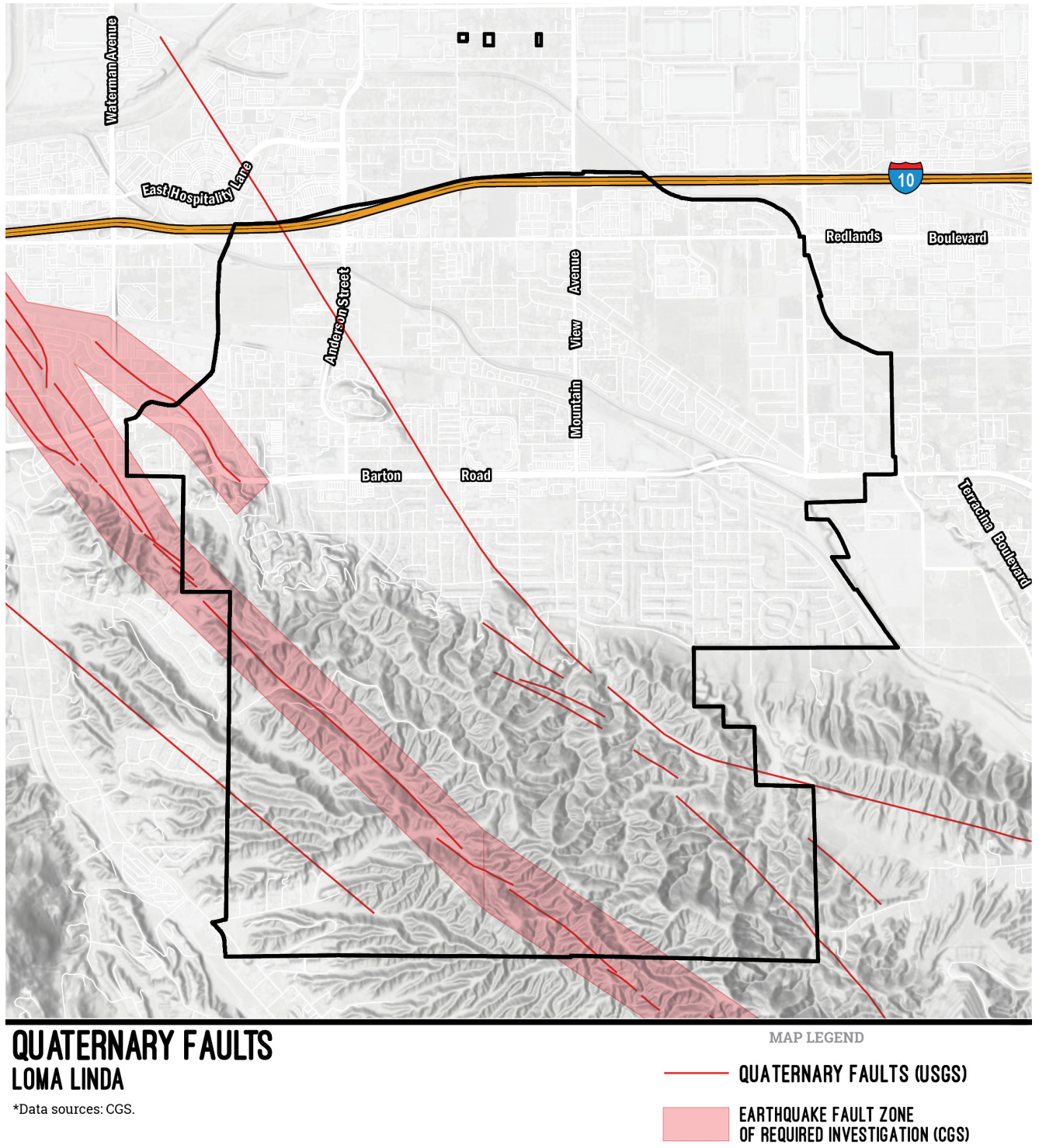
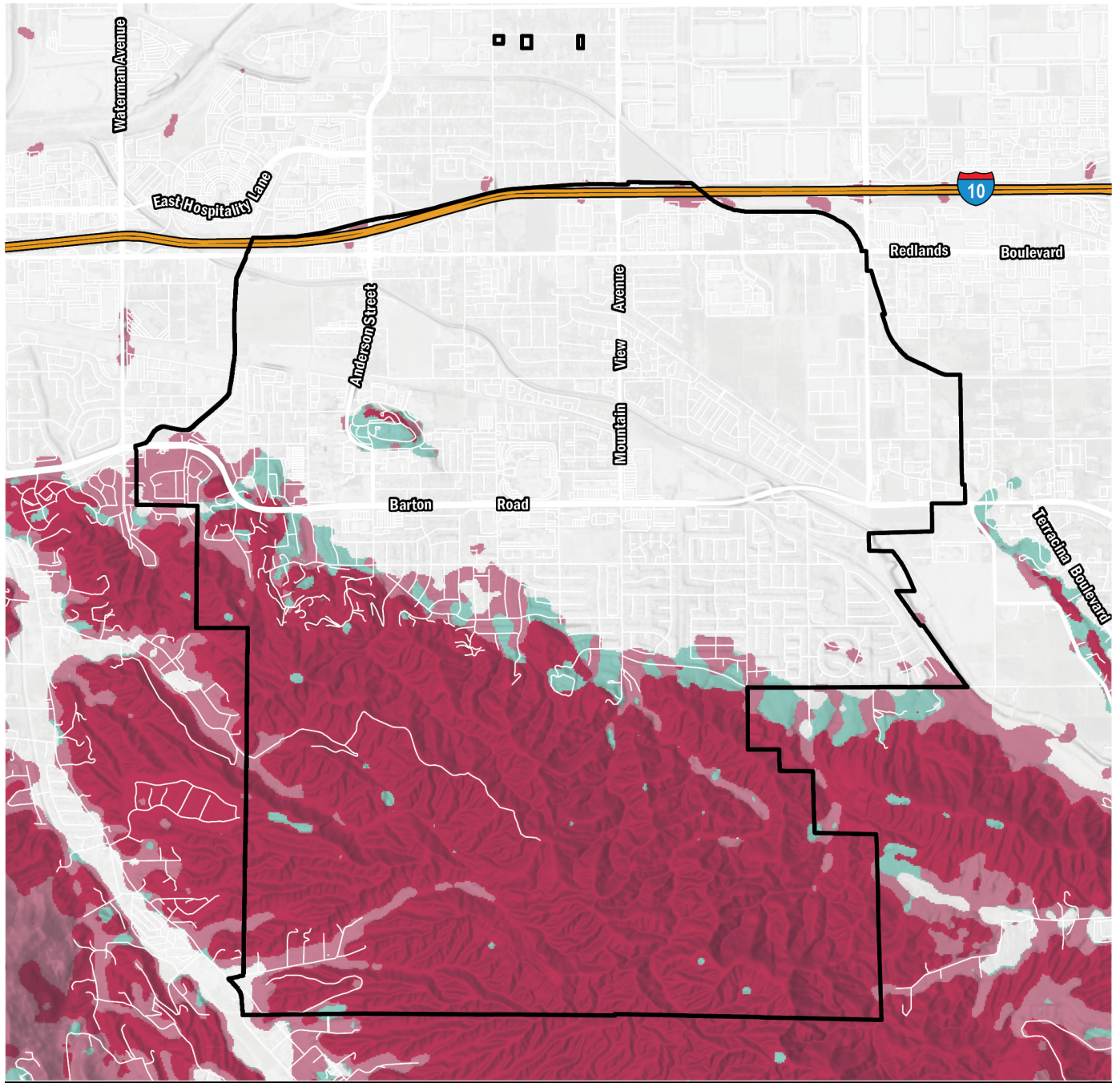




Figure 10.2 Loma Linda – Snapshot Layout-Landslide Risk Exposure



LANDSLIDE RISK EXPOSURE LOMA LINDA

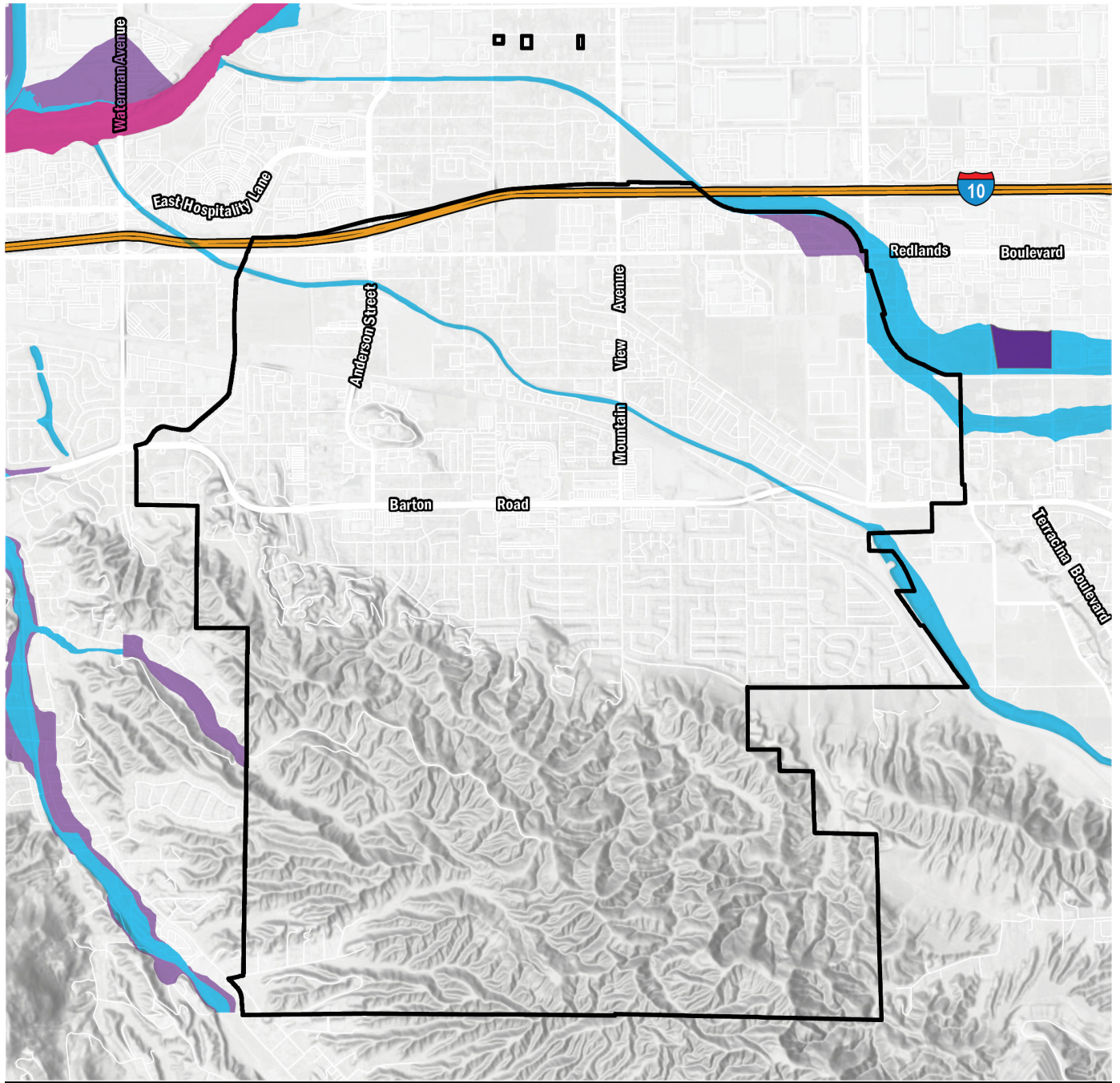
*Data sources: CGS.

MAP LEGEND





Figure 10.3 Loma Linda – Flood Risk Exposure



FEMA FLOOD RISK EXPOSURE LOMA LINDA

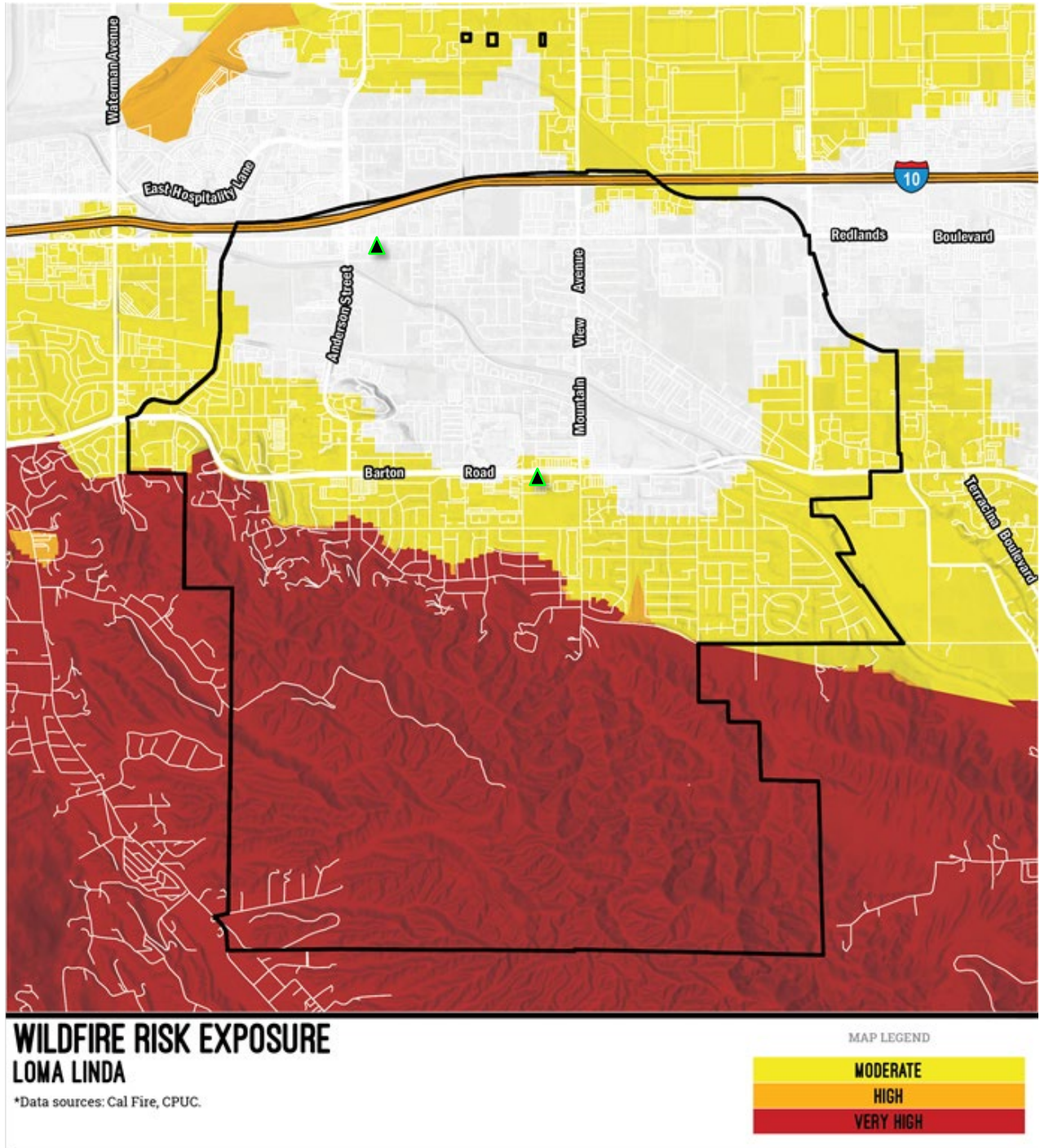
*Data sources: FEMA.

MAP LEGEND

100-YR	100-YR FLOODWAY
500-YR	PROTECTED BY LEVEE



Figure 10.4 City of Loma Linda Wildfire Risk Exposure



▲ - City of Loma Linda Fire Stations 251 & 252



Figure 10.5 Evacuation Routes

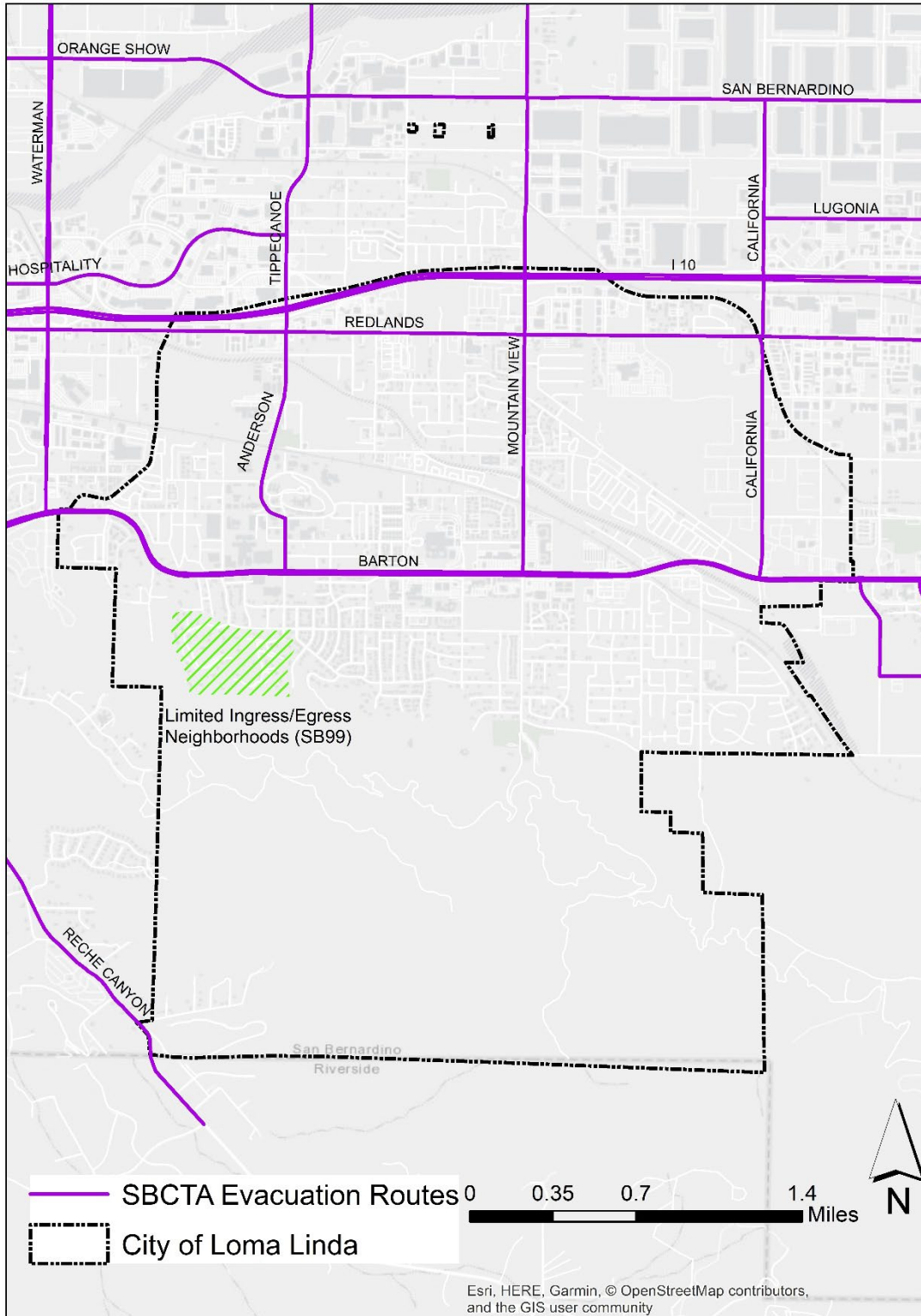
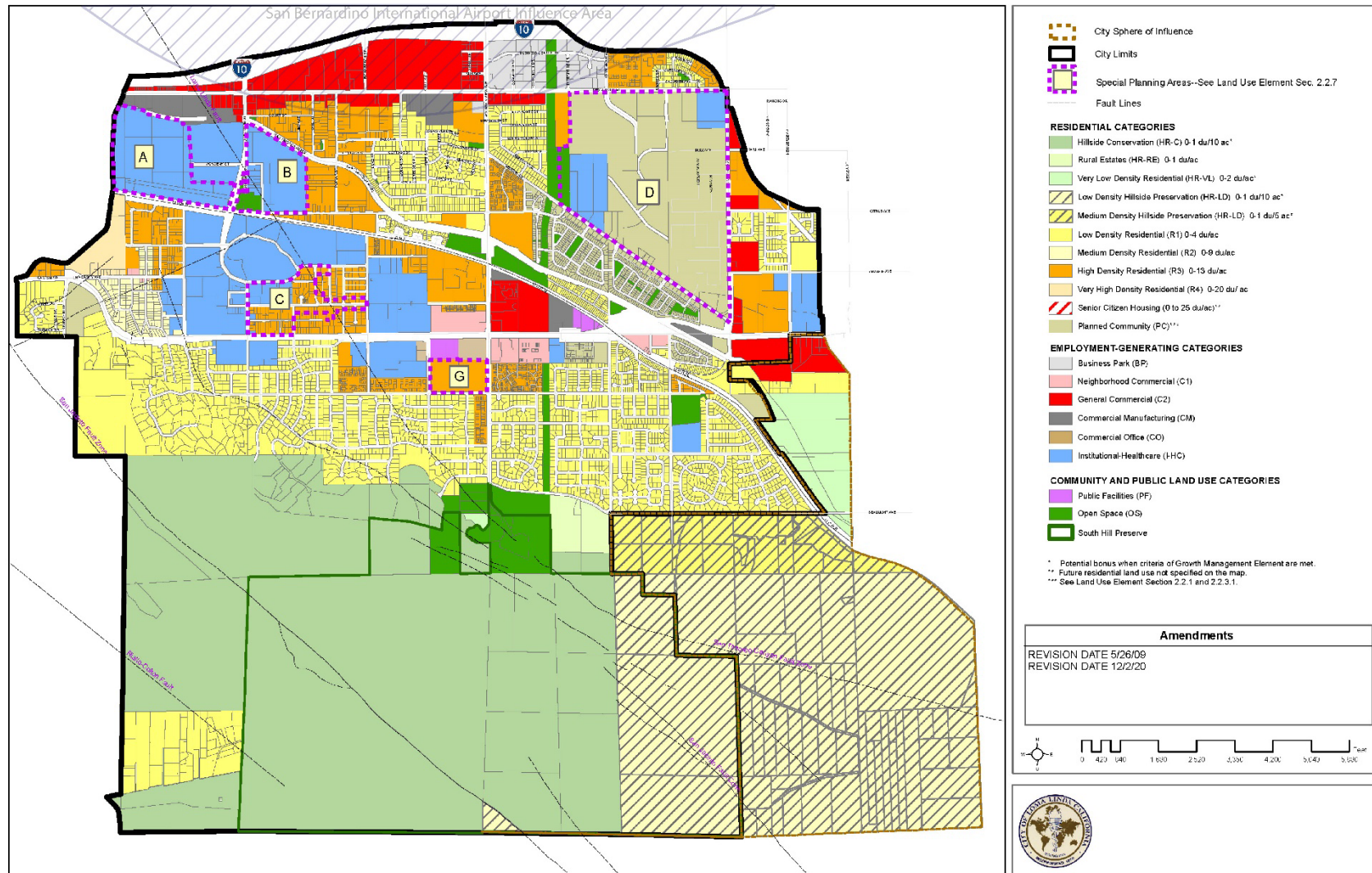




Figure 10.6 – Airport Influence Area





11.0 GENERAL PLAN IMPLEMENTATION PROGRAMS

The implementation programs of the Loma Linda General Plan describe the specific actions that the City will take and will require of new developments to implement the City's vision of its future as expressed in General Plan goals, objectives, approaches, and policies. General Plan implementation is organized into three general programs. In addition to the Housing Improvement Program, which is contained in Chapter 5.0, these programs include the following:

- **Follow-up Studies and Actions** identify studies, ordinances, and other activities that need to be undertaken to implement the Loma Linda General Plan.
- The **Intergovernmental Coordination and Community Involvement Program** outlines programs to maintain open lines of communication with outside agencies and members of the community whose activities affect, and are affected by, the City of Loma Linda.
- The **Strategic Planning Program** integrates the General Plan with the ongoing operations of the City of Loma Linda and with the City's budget and capital improvements programs. The Strategic Planning Program also includes provisions to ensure a regular review of the General Plan and implementation efforts, and integrating State requirements for mitigation monitoring under the California Environmental Quality Act.

11.1 FOLLOW-UP STUDIES AND ACTIONS

a. Zoning Ordinance

The update of the Loma Linda General Plan includes a number of modifications to previous General Plan land use designations. As a result of these modifications, not all land uses will have zoning designations consistent with the General Plan. In addition, the General Plan contains provisions calling for modifications of zoning standards.

California Government Code Section 65860 requires that a city's zoning be consistent with the General Plan.¹ However, if a city has undertaken a comprehensive update of its General Plan, case law permits the city a reasonable period of time to change its zoning ordinance (map and text) to achieve consistency with its updated General Plan.

¹ This requirement extends to general law cities, such as Loma Linda. Exceptions are made for charter cities.



The following implementation programs will be undertaken to create a zoning code that is consistent with the General Plan:

1. Revise the zoning map to reflect the land use categories of the General Plan.
2. Revise the zoning comparison chart to create a matrix defining the zoning classifications that are considered to be consistent with each General Plan designation.
3. Remove zoning classifications which no longer reflect land use designations on the General Plan, e.g., Mobile Home Park and Agricultural Estates.
4. After adoption of the San Bernardino Airport Land Use Plan, adopt an airport overlay zone which specifies the criteria included in the Plan for the airport influence area.
5. Revise the text of the zoning ordinance to reflect the provisions of the adopted General Plan in relation to the following issues:
 - Establish density standards in General Plan for low- and medium-density residential.
 - Modify zoning standards to reflect appropriate locations for churches and schools as set forth in the General Plan Land Use Element.
 - Establish zones and set standards for the South Hills, Business Park, Health Care, City Facilities, and Recreation land use designations which reflect standards set forth in the General Plan.
 - Establish provisions for the transfer of densities in relation to the development of the South Hills and adjacent bench area.
 - Amend Zoning Ordinance Chapter 17.16 (Development Standards) to include design standards for new development established in the Community Design Element of the General Plan.
 - Develop standards for provision of amenities within multi-family development projects.
 - In the hillside zones, require implementation of fire protection measures, such as fire sprinklers and non-combustible roofing for the areas of high fire hazard.
 - Incorporate policies and measures implementing the E Street Locally Preferred Alternative in the zoning ordinance to provide incentives for sensitively designed higher intensity/density transit supportive developments within proximity of E Street Locally Preferred Alternative station(s). Potential incentives may include density bonuses, floor area ratio increases, building height increases, reduced parking requirements with a parking study, and expedited review, as appropriate.
 - Incorporate requirements for a discretionary City approval for increases in the maximum allowable floor area ration permitted in Commercial/Office Implementing Policy 2.2.4.1 c.

b. Development Review Process

Loma Linda's development review process involves examining proposed development projects for their conformance with City policies set forth in the General Plan, development standards set forth in the zoning ordinance and where applicable, the subdivision ordinance and/or the provisions of a specific plan. This process needs to be refined to include explicit statements of City expectations. These statements should include but are not limited to incentives for clustering of development to avoid unnecessary site grading, conservation of soil, dedication and maintenance of open space, access to open space, integration of open space in planned development, use of alternative modes of



transportation and transportation demand management, use of sustainable landscapes with drought-tolerant and native vegetation, and adherence to community design standards. Early identification of the issues with emphasis on problem solving should be the norm. All community policies should be applied consistently. As part of its development review program, the City will consider the design guidelines prepared by Omnitrans for projects within proximity to E Street Locally Preferred Alternative station(s).

General Plan Consistency Review. New development projects that require discretionary actions by the City will be reviewed for consistency with the provisions of the General Plan, including the General Plan land use and circulation maps and all applicable General Plan goals, objectives, and policies. If it is found that a development project is inconsistent with any applicable provision of the General Plan, the project will be deemed to be inconsistent with the General Plan regardless of whether the project is consistent with other General Plan provisions. The City will not approve any development project found to be inconsistent with the provisions of the General Plan.

Zoning Review. The City's zoning ordinance sets forth a description of specific permitted uses and development standards needed to implement the General Plan. All proposed development will be reviewed to ensure that the requirements and standards of the City's zoning ordinance are met.

Subdivision Review. Wherever proposed development requires division of land into separate parcels, such development shall be subject to the provisions of the City's subdivision ordinance. This ordinance sets forth both procedural and substantive requirements for the division of land within the City, implementing both the Loma Linda General Plan and the California Subdivision Map Act. All divisions of land within the City shall be required to meet the provisions of the City's subdivision ordinance and the Map Act.

Environmental Review. The provisions of the California Environmental Quality Act (CEQA) require public agencies to review the potential environmental impacts of discretionary actions they propose to undertake prior to actually undertaking those actions, including review of proposed development projects. The City will maintain review guidelines in accordance with CEQA and State guidelines to implement CEQA. Environmental review of individual projects (public and private) will entail preparation of sufficient technical data to determine consistency with General Plan policies related to the physical environment, including, but not limited to, traffic, noise, air quality, biological and cultural resources, public services and facilities, availability of energy and water resources, visual impacts, and flooding and geotechnical hazards.

As part of the environmental review process, mitigation measures needed to achieve consistency with the provisions of the General Plan will be applied to proposed project.

c. Community Preservation

In order to preserve and protect the City's historic structures and neighborhoods, the City will undertake the following:

- Update the existing Survey of Historic Properties. As part of the process, research and analyze the options for the preservation of the oak woodland area in the City.
- Involve the Historic Preservation Commission in pursuing the designation of historic landmarks and historic districts.
- Develop a Historic Preservation Handbook which details historical preservation guidelines. Include in this Handbook policies for adaptive reuse and preservation of historic structures with new development.



- Complete the review of the Mission Historic Overlay District ordinance.

d. Community Open Space

The City will develop open space preservation and acquisition priorities. With citizen involvement, investigate open space opportunities including the fiscal requirements to acquire and maintain these areas. Include in the study the option of preserving the San Jacinto Fault line area as open space. From the open space study, develop a plan to achieve community open space priorities.

e. Business Promotion

1. Develop a retail and business strategy for attracting and retaining businesses. Undertake a coordinated effort to “sell” Loma Linda as an ideal community in which to do business, stressing its advantages (e.g., highly educated workforce, excellent schools, high-quality residential areas, and available land for development of employment- and sales tax-generating uses).
 - Publicize positive images of Loma Linda through placement of articles in the local and regional media and business and trade journals.
2. Maintain an Economic Development Advisory Committee to advise the City Council regarding economic development, redevelopment, and employment- and sales tax-generation issues and activities.
3. Capitalize on Loma Linda’s identity in the healing arts by working with the Loma Linda University Medical Center and the Veterans Hospital Administration to identify health services-related firms and trade organizations that could benefit from locating in Loma Linda. Provide focused marketing materials to those firms and trade organizations.
4. Maintain financial and development review incentives to attract regional and local-serving retail and employment-generating businesses to Loma Linda, ensuring appropriate location of such businesses along Redlands Boulevard, California Avenue, and Barton Road. Periodically survey the business community for evaluation of City services and improvement suggestions.
5. Provide priority for access to economic development resources to (1) existing businesses seeking to expand within Loma Linda, (2) businesses seeking to relocate to Loma Linda from outside of the east San Bernardino Valley area, (3) retention of existing businesses, and (4) businesses seeking to relocate to Loma Linda from within the east San Bernardino Valley area.

f. Parks and Recreation Facilities

As the City grows, the need for more parks and recreational services will also grow. To meet the existing and ongoing recreational needs the City will complete the following actions:

- Complete a recreational needs assessment inventory and update the Parks and Recreation Master Plan. Ensure in this Master Plan that parks and recreation facilities are developed with facilities appropriate to all ages, including athletic fields, active play areas, passive open space, tot lots, and picnic areas. In addition, this Master Plan needs to provide for achieving the City objective of 2.5 acres of neighborhood park land and 2.5 acres of community park land (5.0 acres total) per 1,000 population, and for the distribution of park areas throughout the community, including, to the extent feasible, development of open space linkages between parks.
- Fund City staff positions dedicated to parks and recreation services and programs.
- Continue to maintain a park system consisting of neighborhood and community parks and provide at least 2.5 acres of neighborhood park land and 2.5 acres of community park land per 1,000 population. Develop and maintain a maintenance/management schedule that identifies preventive



maintenance, remedial maintenance, and deferred maintenance programs for park land and facilities including all structures, site improvements, and equipment resources.

- Continue to seek funding resources for acquisition, design and construction of public parks, trails, and recreation facilities. Provide incentives for private individuals or businesses to donate land and funds for park development to the City by establishing a means to accept tax-deductible donations.
- Actively pursue the acquisition of land for neighborhood parks in areas currently under-served.
- Seek partnership opportunities with the private sector and with other public agencies to enhance park facilities and provide leisure time activities. Encourage ongoing community input into the management of park facilities and programs through the Parks, Recreation and Beautification Committee.
- Work with Southern California Edison to improve transmission line corridors with attractive, community-serving uses and to upgrade the appearance of the transmissions line corridors in conjunction with an expansion or co-use of the corridor.
- Complete a master trails plan for the south hills area, including identification of proposed trail routes and design standards, mechanisms for trail acquisition, and provisions for ongoing trail maintenance.
- Conduct citizen participation and preference surveys every 5 years to determine and/or adjust recreation needs data.

g. Open Space and Conservation Element

Hillside Conservation Area. *Preservation and conservation in the areas designated “Hillside Conservation” is a high priority for the City. The City shall undertake a work program as a matter of high priority to develop and adopt any necessary ordinances and/or other programs and policies which may be necessary to implement the Hillside Conservation provisions of this General Plan, provided that any such ordinances, policies, or programs are consistent with the terms of this Plan. Such follow up implementation programs may consist of the following:*

- (a) An acquisition and/or land exchange program to place some or all of the Hillside Conservation Area in public ownership;*
- (b) Implementation of a planned residential development ordinance applicable to the area to encourage clustering and to help achieve the other goals specified for this area;*
- (c) The development of a Hillside Conservation Circulation Plan;*
- (d) The development of such other ordinance, policies, and programs as the City shall determine necessary to implement the Hillside Conservation designation;*
- (e) Adoption of a slope density ordinance to specify maximum permitted densities on a sliding scale as determined by slope, provided that in no event shall any lot be less than 2.5 acres in size nor shall the maximum authorized density for any area exceed the densities specific for the Hillside Conservation area; and*
- (f) Adoption and implementation of a trails and public access plan for the area. Such a plan should be adopted and implemented in consultation with interested organizations and individuals.*

In addition, the City shall undertake as a matter of highest priority to amend any and all provisions of the Municipal Code and the Subdivision Ordinance, to ensure that they are consistent with the Hillside Conservation provisions of the General Plan.



h. Development within the South Hills

So that the natural character and habitat resources of the South Hills are preserved to the greatest extent feasible, prepare and adopt an ordinance governing development within the South Hills area. The ordinance shall contain a map designating the “primary ridgelines” and “canyon bottoms,” as well as appropriate incentives so as to achieve the clustering of development and dedication of public open space desired in the Growth Management Element. Such policies and standards are intended to be prepared in the form of a Specific Plan.

i. Community Noise Level

The General Plan establishes acceptable noise standards for residential land uses. The existing noise ordinance uses performance standards. Amend the Noise Ordinance to reflect the updated General Plan.

j. Community Design

The Community Design Element contains guidelines and policies to improve the visual character in Loma Linda. To implement these policies, the City will undertake the following actions:

- The City will develop a City Design Manual which sets forth the vision and design parameters for creating attractive and functional new development which reflects the community’s unique character. This design manual will reflect the design guidelines for various types of development including pedestrian-oriented, auto-oriented, “Big-Box,” Hospitality, “convenience,” large office and business park, institutional, industrial, residential, and hillside residential. The manual will serve as a guide for developers and as a “checklist” for staff during site plan review. The manual will include, among other items, the implementing policies in the Community Design Element of the General Plan. Also, the manual will provide basic requirements and incentives for the inclusion of design features in new development to reduce potential for crime. These features could include well-lighted parking areas, open landscaping, limited access into and between buildings, and limited access to rooftops.
- The City will work with LLU, LLUMC and the Veterans Medical Center to develop a way-finding program that provides directional signage, boundary markers, and monument signs for these important institutions within the community.
- The City will develop a priority task list for design improvements that fall within its responsibilities. These design elements include but are not limited to improving the City entry monuments, adding landscaped medians along major corridors, especially along Redlands Boulevard, and enhancing the bridge on Anderson Street over the San Timoteo Creek.
- The City will investigate the opportunity of creating a policy of requiring public art within new developments.

k. Maintain Adequate Municipal Services

On an annual basis, as part of the General Plan review, the City will conduct an assessment of the municipal services and facilitates being provided Loma Linda residents and businesses. This review will include an evaluation of the adequacy of City facilities and equipment; personnel staffing and program needs; and five-year anticipated growth and desired levels of service.

- Assess the short-term and long-term needs of the Department of Public Safety to ascertain how the Fire and Rescue Division should grow to serve Loma Linda adequately.
- Consider adoption of a Fire Protection fee for new development in the South Hills area to assist with fire protection service to the area.



- Annually assess crime prevention and law enforcement programs to evaluate the adequacy of Loma Linda's services, facilities, and personnel needs based on short-term and long-term growth.
- Expand community outreach programs and promote community involvement in crime prevention, including neighborhood watch programs.
- Consider the adoption of Police Service fees for new development.
- Continue collaboration with other jurisdictions in the provision of police service and continue working with Loma Linda University Security in providing police services to the University community.
- Work with Loma Linda University to provide public facilities and services that contribute to the maintenance and long-term success of this institution.
- Annually update the City's Water Master Plan.
- Maintain existing levels of water service by preserving and improving infrastructure, replacing water mains as necessary, and improving water transmission facilities. To ensure long-term good quality water, complete water quality assessments and implement appropriate mitigation activities.
- As a part of the design of water systems, ensure long-term good quality water, complete water assessments, and implement appropriate mitigation activities.
- Annually review and update the Master Plan of Sewer Facilities.
- Maintain existing levels of wastewater service by preserving and improving infrastructure, including repairing "hot spots" and replacing mains as necessary.
- Investigate the use of reclaimed wastewater and encourage water conservation as a means of reducing sewage generation.

I. Monitor New Technologies

The General Plan includes techniques to improve water quality, reduce water consumption and solid waste generation, and conserve energy. However, new technology is continually being developed which expands or improves or knowledge and capabilities in these areas. To ensure that the General Plan implementation programs reflect the most current understanding of the issues, it is essential that new technologies be reviewed annually and that the General Plan implementation programs be updated to incorporate current technologies. As a part of the General Plan annual report, a review of the technological advances in these areas should be included. For example, the General Plan's first year review could include the installation of fiber optic cabling and broadband services in new developments.

m. Maintain Disaster Preparedness

The City will maintain and update on a five-year basis, a Multi-Hazard Functional Plan to coordinate disaster recovery activities within the City of Loma Linda. As a part of this effort, the City will actively solicit the input of local disaster preparedness agencies, including, but not limited to fire, Sheriff and Highway Patrol, American Red Cross, and Emergency Health providers. The City's existing plan will be expanded to address issues of domestic terrorism, including incident prevention and response.

The City will maintain information on emergency and disaster responses on its web site, and at least once a year, provide information on emergency and disaster response in a City citizen mailing.



n. Climate Action Plan

Loma Linda will undertake preparation of a Climate Action Plan to reduce greenhouse gas emissions resulting from the City's discretionary land use actions and internal City operations. The plan will consist of:

- An inventory of known and reasonably discoverable sources of greenhouse gas emissions that currently exist within the City;
- A baseline inventory of the greenhouse gases currently being emitted in the City;
- An estimate of 1990 greenhouse gas emissions within the City;
- A projected inventory of new greenhouse gases that can reasonably be expected to be emitted in 2020 as the result of the City discretionary land use decisions pursuant to its General Plan, as well as new greenhouse gas emissions that will be emitted from the City's internal operations;
- A target for reduction to 1990 levels of greenhouse gas emissions reasonably attributable to the City's discretionary land use decisions and its internal operations; and
- A plan for achieving that target by 2020.

o. Sustainable Community Strategies

Senate Bill 375 requires metropolitan planning organizations to include sustainable communities strategies in their regional transportation plans for the purpose of reducing greenhouse gas emissions, aligns planning for transportation and housing, and creates specified incentives for the implementation of the strategies. San Bernardino Association of Governments (SANBAG) is expected to implement sustainable communities strategies in its next regional transportation plan. The City of Loma Linda, as a SANBAG member agency, will work to implement the SANBAG defined sustainable communities strategies when they are created.

11.2 INTERGOVERNMENTAL COORDINATION AND COMMUNITY INVOLVEMENT PROGRAM

The Intergovernmental Coordination and Community Involvement Program proposes actions that Reflect Loma Linda's commitment to look for appropriate responses to specific issues. For example, some issues, such as traffic, not only affect the City of Loma Linda, but also affect adjacent jurisdictions and the surrounding region. Many public services and facilities issues affecting the City require actions to be taken by or in cooperation with the agencies charged with the provision of specific services within the General Plan study area (e.g., Colton Unified School District and Redlands Unified School District, San Bernardino County Sheriff Department, and San Bernardino County Library System). Many issues cross geographic boundaries, and, therefore, require concerted effort by several governmental entities before they can be resolved. Intergovernmental coordination means actively pursuing regional solutions to regional problems. Loma Linda is committed to working with its neighbors to address these issues.

a. Coordinate Land Use Planning Activities

- Actively pursue reviewing land use planning efforts of adjacent jurisdictions, and provide constructive comments regarding the impacts that such programs will have on the City of Loma Linda.
- Pursue establishment of inter-jurisdictional agreements for the mitigation of development impacts.



- Along with the County of San Bernardino, and the Cities of Colton, Redlands, and San Bernardino, set up an ongoing forum for the discussion of area-wide issues and the resolution of conflicts between the agencies.
- On an annual basis, initiate discussions of issues of mutual interest with local, regional, State, and Federal agencies whose efforts could benefit or impact the City of Loma Linda.

b. Coordinate Transportation Planning and Facilities Funding

The City of Loma Linda will work with Caltrans, SANBAG, and the Cities of Colton, Redlands and San Bernardino to coordinate transportation facilities and facilities funding. Coordination efforts will include:

- Updating and providing information to other agencies on the status of development projects and roadway facilities;
- Encouraging and supporting the activities of San Bernardino County and Riverside County and cities to the east and south of Loma Linda to increase employment in their communities and thereby reduce the need for commuters to travel through Loma Linda on their way to the Los Angeles area;
- Coordinating revisions to the City's circulation and bicycle plans with regional circulation and planning efforts; and
- Mutually requiring developments that are not subject to a local Nexus Study to provide mitigation for impacts created to another jurisdiction's local roadway system; and
- Working to establish a feasible sub-regional system for the payment of fees to Caltrans as mitigation for the impacts of new development on area freeways.

c. Coordinate Planning Programs with Public School Districts and Private Educational Institutions

The City will coordinate future development with area school districts by:

- Participating with the school districts in joint land use/facilities planning efforts;
- Establishing a joint task force of City, school district, and development community representatives to identify additional means of funding school construction, if needed, beyond the limits imposed on the City's ability to require payment of development fees as a condition of approval;
- Requesting that the school districts indicate the level of facilities available to serve new development projects requiring discretionary review by the City;
- Coordinating with the school districts in preparation of a Master Plan of Schools which outlines specific sites needed to support build out of the Loma Linda General Plan; and
- Coordinating with the school districts to establish a clear methodology for determining the impacts of development within the City of Loma Linda upon school facilities, including:
 - Student generation ratios for residential development;
 - Methods to determine student generation factors and mitigation responsibilities of commercial, office, and business park uses in a manner that businesses within the City of Loma Linda are only required to pay for the school impacts they create within the City;



- Potential credits for contributions made from City parks and recreation funding mechanisms to establish joint use school/park facilities; and
- Establishment of a construction cost index for new school and park facilities and require new development to pay all legally established fees as required by local school districts.
- Cooperating and support joint public/private endeavors with Loma Linda Academy.

In addition, the City will work with area schools to establish curricula in local schools relevant to civic interests. Such curricula could include such issues as:

- Local history, geography, and environmental issues;
- Recycling and reduction of solid waste generation; and
- Fire and crime/gang prevention.

The City will work with Loma Linda University and Loma Linda Academy to create and support joint public/private programs that enhance the community. The City will work with Loma Linda University to provide public facilities and services that contribute to the maintenance and long-term success of this institution.

d. Enhance Community Awareness

The effectiveness of the programs described in the Loma Linda General Plan is dependent on the participation of Loma Linda residents. To ensure that residents are made aware of these programs, the City will publicize local programs and provide a forum for public debate of local issues.

- Continue to use and expand the City's web site to publicize City-sponsored programs such as:
 - Recreational facilities;
 - Community garden events;
 - Flood determination maps; and
 - Disaster preparedness.
- Invite agencies involved in water and energy conservation programs to set up educational displays in City Hall and other community facilities.

e. Involve the Community in the Development Review Process

In order to facilitate citizen participation in the development review process, and to facilitate the public hearing process, the City of Loma Linda will encourage informal meetings between citizen groups and developers on proposed development projects. The purpose of such meetings is to facilitate interaction between the developer and neighborhood interests to provide the developer with the opportunity to inform and obtain feedback from the neighborhood in a relaxed, informal setting.

Although the results of these informal meetings are not binding upon the City, early consultation and discussion between developers and affected citizens can significantly facilitate the development review process by resolving neighborhood and community issues before public hearings begin.



f. Coordinate Planning of Library Services

In order to provide a wide range of library services to serve a growing and varied population, the City will seek State and Federal funds to expand and renovate the existing library facility and services. The City will also seek new ways to support the goal of expanded facilities and services.

g. Medical Institutions and Social Services

Collaborate with schools, businesses, non-profit agencies, religious organizations, law enforcement, and others to expand and develop new programs and services for children and youth. Encourage and support private businesses and public facilities and services that contribute to the medical facilities in the City.

h. Solid Waste

The City will work with the San Bernardino County Solid Waste Division to ensure capacity at the San Timoteo landfill or alternative site after May 2016. In addition, the City will work with the County to continue and expand public education programs involving waste reduction, recycling, and household hazardous waste. The City will also continue involvement in the waste-to-energy program.

i. Utilities and Cable Television

As a part of the site review process, the City will require new development to underground all utility lines needed to serve future buildings and their occupants, and work with Southern California Edison to underground utilities throughout the City with available funding. All new development will be encouraged to provide the technology to support multiple telecommunications facilities and providers. The City will develop regulations which minimize potential impacts to the community of utilities and telecommunication facilities.

11.3 STRATEGIC PLANNING PROGRAMS

a. Annual General Plan Review

California Government Code Section 65400(b) requires the planning agency of each city and county in the State to provide an "annual report to the legislative body on the status of the (general) plan and progress in its implementation." Such a report will be prepared and delivered annually to the Loma Linda City Council.

b. Review of Capital Improvement Plans and their Consistency with the General Plan

Among the statutory responsibilities of California cities and counties is to "annually review the capital improvement program of the City or County and the local public works projects of other local agencies for their consistency with the General Plan..." (Government Code Section 65103(c)). Also, pursuant to State law (Government Code Section 65401), all departments within the City and all other local government agencies (including the County school districts, and special districts) must submit a list of proposed capital improvement projects to the City. The City is then responsible for reviewing these projects for conformity with the General Plan, and report back to the agency. It is the City's intent to execute these requirements for general plan consistency reporting and review capital improvement plans to the best of its ability. The annual General Plan consistency report process will be used to comply with the provisions of Government Code Sections 65301 and 65401.

c. Maintain an Up-to-Date General Plan

To continue to function as the "constitution" for managing the community's future, the General Plan should reflect current conditions and community values and priorities. Adequate review of the General Plan subsequent to its adoption is an important part of its implementation, permitting it to be adjusted



in response to changing conditions, both internal and external, availability of more recent information, changing technologies, and shifting community values.

As a result, State law provides for amending and updating the General Plan. By law, each element of the General Plan may be amended a maximum of four times a year (several changes may be grouped into each amendment, and there is no limit on the number of individual changes any single amendment may consider.). State law also requires that the City's Housing Element be updated every five (5) years. The City will undertake a comprehensive review of its General Plan, and will update the General Plan as needed at five-year intervals, concurrent with updates of the Housing Element.

It is anticipated that the annual General Plan review will result in amendments to the General Plan that are needed to keep the document up to date. In addition, citizens and landowners may apply for General Plan amendments. The City Council and Planning Commission may initiate, or any citizen may apply to amend General Plan text, exhibits, or maps. In order to ensure a compatible and internally consistent general plan document, any proposed change to the plan must be consistent with the criteria and conditions of the balance of the General Plan text, as well as with General Plan maps and exhibits.

General Plan amendment requests will be processed in accordance with State Planning Law, CEQA, and City ordinances. There are two types of General Plan amendments that might be filed, with each type having a different degree of complexity related to its review (Table 11.A).

Table 11.A: Types of General Plan Amendments

Substantive Amendments
Substantive Amendments are any changes to the goals, objectives, or policies set forth within the General Plan, including changes to the General Plan land use or circulation maps.
Substantive Amendments are subject to State law limitations on the number of amendments that may be considered within a year. These amendments may be considered by the City on an ongoing basis, and be grouped together, as needed, to form individual amendments for final action by the City.
Technical Corrections
Amendments of this nature are essentially changes to the database and statistics used in preparation of the General Plan, as well as corrections of grammatical and typographical errors that do not change the meaning of policies and actions as adopted. These will be processed on an ongoing basis. Because Technical Revisions are editorial rather than substantive in nature, the City may approve more than four technical revisions for any individual element within a year.

d. How to Interpret the General Plan

Interpretation of the General Plan Land Use Map. In any case where uncertainty exists regarding the location of boundaries of any land use category, proposed public facility symbol, circulation alignment, or other symbol or line found on the official maps, the following procedures will be used to resolve such uncertainty.

- Boundaries shown as approximately following lot lines shall be construed to be following such lot lines.
- Where a land use category applied to a parcel is not mapped to include an adjacent street or alley, the category shall be considered to extend to the centerline of the right-of-way.
- Boundaries shown as following or approximately following the limits of any municipal corporation shall be construed as following such limits.



- Boundaries shown as following or approximately following section lines, half-section lines, or quarter-section lines shall be construed as following such lines.
- Boundaries shown as following or approximately following railroad lines shall be construed to lie midway between the main tracks of such railroad lines.
- Boundaries shown as following or approximately following high water lines shall be construed to follow the mean high water lines of such lakes, and, in the event of change in the mean high water line, shall be construed as moving with the actual mean high water line.
- Boundaries shown as following or approximately following the centerlines of streams, creeks, rivers, or other continuously flowing water courses shall be construed as following the channel centerline of such water courses taken at mean low water, and, in the event of a natural change in the location of such streams, rivers, or other water courses, the zone boundary shall be construed as moving with the channel centerline.
- Boundaries shown as separated from, and parallel or approximately parallel to, any of the features listed above shall be construed to be parallel to such features and at such distances therefrom as are shown on the map.
- Symbols that indicate appropriate locations for proposed public facilities are not property-specific. They indicate only the general area within which a specific facility should be established.

Resolution of Competing Objectives. It is the intent of the Loma Linda General Plan to present straightforward goals, objectives, policies, and implementation programs, and to present sufficient information with which to make consistent land use and policy decisions. Despite the requirements of State law requiring internal consistency of the General Plan, the inclusion of goals, objectives, approaches, policies, and implementation programs based on competing community values is inevitable. An example of such a case is the requirement for regular watering of areas being graded, and the desire for water conservation.

Where such competition between competing values results in seemingly incompatible policies or implementation actions, City decision-makers will be required to determine the relative priorities of the values upon which the policies or implementation actions are based, and to act based on that determination.

11.4 ENTITLEMENT PROCESS AND CAPITAL IMPROVEMENTS PROGRAM

11.4.1 Entitlement Process and Capital Improvements Program Objective

To ensure the attainment of public services and facilities standards through the City's development review process, Capital Improvements Program, and a variety of funding mechanisms.

11.4.2 Entitlement Process and Capital Improvements Program Policies

- a. Ensure that discretionary development projects comply with the City's performance standards, by approving such projects only after making one or more of the following findings.
 - The City's adopted performance standards will be maintained following project occupancy; or
 - Project-specific mitigation measures or conditions of approval have been incorporated into the project.
- b. Require new development to fund public facilities and infrastructure, either directly or through participation in a land-based financing district, as necessary to mitigate the impacts of new development on public services and facilities.



- c. Levy mitigation requirements in proportion to each development's anticipated impacts. Where infrastructure is required to be installed in excess of a development's proportional mitigation requirement, utilize benefit districts over the area to be benefited by the infrastructure or provide reimbursement to the development for excess cost.
- d. Maintain a Five-Year Capital Improvement Program, designed, in part, to ensure that traffic and other public service performance standards are met and/or maintained, and to address the needs of existing development. Update capital improvement plans as part of the annual budget process.

11.5 REGIONAL COOPERATION

11.5.1 Regional Cooperation Objectives

- a. A regional approach to regional issues that recognizes and respects Loma Linda's local interests.
- b. Establishment of a system of development review within Loma Linda *and* surrounding communities based on the principle that the impacts of new development must be mitigated or offset by project-related benefits within *each* of the jurisdictions in which the impacts will be experienced.

11.5.2 Regional Cooperation Policies

- a. Continue participation in regional transportation planning efforts, including the Contra Costa Transportation Authority, Eastern Contra Costa Transit Authority (Tri-Delta Transit), and TRANSPLAN.
- b. As part of the evaluation of individual development projects, address and provide appropriate mitigation for impacts on regional and local transportation facilities.
- c. Maintain ongoing communications with agencies whose activities affect and are affected by the activities of the City of Loma Linda (e.g., Cities of Brentwood, Oakley and Pittsburg; Contra Costa County; Loma Linda Unified School District; Contra Costa County Fire Protection District; Delta Diablo Sanitation District). The primary objective of this communication will be to:
 - (1) Identify opportunities for joint programs to further common interests in a cost-efficient manner;
 - (2) Assist outside agencies and the City of Loma Linda to understand each other's interests, needs, and concerns; and
 - (3) Resolve differences in these interests, needs, and concerns between Loma Linda and other agencies in a mutually beneficial manner.
- d. Support and promote interjurisdictional programs to integrate and coordinate the land use and circulation plans of area municipalities and the County, and to establish an ongoing interjurisdictional process for reviewing development proposals and mitigating their interjurisdictional impacts based on the principle that it is not appropriate for a jurisdiction, in approving a development project, to *internalize* its benefits and *externalize* its impacts.
- e. Continue to refer major planning and land use proposals to all affected jurisdictions for review, comment, and recommendation.