

9. Figure 3-2 - Show the existing 10" trunk line in Redlands Boulevard from Mountain View easterly.
10. Page 3-26 - First paragraph needs to speak to the floodway from San Timoteo Creek and needs to address the impacts.
11. Figure 3-3 - Show floodway impacted area from San Timoteo Creek overflow.
12. Figure 5-1 - Show the portion of 10" Master Plan Sewer that Loma Linda has in place on Redlands Boulevard. Address the impacts of possibly re-routing storage flows rather than requiring a 15" line on Redlands Boulevard.
13. Page 5-20 - PVC pipe is not allowed for sewers in Loma Linda.
14. Page 5-21 - Are these standards solely for the City of Redlands? It appears so based on the last two lines on this page.
15. Figure 6-1 - A portion of storm drain shown as existing in Redlands Boulevard and Bryn Mawr has not been constructed. Correct the exhibit.
16. Page 6-17 - Table 3 should have the specification changed to secondary highway.
17. Sidewalk ramp, 110A - The wheelchair ramp dimensions do not conform to the State Architect's requirements. The standards should be revised to conform.
18. County Standard Drawing 103 - The City uses 5' sidewalk in all locations.
19. County Standard 110 - Same Comment as 110A.
20. County Standard 110B - Same Comment as 110A.
21. Figure 8-7 - Show existing 10" line in Redlands Boulevard easterly of Mountain View.
22. Table 8-7 - Why are Projects S-4 and S-5 included in Phase I construction?
23. Figure 8-11 - Why is all of the portion of Loma Linda that lies along Redlands Boulevard included in Phase I for the Mission and Morrey Channel improvements?

24. The report is seriously deficient in addressing the problems Loma Linda's portion of CSA 110 is subjected to from the overflow of San Timoteo Creek. Nearly the entire area lies within either the 100 year flood plain overflow or within the floodway. If a property lies within the floodway, the development restrictions are extremely serious. Conversely, the preliminary insurance rate maps for Mission Zanja and Morrey Arroyo show an infinitesimal impact on the portion of Loma Linda in CSA 110. The floodway in fact impacts a band approximately 100' wide along the southerly and southwesterly side of the Mission Zanja. The drainage impacts need to be addressed in much more detail.

A second item of serious deficiency is the lack of addressing the traffic circulation problem at the Anderson Street/Redlands Boulevard intersection. The preparer of the report apparently did not observe the intersection trying to function in morning hours or late afternoon hours. This intersection must be addressed in much more detail and alternate solutions provided to mitigate the existing problems that will only get worse in the future.

FINANCING METHODOLOGY REPORT - EAST VALLEY CORRIDOR PROJECT (SUTRO & COMPANY - NO DATE)

1. Page 4, Item No. 2 indicates the cost of the improvements should be equitably spread among the benefiting property owners. This concept is not followed in the report.
2. Page 5 - What is meant by "given that some form of mandatory payment will be required"?
3. Why does Page 11 give approximate cost figures per acre in the third paragraph when the fourth paragraph says this method will not be employed in the final financing plan? It appears that the approximate cost figures per acre have been developed on a simple averaging of costs per acre rather than consideration of any benefit being received by properties.
4. Page 13 - Why would existing owner-occupied residential be fully exempted from bearing costs of new infrastructure when they may benefit from the improvements?
5. Third paragraph - the 1915 Act is not an Improvement Act but solely a Bond Act.
6. Page 15 - the first paragraph seems totally unfeasible and should not even be included in the report.
7. Page I-1 - What are Bridge Assessment Bonds?

EAST VALLEY CORRIDOR SPECIFIC PLAN DRAFT 12/9/87

1. D6-2 - The bottom paragraph on the page briefly mentions Tippecanoe Avenue and indicating that good access is available to freeways. The road is not called Tippecanoe, its called Anderson Street and secondly there is absolutely no additional comment regarding the serious traffic circulation problem existing between Redlands Boulevard and the freeway. It's mandatory that this be addressed in depth with recommended solutions. 1-1
2. Page D6-4 - Bottom paragraph, where is Anderson Street?
3. Page D6-5 - Paragraph 8, this addresses Alabama Street. Where is Anderson Street?
4. Page D6-11 - First paragraph, the third well is not in San Timoteo Canyon but is located on California Street south of Barton Road. There is not a third well on Cooley Street but rather two wells that have been completed on Richardson Street. These paragraphs should be corrected to reflect the current existing condition.
5. Page D6-13 - Second paragraph, correct the quantities as the City currently has approximately 6.9 million gallon storage in lieu of the 4.2 indicated in the paragraph. Also in the first paragraph under "potential development", second sentence reads intense plan development will require significant additional potable water supply facilities. The words "in Redlands Sphere" should be added since there is no demonstrated need for significant additional flows in Loma Linda. 1-2
6. Page D6-22 - The U. S. Army Corps of Engineers does not maintain regional facilities.
7. Page D6-24 - Fourth paragraph, change "could be flooded" to "would be flooded". The overflow is going to be almost exclusively from San Timoteo Creek with only a minor amount of overflow from Mission Zanja. 1-3
8. Page D6-25 - Bottom paragraph, there is not a significant portion of the City contained in the flood plain of Mission Zanja flood channel. There is only about 50 - 100' wide band along the southwest side of Mission Creek that shows on the FEMA Flood Insurance Rate Maps.
9. Page D6-26 - First paragraph does not address San Timoteo Creek from this point on. Why are there no considerations of improvements to San Timoteo Creek which will provide protection for almost the entire portion of Loma Linda within the study area? Why is only the Mission Creek and Morrey Arroyo addressed? 1-4

10. In my opinion the total lack of addressing the flood impacts from San Timoteo Creek, including the floodway and flood plain areas, as well as the total disregard for the traffic problems at the Redlands/Anderson intersection and the serious impacts it will have on the development of the corridor along Redlands Boulevard renders this document seriously deficient for use by the City of Loma Linda.

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030403(60,3)

Copy to Rick Wellington

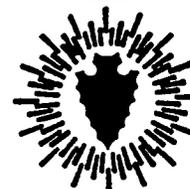
RESPONSE TO COMMENT NUMBER 1

Thank you for your comments to the East Valley Corridor Specific Plan Draft EIR. Your letter includes comments on several planning documents prepared for the East Valley Corridor project. Though none of your comments are directed to the Draft EIR, several comments on page 4 of your letter have been responded to in the FEIR.

- 1-1 The circulation and possible impacts at the intersection of Anderson Street and Redlands Boulevard were not analyzed in detail in the Circulation Plan Analysis by Ludwig Engineering. This was based on the existing average daily traffic (ADT) counts and on the expectation that future traffic generated by the development within the East Valley Corridor project area would not significantly impact this intersection. The 1987 ADT for Redlands Boulevard east of Anderson Street is 12,680, for Anderson Street between Redlands Boulevard and south ramps is 17,360, and for Anderson Street north of ramps is 20,280. It is estimated that 74 percent of the traffic during the peak hour is north and south bound. The existing level of service (LOS) is rated B.
- 1-2 The FEIR incorporates the revision of water storage from 4.2 to 6.9 million gallons on page 132.
- 1-3 The FEIR has included this change on page 55.
- 1-4 The San Timeteo Creek drainage is currently being studied by the Army Corps of Engineers (COE). Future recommended improvements by the COE report on the channel through the study area will be coordinated through CSA 110 and the San Bernardino County Flood Control District. It is beyond the scope and jurisdiction of the East Valley Corridor Specific Plan to recommend or implement channel improvements on San Timeteo Creek due to its regional impact area.

INTEROFFICE MEMO

1853



County of San Bernardino

DATE March 22, 1988
PHONE x4112
FROM William B. Adams, Planner
Infrastructure Team
TO Valery Pilmer, Chairperson
Environmental Review Committee

SUBJECT East Valley Corridor Specific Plan Draft EIR, Water Quality
Comments

Roger Turner of the Santa Ana Regional Water Quality Control Board (SARWQCB), who was originally scheduled to participate in the Environmental Review Committee hearing on the EVCSP will be unable to attend. However, Mr. Turner submitted his agency's comments regarding the EIR to me and should be made a part of the hearing record.

The SARWQCB has expressed concern about the EIR in the following areas:

1. Significant portions of the groundwater basin to be utilized by the Specific Plan have been contaminated. Importation of water appears to be the likely solution. However, there is no guaranteed source during the 42-year build-out period. Therefore, the EIR should include language that if adequate water to supply the project is unavailable, the scope (size) of the EVCSP will be reduced to accommodate existing water supply. 2-1
2. The proposed project will require an expansion of the existing San Bernardino/Redlands waste water facilities. The San Bernardino facility has been recently issued a cease and desist order due to contamination. The SARWQCB recommends that project development within the Specific Plan be linked with the cost of upgrading the existing facilities. Upgrade estimates are 80-100 million dollars. 2-2
3. The SARWQCB recommends that recycling of solid waste and separation of aluminum, glass and paper through the establishment of recycling centers be addressed as mitigation measures in the EIR in order to reduce the adverse impacts associated with solid waste. 2-3

If you have any questions or comments regarding the SARWQCB's comments on the EIR, please contact me.

WBA:km

RESPONSE TO COMMENT NUMBER 2

Thank you for your comments on the East Valley Corridor Specific Plan Draft EIR.

- 2-1 Additional recommendations have been included on page 135 of the FEIR.
- 2-2 Your comment is noted. Please refer to page 148 of the FEIR for additional discussion.
- 2-3 Developments within the Specific Plan area will implement any future recycling measures required by the County of San Bernardino and the City of Redlands.

INTEROFFICE MEMO

DATE

March 22, 1988

PHONE

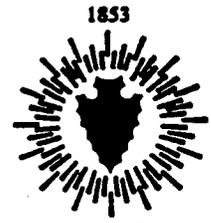
4146

FROM

MICHAEL K. LERCH, Senior Planner
Environmental Analysis Team

TO

VALERY PILMER, Chairperson
Environmental Review Committee



County of San Bernardino

SUBJECT

EAST VALLEY CORRIDOR DRAFT EIR, CULTURAL RESOURCES COMMENTS

I have reviewed the cultural resources section of the East Valley Corridor Environmental Impact Report and find that it adequately addresses potential impacts to historic and archaeological resources. As an additional mitigation measure, and in response to recommendations by the City of Redlands, I recommend that we conduct the additional map and aerial photo review necessary to expand the Archaeological/Historical Resources Overlay District to include all existing structures over fifty years of age, and apply the overlay district to permits as well as land-use applications. With that addition, I concur that potential impacts to cultural resources are mitigable to a level of non-significance.

3-1

RESPONSE TO COMMENT NUMBER 3

Thank you for your comment on the East Valley Corridor Specific Plan Draft EIR.

3-1 This recommended mitigation measure is incorporated into the FEIR on page 161.

INTEROFFICE MEMO

DATE March 23, 1988
 FROM PAUL KIELHOLD, ^{PK} Env. Specialist
 Environmental Analysis
 TO MIKE LERCH, Senior Planner
 Environmental Analysis

PHONE 4146



SUBJECT ERC FOR CSA 110 DEIR

I attended the ERC meeting per your request. This memo summarizes the findings of the ERC. The ERC recommended the DEIR as adequate pursuant to the following amendments.

- | | |
|--|-----|
| 1) Add Cumulative Impacts to the Impact Summary Table. They are discussed in the text. | 4-1 |
| 2) Incorporate use of latest (Feb. 1988) Norton AFB AICUZ report. | 4-2 |
| 3) Minor typing changes pages 107, 110 and 112. | 4-3 |
| 4) Incorporate specific references to impacts to: | 4-4 |
| a) Redlands Boulevard at Anderson. | |
| b) San Timoteo drainage improvements. | 4-5 |
| 5) Bill Adams to provide URS with copies of: | |
| a) Comments from city of Loma Linda regarding facility siting. | |
| b) Comments from SARWQCB. | |
| 6) Incorporate comments of memo from Michael Lerch to Valery Pilmer (March 22, 1988) regarding cultural resources. | 4-6 |

PK:blp

cc: Molly Bogh
 Bill Adams

RESPONSE TO COMMENT NUMBER 4

Thank you for your comments on the East Valley Corridor Specific Plan Draft EIR.

- 4-1 Table 4-1 was revised to include cumulative impacts and reprinted in its entirety in Section 4.0 of the FEIR.
- 4-2 Information from the February 1988 Norton Air Force Base Installation Compatibility Use Zone (AICUZ) study was incorporated into Section 8.5.1 of the FEIR. These changes included text and figure updates on pages 70, 71, 74, and 75. Figures 8.5-2 and 8.5-3 are included in the FEIR showing revised noise contours and elimination of the Closed Landing Pattern.
- 4-3 Changes incorporated into the FEIR.
- 4-4 See Response 1-1.
- 4-5 See Response 1-3.
- 4-6 See Comment 3 and Response 3-1.

88 APR -4 AM 11:35
City of Redlands



April 1, 1988

Molly Bogh, Senior Planner
 County of San Bernardino
 Land Management Dept./Office of Planning
 County Service Area 110
 385 N. Arrowhead Ave.
 San Bernardino, CA 92415

COMMENTS ON DRAFT EIR FOR CSA 110 SPECIFIC PLAN

The City of Redlands Municipal Utilities Department is pleased to submit the following comments on the subject EIR. We have given verbal comments to your staff at our City's Environmental Review Committee's meeting in March. The following comments are limited to the water and wastewater aspects of the plan:

1. The water supply picture in Redlands has changed dramatically since the summer of 1985. We have a new water treatment plant on line and we have drilled two new wells. We request the current conditions be updated to reflect our water situation today, rather than in 1985 when the Specific Plan was initiated. The Engineer's report has been updated and is a good source of the detailed information. We have attached marked up EIR pages 130, 132 and 134. 5-1

2. We believe the EIR should address how the recommended plan will resolve the recommendation on pages 135 and 136 for low water consuming landscaping with other landscaping goals of the plan. The EIR should cover the potential for utilizing reclaimed wastewater to meet some irrigation demands. 5-2

3. The property on the north east corner of Nevada Street (17 acres) and just south of the existing treatment plant site is currently being utilized for wastewater treatment operations not field crops (page 89). Also, on figures 8.10 - 3, 8.10 - 4 and 8.10 - 5, the wastewater disposal (percolation/evaporation) area should be shown on the 36 acres just east of the treatment plant site between Alabama and Tennessee streets. 5-3

Molly Bogh, Senior Planner
Page 2
April 1, 1988

4. The wastewater treatment plant is currently being expanded to 9.0 mgd not 8 mgd as indicated on the top of page 146. The sewer information should be updated from the Engineer's Report. 5-4

5. We object to the wording under water supply and wastewater on table 4-1, pages 22 and 23. It sounds like we can't meet any new development water demands or wastewater needs, which is false. Please re-word. 5-5

6. One impact on the City relating to infrastructure is the financial burden of the extensive facilities required. This should be addressed. 5-6

If you have any questions about our comments or need additional information, please contact the undersigned at 798-7551.



RICHARD W. CORNEILLE
Municipal Utilities Director

Attachment

xc: Jeff Shaw

RESPONSE TO COMMENT NUMBER 5

Thank you for your comments on the East Valley Corridor Specific Plan Draft EIR.

5-1 Updated data on the City's water system have been incorporated into Section 8.10.3 of the FEIR.

5-2 There are several potential opportunities for use of the reclaimed water in the study area to reduce the impact on future water demand from the expected growth. These might include:

- o Freeway and other public right-of-way landscaping, including any equestrian, pedestrian pathways and bikeways, as proposed in the Landscape Plan of the study area.
- o Major new landscaping in the area such as parks, golf courses, open space, or significantly irrigated areas within developments.
- o Selected new industrial demands for process or cooling water.

Reclaimed water could be made available from the Redlands Wastewater Treatment Plant by constructing the necessary distribution facilities and any plant modifications as needed to provide adequate reclaimed water quality.

In order to implement the use of reclaimed water effectively, the City of Redlands may have to develop a reclaimed water use program in other areas of Redlands as well. It is suggested that reclaimed water cost to the user not exceed 80 percent of the equivalent potable water cost.

As described in the City of Redland's "Basic Plan," the City is cooperating and encouraging the owners of large producing agricultural parcels of land to utilize the City's reclaimed water for irrigational purposes. In the event this is accomplished, the owners would not need to use their wells resulting in potential higher water well levels in some City domestic wells. Within the East Valley Corridor the agricultural preserve could serve as the interim user of the reclaimed water.

5-3 These figures have been revised and included in the FEIR.

5-4 Revised in Section 8.10.4 of the FEIR.

- 5-5 Revised Table 4-1 is reprinted in Section 4.0 of the FEIR.
- 5-6 The financial impact of the proposed development on public infrastructure was not a required issue for analysis in the Draft EIR.

Memorandum

To : Mr. John Keene
 State Clearinghouse
 Office of Planning and Research
 1400 Tenth Street, Room 121
 Sacramento, California 95814

Date : April 1, 1988

Place : Sacramento

From : Department of Food and Agriculture --1220 N Street, Room 104
 Sacramento, CA 95814

Subject : SCH No. 87091408--East Valley Corridor Specific Plan

The California Department of Food and Agriculture (CDFA) has reviewed the Draft Environmental Impact Report (DEIR) for the above referenced project which will facilitate future industrial, commercial and residential developments. The CDFA has the following comments.

Within the 4,350 acre project site, approximately 1600 acres are under citrus production and 947 acres are under non-citrus production. The citrus production accounts for approximately 21 percent of the total citrus production in San Bernardino County.

The DEIR states that the conversion of prime agricultural land to urban use is a significant environmental effect that cannot be mitigated. The Final EIR (FEIR) should state that amount of prime land within the project site. Conversion of this land will contribute to the overall loss of agricultural land in San Bernardino County.

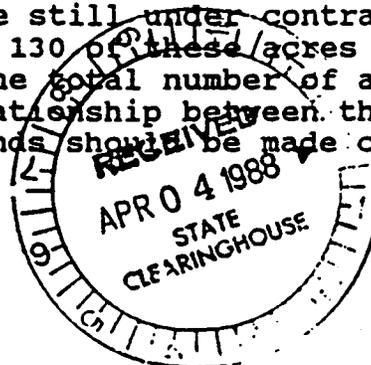
6-1

The San Bernardino County General Plan, City of Loma Linda General Plan, and City of Redlands General Plan designate the area for urban use. The CDFA encourages the use of mitigation measures which will allow agricultural production as long as possible. These measures are discussed in the Specific Plan and not the DEIR. Since the CDFA did not receive the Specific Plan for review, we are unable to comment on the proposed mitigation measures.

6-2

The DEIR states that within the agricultural preserves in the project area, approximately 190 acres are still under contract. The unrenewed contracts on approximately 130 of these acres will expire by 1993. The FEIR should state the total number of acres in the preserves. The difference or relationship between the agricultural preserves and contracted lands should be made clear in the FEIR.

6-3



Mr. John Keene
Page 2
April 1, 1988

The CDFA recognizes the reality of California's growing population and the concomitant need for additional residential, commercial, and industrial development, but we are especially concerned about the rate at which farmland is being converted to urban uses. We prefer the Proposed Specific Plan (Low Growth) alternative which will minimize the environmental impacts. The purpose of these comments is to register the Department's concern. Ultimate decisions regarding the project are of local concern and rest with local agencies. 6-4



Martha Neuman
Research Assistant
(916) 322-5227

RESPONSE TO COMMENT NUMBER 6

Thank you for your comments on the East Valley Corridor Specific Plan Draft EIR.

- 6-1 The California Department of Conservation in their Important Farmlands maps depicts approximately 2,040 acres of the project area as prime farmland. Prime farmland is defined as land with the best combination of physical and chemical features for the production of agricultural products.
- 6-2 It is the policy of the Specific Plan that existing viable agricultural activities should be preserved as long as feasible during the transition to more intensive land uses. This policy will be implemented during the site review and approval process.
- 6-3 Approximately 1,360 acres within the project area are included in the County of San Bernardino and City of Redlands agricultural preserves. Of this total, 130 acres are under unrenewed Williamson Act contracts due to expire in 1993. Sixty acres are still under renewed contracts which require a 9-year withdrawal period or a 1-year buyout with penalty.
- 6-4 Your comment is noted.

State of California
Memorandum

To : State Clearinghouse
Office of Planning & Research
1400 10th Street
Sacramento, CA 95814

Date : April 1, 1988

File No.: 08-SBD-10-25.2/30.0
SCH# 87091408

Attention John Keene

From : DEPARTMENT OF TRANSPORTATION
District 8

Subject: Draft EIR for East Valley Corridor

Because of the complexity of the project impacts and the necessity for extensive evaluation in the short time remaining, we would like to discuss our concerns with the lead agency (County of San Bernardino) before the drafting of the final document is approved. The following is a summary of the missing elements from this document:

- o Impacts of this development on Routes 10 and 30, and the impact on any design projects currently in progress. Specifically, how the above-mentioned project effects the redesign of the Alabama and Tennessee/Route 30 Interchanges.
- o Traffic diagrams of each interchange affected by the project.
- o Cumulative impacts of development in this area.
- o Proposals for demand or capacity mitigations to the State highway system.

Concerning the Traffic Study, it should include the cumulative effects that continued development in the area will have on the transportation system from a "worst case" viewpoint. Discussion of the impacts to the transportation system should include traffic growth and factors associated with the construction, maintenance, and operation of any anticipated highway improvements. A weave analysis of the California, Alabama, and Tennessee street interchanges should be completed to determine if demand mitigation such as ramp metering is needed on these interchanges. In addition, this traffic analysis should discuss the impacts of this development on Routes 10 and 30 in detail and documentation needs to be provided on how the trips were assigned and distributed.

Traffic demand mitigation such as carpooling, vanpooling, public transit, and the reservation of areas for park and ride facilities should be considered. Demand mitigation should include a 100 space Park and Ride facility at the California Street/I-10 interchange. Also recommended is the formation of a transit management association which could provide noontime shuttle services required to meet ridesharing for regulation 15, and coordination with Omnitrans for mass transportation services. Lastly, the County should discuss the possibility of developer participation in a parallel corridor study to alleviate congestion. Any industrial development should consider

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STATE CLEARINGHOUSE

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the use of flex-time work scheduling. Capacity mitigation measures need to be considered such as bridge widening, ramp metering, signalization, and right of way preservation for future highway use.

Regarding transmission or pipeline work within State highway right of way, the following should be noted:

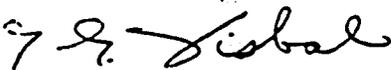
- o Lines parallel to the highway should, where possible, be placed outside of the State highway right of way; longitudinal installations within freeway right of way are permitted only under special circumstances, primarily where no other feasible alternative exists.
- o Transverse lines should cross the highway at right angles.
- o Lines within highway rights of way may be required to be encased for ease of maintenance.
- o Lines crossing freeway rights of way are normally required to be encased between right of way limits.

It is recognized that there is considerable public concern about noise levels in residential areas adjacent to heavily traveled highways. Land development, in order to be compatible with this concern, may require special noise attenuation measures. Development of this property should include any necessary noise attenuation.

Care is to be taken when developing this property to preserve and perpetuate the existing drainage pattern of the State highway. Particular consideration must be given to cumulative increased storm runoff to insure that a highway drainage problem is not created.

The County of San Bernardino is developing rapidly and is expected to do so in the future. Unsatisfactory levels of service are projected for the State highway system due to the traffic impacts caused by facilities, to offset County encouraged growth, is the responsibility of the County. We recommend that the County take the lead in developing appropriate fair-share funding mechanisms toward which developers can contribute in order to fund improvements to the State highway system.

If you have any questions, please contact Richard Malacoff at ATSS 670-4550.



GUY G. VISBAL
Chief, Transportation Planning Branch

RM:km
bcc: GSmith, Plan Coord Unit, DOTP

RESPONSE TO COMMENT NUMBER 7

Thank you for your comments on the East Valley Corridor Specific Plan Draft EIR.

Your comments concerning regional traffic impacts in the East Valley Corridor area have been reviewed and discussed at a meeting with County and Caltrans staff on June 13, 1988.

The East Valley Corridor Circulation Plan Analysis prepared by Ludwig Engineering, designed and analyzed a circulation network to handle traffic increases from potential development based on the Specific Plan's land use designations. The network and the expected traffic flows are included in Section 8.8 of the DEIR. It was determined that three intersections of the proposed network would have less than level of service (LOS) "C" which is below the Specific Plan's standard.

On a regional level, the traffic study relied on Caltrans' forecasts for LOS on Interstate 10 (I-10) and State Route 30. Caltrans expects I-10 to operate at LOS "E" by 2005 despite building an additional lane in each direction. SR-30 is expected to operate at LOS "D" by 2002 also with an additional lane in each direction. These traffic forecasts are based on anticipated growth and land use in the area. The land uses designated in the East Valley Corridor Specific Plan are very similar to previous General Plan designations.

The FEIR includes the Caltrans forecasts (see page 108) and concluded that the proposed project would incrementally increase regional traffic and produce a significant unmitigable impact (see pages 22 and 108).

More detailed analysis of cumulative impacts on regional transportation is beyond the scope of this project. With the preparation of the County's General Plan in progress, it is recommended that regional and cumulative transportation requirements, goals, and mitigations be reviewed and included in this Countywide document.

It is anticipated that the project could incrementally decrease regional traffic for the following reasons:

- o Slower development rate (40 year buildout) compared to no-project scenario (24 year buildout)
- o Employment-based project in compliance with SCAG directives to reduce long-distance commuting and vehicle miles driven and to provide jobs in a housing-rich area
- o Development of a circulation network which will upgrade generally 2-lane roads to 4 major 6-lane arterials and 2 major 4-lane highways as well as improvements listed on page 112 of the FEIR. These improvements will provide alternate routes for local traffic and possibly reduce local traffic on regional highways.
- o A decrease in population at buildout compared to the no project.

Mitigation measures to reduce traffic are included on pages 53-54 and 109-114 of the FEIR.

During the review process of each individual development, Caltrans will be able to recommend measures required to alleviate traffic impacts to the regional highway system.

Any construction of infrastructure in or near freeway rights-of-way will be coordinated with Caltrans.

Memorandum

To : Dr. Gordon F. Snow
Assistant Secretary for Resources

Date : APR 4 1988

Mr. Michael K. Lerch
San Bernardino County Land
Management Department
385 North Arrowhead Avenue
San Bernardino, CA 92415

Subject: Draft Environmental
Impact Report (DEIR)
for East Valley
Corridor Specific
Plan, SCH# 87091408

From : Department of Conservation—Office of the Director

The Department of Conservation has reviewed the County of San Bernardino's DEIR for the project referenced above. Because the proposal involves the loss of valuable farmland and mineral lands, the Department offers the following comments.

Farmland

The proposal would develop a Specific Plan for a 4,350 acre area, including approximately 2,600 acres of agricultural land (mainly citrus).

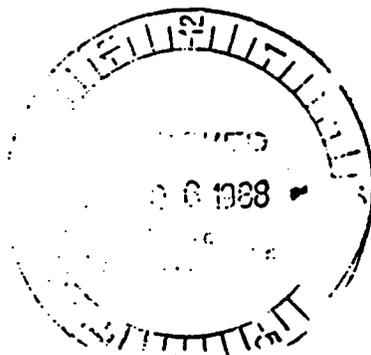
The agricultural issues appear to be adequately assessed in the DEIR. The Department recommends that the agricultural potential, based on the Department of Conservation's Important Farmland Series map designations also be used in describing the farmland quality of the lands in the planning area. We have enclosed the appropriate Important Farmland map sheets for the area in question.

8-1

Minerals

The Department's Division of Mines and Geology has reviewed the Draft Environmental Impact Report (DEIR) for the East Valley Corridor Specific Plan. The DEIR recognizes seismic hazards of the site but aggregate mineral resources of the area are not discussed. Under authority of the State Surface Mining and Reclamation Act of 1975 (SMARA) the Department of Conservation is authorized, among other responsibilities, to classify specified lands of the State according to the presence of significant mineral deposits. The primary objective of mineral land classification is to ensure that the mineral potential of land is recognized and considered before land-use decisions that could preclude mining are made.

8-2



The mineral-land classification activity provides local governments, local property owners, and the mining industry with scientific information regarding the nature, occurrence, and distribution of mineral deposits. This information is intended for use by local government in land-use planning and mineral conservation. The Department's Division of Mines and Geology has classified the land within the project as an area containing significant deposits of aggregate resources which are of significance on both a local and regional basis (Miller, 1982).^{1/}

8-2

We recommend that the final EIR contain a thorough discussion of the impact of this project upon the mineral resource production of the region and that appropriate mitigations be included.

The Department appreciates the opportunity to comment on the DEIR. If I can be of further assistance, please feel free to call me at (916) 322-5873.



Dennis J. O'Bryant
Environmental Program Coordinator

PG:DJO:dlw
0026q

cc: Stephen Oliva, Chief
Office of Land Conservation
Zoe McCrea, Division of Mines and Geology

Enclosure

Reference:

- 1/ Miller, R.V., 1983, Mineral Land Classification of the Greater Los Angeles area, Classification of Sand and Gravel Resource Areas San Bernardino Production-Consumption Region: California Department of Conservation, Special Report 143, Part VII, (pl. 7.8 Redlands quadrangle).

RESPONSE TO COMMENT NUMBER 8

Thank you for your comments on the East Valley Corridor Specific Plan Draft EIR.

8-1 See response 6-1.

8-2 The proposed project area does not contain any regionally significant construction aggregate resource area according to the State Mining and Geology Board maps dated January 1987. Areas north and northeast of the project are designated regionally significant resource areas. The proposed project will not impact utilization of these resource areas.

CALIFORNIA REGIONAL WATER QUALITY CONTROL BOARD
 SANTA ANA REGION
 1809 INDIANA AVENUE, SUITE 200
 RIVERSIDE, CALIFORNIA 92506
 PHONE: (714) 782-4130

88 APR -6 AM 8:20



April 5, 1988

Mr. Michael K. Lerch
 San Bernardino County Land Management Department
 385 North Arrowhead Avenue
 San Bernardino, CA 92415

DEIR: DRAFT ENVIRONMENTAL IMPACT REPORT EAST VALLEY CORRIDOR
 SPECIFIC PLAN, SCH #87091408

Dear Mr. Lerch:

We have reviewed the above document and have the following concerns:

I. WATER SUPPLY

We note that the project area is served by the City of Redlands, the City of San Bernardino, and San Bernardino Valley Municipal Water District (SBVMWD). Water demands at project buildout will require an increase in water supplies for both Redlands and Loma Linda.

The DEIR notes that the ground water sources available have been seriously reduced due to contaminants including nitrates, volatile organic compounds and fluoride. This condition will severely impact the ability to meet the planned demand for water supply in the region. It is noted that the water supply sources are limited and that the project area will eventually require State Project water for basic water supply. The DEIR states that the proposed project would have a moderate to high impact on the City of Redlands' ability to supply water demands.

9-1

Given the magnitude of the East Valley Corridor Specific Plan we would argue that a more definitive water supply plan should be developed prior to approval of the plan. There are uncertainties with respect to future imported water supplies. In view of current activities by the State Water Resources Control Board to review the water rights decision which relates to State Project water and in view of forthcoming reduction in California's allotment of Colorado River water, it would be unwise to assume that imported water supplies will be available in sufficient volume to support the project development in perpetuity.

II. SEWER

We concur with the DEIR (p. 48) that development will need to coordinate its sewage requirements with the two wastewater treatment facilities at Redlands and San Bernardino to ensure that capacity and/or service is/will be available. If service

9-2

cannot be provided early in the development review period, then perhaps the East Valley Corridor Specific Plan would provide appropriate language relative to development being deferred until such time that sewage service can be demonstrated.

9-2

We note that the State Department of Water Resources has recommended use of reclaimed wastewater for irrigation purposes. We support this recommendation, with the added comment that this reclaimed wastewater should be of a quality (treatment level) that it will not contribute to increased nitrates in the runoff to San Timoteo Creek.

Sincerely,



Anne Knight
Environmental Specialist III

cc: John Keene, State Clearinghouse
Enclosure: SCH form

RESPONSE TO COMMENT NUMBER 9

Thank you for your comments on the East Valley Corridor Specific Plan Draft EIR.

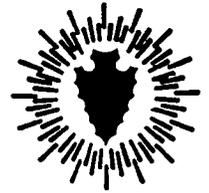
- 9-1 Your recommendation has been incorporated in Section 8.10.3 under page 135 in the FEIR.
- 9-2 Your comment has been noted.



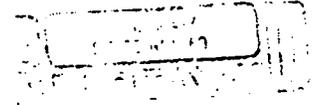
SAN BERNARDINO COUNTY SHERIFF'S DEPARTMENT

"Dedicated To Your Safety"

Floyd Tidwell
Sheriff



November 4, 1987



URS Corporation
412 W. Hospitality Lane, Suite 208
San Bernardino, California 92408

NOV 20 1987

Attn: Denise E. Lathrop
Assistant Environmental Analyst

Dear Ms Lathrop:

This letter is in response to the questions submitted in your request of October 14, 1987. The format will be question and answer:

- 1. The address of the station(s) responsible for the unincorporated lands in the study area.

Response: Captain E. Reynosa, Station Commander
Central Station
655 E. 3rd Street, San Bernardino, CA 92415
Telephone: (714) 387-3500

Note: There are two contract cities managed from Central Station: Loma Linda and Grand Terrace. Central station and the city of Loma Linda are in the area you are surveying.

- 2. The number of personnel at each station.

Loma Linda Central

Response: 9 Deputies 30 Deputies

- 3. The number of patrol cars.

Loma Linda Central

Response: 5 Vehicles 9 Vehicles

Denise E. Lathrop
URS Corporation
November 4, 1987
Page 2

4. The response time to the study area.

Loma Linda	Central
------------	---------

Response: 5-10 Minutes	5-10 Minutes
------------------------	--------------

5. Impacts the project will have on current facilities.

Response: Unknown at this time.

6. Effects of population increase of 8-10,000 people
(residents) in Loma Linda on patrol efforts?

Response: Unknown at this time.

Should you require any additional information, please
contact me at (714)387-3438.

Sincerely,

David A. Bellomy, Lieutenant
Sheriff's Bureau of Administration

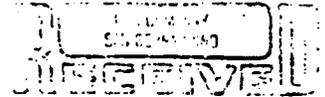
DAB/mv



CITY OF LOMA LINDA

11325 Loma Linda Dr., Loma Linda, California 92354 • (714) 796-0191

Department of Public Safety



SEPTEMBER 8, 1987

OCT 1 1987

STEVE SHOVER, ARCHITECTURAL PLANNER
JOSEPH E. BONADIMAN & ASSOCIATES, INC.
P O BOX 5852
SAN BERNARDINO CA 92412

RE: UPDATE FOR SPECIFIC PLAN AND TENTATIVE TRACT MAP
689 ACRE ANNEXATION

Dear Mr. Shover:

A copy of your correspondence dated July 31, 1987 and regarding updated information of previously submitted material was forwarded to this office on August 27, 1987 by Bill Meyrahn, San Bernardino County Sheriffs Department. Apparently, the material was sent inadvertently to the Sheriff's Office.

The following material reflects updated information and is based on the original questions provided by Michael Brandman and Associates, Inc. and the answers submitted by this Office on September 21, 1983. The information specifically relates to the impact upon the services provided by the Department of Public Safety/Fire Division.

1. WHAT IS THE MANPOWER AND EQUIPMENT LEVEL OF THE LOMA LINDA FIRE DEPARTMENT:

A. Current staffing and manning levels: The Department of Public Safety/Fire Division operates as a fully integrated full-time/paid-call (volunteer) department.

At the present time, one engine company with three men is on duty 24 hours per day, seven days a week, on a three-platoon shift schedule. During regular business hours Monday through Friday, an additional five Public Safety/Fire personnel are on duty. These personnel function as Firefighters and/or officers when emergency call are received.

within the City requires the response of a 75' ladder truck from Colton Fire Department or a 100' aerial ladder truck from Redlands Fire Department, and an engine from the City of San Bernardino, each with three men.

A brush or grass fire during fire season, and in the hazardous brush area, of which this proposed project is located, also requires the response of water tenders from the previously listed agencies.

2. WHAT IS THE LOCATION, RESPONSE TIME, MANPOWER AND EQUIPMENT AT THE FIRE STATION NEAREST TO THE PROJECT SITE?

A. Nearest Fire Station Location: Loma Linda Headquarters Fire Station, 11325 Loma Linda Drive (Barton Road/Loma Linda Drive).

B. Response Time: No accurate method for measuring response time is available since no comparable roads which reflect potential curves and grades presently exist into the area. The only associated response time is for Reche Canyon Road from Barton Road to the Riverside County line. This road is relatively flat and without excessive curves. The travel time in a staff vehicle at the speed limit (45 mph) is five (5) minutes. The travel time from the Headquarters Fire Station to the Riverside County Line (via Barton Road & Reche Canyon Road) is 10 1/2 minutes. Estimated Fire Division response time to the perimeter of the project and using the proposed roadways, is 7 to 9 minutes.

C. Manpower and Equipment: The manpower and equipment identified in question #1 is assigned to the Headquarters Fire Station.

3. WHAT IS THE LOCATION AND RESPONSE TIME OF THE PARAMEDIC UNIT NEAREST TO THE PROJECT SITE?

The Department of Public Safety/Fire Division does not currently provide advanced life support (ALS) paramedic-level service to the community. Fire Division staffing levels are not adequate to provide 24-hour, 365 day-per-year paramedic service. All personnel are trained and certified as Emergency Medical Technicians and the Fire Division does provide Basic Life Support (BLS) service.

recommend a maximum three mile or five minute response time respectively from fire stations in developed suburban areas. A review of the proposed site indicated a projected response time in excess of five minutes from the present fire station location at Loma Linda Drive and Barton Road. (Note: As noted previously, no accurate method for measuring response time is available since no comparable roads which reflect potential curves and grades presently exist into the area. The only associated response time is for Reche Canyon Road from Barton Road to the Riverside County line. This road is relatively flat and without excessive curves. The travel time in a staff vehicle at the speed limit (45 mph) is five (5) minutes.) Therefore the need would exist for the construction of a satellite fire station in the project area. (Copy of map of proposed area fire station is attached for your review. This map was developed in conjunction with the area fire chiefs.) This station is identified to serve areas beyond the proposed development bounded by Reche Canyon to the west and San Timoteo to the east.

The development of this area will also necessitate the purchasing of additional fire apparatus. The extension into the hazardous brush area will require the immediate purchase of a water tender to address the wildland/urban interface during the development phase and after the build-out period.

Upon construction of the fire station, a new pumper fire engine will be purchased as the primary response vehicle in the area. This unit will allow response to medical aids and structure fires and will meet the recommended five minute response time.

- B. Manpower: A recognized method of computing required manpower levels is based upon population risk. Nationally recognized standards indicate an on-duty manning level of 0.5 firefighter per 1,000 population to provide the minimum expected level of performance. Using the three-platoon fire department shift schedule typical for the western portion of the country, this calculates out to required manpower force of 1.5 total firefighters per 1,000 population. A 20% increase must be added to make allowances for vacations, sick time, etc. Thus, a total of 1.8 firefighters per 1,000 population are needed for accepted manpower levels.

Steve Shover
September 8, 1987
Page Seven

adjacent to steep slopes. No wood roofs will be allowed per the Loma Linda Municipal Code and adequate driveway widths and grades will be required for units in excess of 150' from public roadways. Dedicated public roadways will be limited to maximum 14% grade.

As stated in the answers to question 5, a satellite fire station, manpower, and apparatus would be required to mitigate the impacts of the proposed annexation and development.

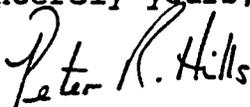
To address the capital costs, the City has adopted a Temporary Fire Protection Development Impact Mitigation Assessment. This assessment is slated to be in effect until either a Fire Protection Master Plan is implemented, or December 31, 1989. The intent is for the assessment to apply to all new development and to satisfy all increased capital costs incurred by the City.

To address the operating and maintenance cost of new developments, the Department has begun initial discussion with surrounding fire agencies to develop a "Community Facilities Districts (S.B. 2001, Mello-Roos)" and require new annexations and developments to join the district. This mechanism would fund new on-going operational and maintenance costs, including personnel costs.

In the event the Mello-Roos district does not become a reality, appropriate conditions will need to be addressed that will mitigate these impacts of the proposed project.

If further clarifications or questions arise, please contact this Office.

Sincerely yours,

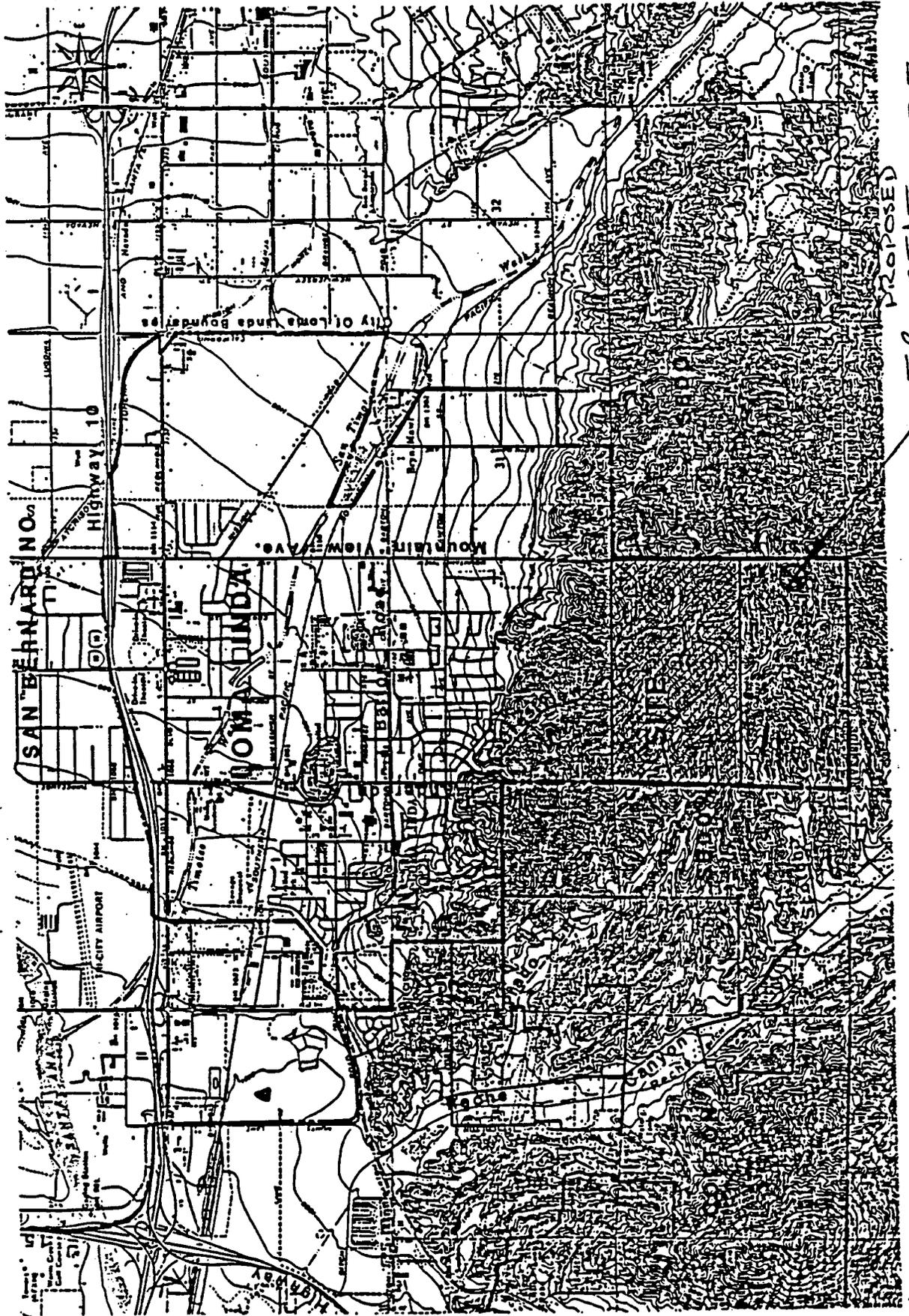


PETER R. HILLS
DIRECTOR OF PUBLIC SAFETY/FIRE CHIEF

/bn

attachments

al2:shover.let



VICINITY MAP
SPECIFIC PLAN



REDLANDS COMMUNITY HOSPITAL

October 7, 1987

Denise Lathrop
Assistant Environmental Analyst
URS Corporation
412 W. Hospitality Lane, Suite 208
San Bernardino, CA 92408

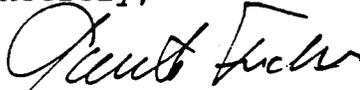
Dear Denise:

The following is in response to your letter dated September 29, 1987:

- * The maximum capacity of the hospital is 195 beds.
- * The average occupancy rate is 55-60%.
- * Plans for expansion are primarily in long term care and selected other hospital services.
- * The ratio used to determine the number of staff members and beds needed for a population increase is approximately 4 beds per 1,000 population, 5 FTE's per bed.

I hope this information helps in your preparation of the EIR on the East Valley Corridor Specific Plan.

Sincerely,



Gunter G. Fuchs, D.H.Sc., M.P.H.
Vice President
Marketing/Strategic Planning

OCT 9 1987

350 Terracina Boulevard, P.O. Box 3391
Redlands, California 92373-0742
(714) 793-3101, Telefax (714) 793-2167



Southern California Edison Company

287 TENNESSEE STREET
REDLANDS, CALIFORNIA 92373

November 12, 1987

NOV 16 1987

URS Corporation
412 W. Hospitality Ln., Suite 208
San Bernardino, CA 92408

Subject: East Valley Corridor Specific Plan

Attention: Denise E. Lathrop

Dear Ms. Lathrop:

This is to advise that the subject property is located within the service territory of the Southern California Edison Company and that the electric loads of the project are within the parameters of the overall projected load growth which we are planning to meet in this area.

Unless the demand for electrical generating capacity exceeds our estimates, and provided that there are no unexpected outages to major sources of electrical supply, we expect to meet our electrical requirements for the next several years.

Our total system demand is expected to continue to increase annually; however, excluding any unforeseen problems, our plans for new generation resources indicated that our ability to serve all customer loads during peak demand periods will be adequate during the next five years.

Very truly yours,


Rick Prokay
Service Planner

RP:dbb
Enclosure

SOUTHERN CALIFORNIA  COMPANY

1981 LUGONIA AVENUE, REDLANDS, CALIFORNIA

MAILING ADDRESS: P. O. BOX 3003, REDLANDS, CALIFORNIA 92373-0306

10-5-87

URS CORPORATION
412 W. HOSPITALITY BL, STE 208
SAN BERNARDINO, CA 92408

ATTN: DENISE E. LATHROP

RE: EAST VALLEY
CORRIDOR SPECIFIC
PLAN
SAN BERN CO COUNTY

This letter is not to be interpreted as a contractual commitment to serve the proposed project; but only as an information service. Its intent is to notify you that the Southern California Gas Company has facilities in the area where the above-named project is proposed. Gas service to the project would be provided from the nearest existing gas mains without any significant impact on the environment. The service would be in accordance with the Company's policies and extension rules on file with the California Public Utilities Commission at the time contractual arrangements are made.

The availability of natural gas service, as set forth in this letter, is based upon present conditions of gas supply and regulatory policies. As a public utility, Southern California Gas Company is under the jurisdiction of the California Public Utilities Commission. We can also be affected by actions of federal regulatory agencies. Should these agencies take any action which affects gas supply or the condition under which service is available, gas service will be provided in accordance with revised conditions.

We have developed several programs which are available, upon request, to provide assistance in selecting the most effective applications of energy conservation techniques for a particular project. If you desire further information on any of our energy conservation programs, please contact our Area Market Services Manager, P. O. Box 3003, Redlands, CA 92373-0306, telephone (714) 798-7760.

Sincerely yours,



K. G. Soverns
Technical Supervisor

Encl.

cc: A. J. Occhionero

OCT 6 1987

**ADDENDUM TO THE EAST VALLEY CORRIDOR
ENVIRONMENTAL IMPACT REPORT**

1. INTRODUCTION

The East Valley Corridor Specific Plan is designed to provide a mechanism for the development of planned and controlled commercial and industrial growth within the East Valley Corridor of San Bernardino County. Commercial and industrial growth within the defined area will reduce the existing job/housing imbalance which has adversely affected the economic stability of the region as well as the area's environment.

Since the development of the Draft Environmental Impact Report (DEIR) for the East Valley Corridor Specific Plan, the Plan has been the subject of extensive public hearings. In those public hearings, the Specific Plan has been scrutinized for technical sufficiency as well as compatibility with the land use provisions of the City of Redlands, the City of Loma Linda, and San Bernardino County. Given the dynamic nature of the public hearing process, changes to the Specific Plan have been made which reflect publicly expressed concerns and changes which ensure the compatibility of the Plan with existing City Ordinances.

2. CHANGES IN THE PROJECT'S DESCRIPTION

The changes to the Specific Plan include: (1) the deletion of Multiple Family Residential (MFR) land uses from the Special Development District; (2) the reduction of MFR-20 density from 20 dwelling units per acre to 15 dwelling units per acre; (3) the addition of approximately 25 acres located south of Lugonia Avenue along Mountain View Avenue to the Special Development District; (4) the introduction of approximately 20 acres of Administrative/Professional uses along Alabama Street north of Barton Road; and (5) the change of 5 acres of MFR to Neighborhood Commercial along Barton Road.

Figure A-1 depicts the revised Land Use Districts with the changes shaded. Table A-1 lists these changes. These refinements to the Land Use Map occurred after the EIR was drafted. However, they do not represent a significant change or alteration of the project's goals. The main focus of the project remains the planned and controlled commercial and industrial growth within the East Valley Corridor.

EAST VALLEY CORRIDOR SPECIFIC PLAN

FIGURE A-1

SPECIFIC PLAN LAND USE DISTRICTS

- LEGEND**
- RS 300-RH SINGLE-FAMILY RESIDENTIAL
 - RM 11-FAMILY RES TO 50 MAX
 - AP ADMINISTRATIVE PROFESSIONAL
 - CB NEIGHBORHOOD COMMERCIAL
 - CC REGIONAL COMMERCIAL
 - IC COMMERCIAL INDUSTRIAL
 - IA REGIONAL INDUSTRIAL
 - IS SPECIAL USE DEVELOPMENT
 - PI PUBLIC INSTITUTIONAL
-  REVISED

REVISED SEPTEMBER 1988

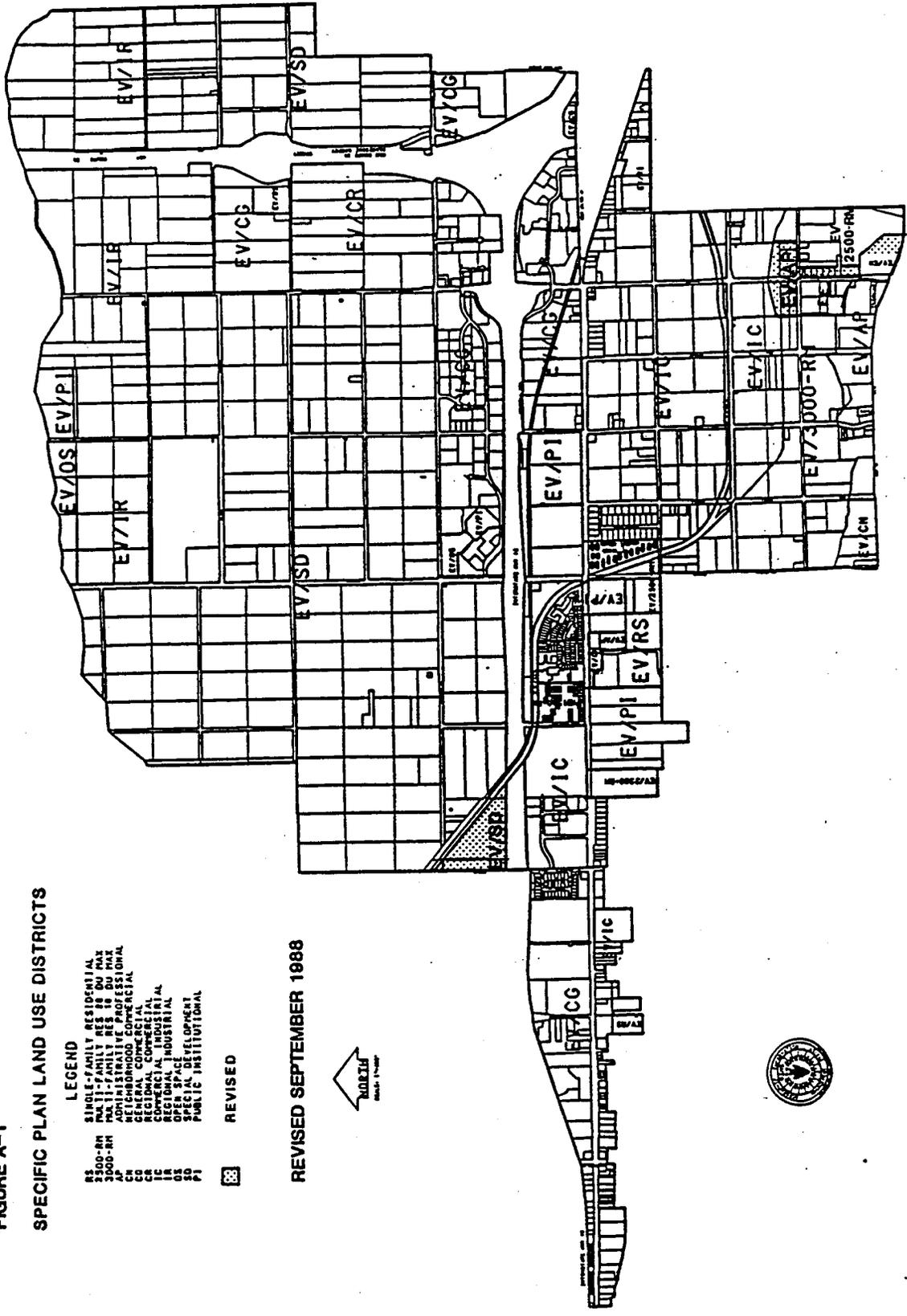


Table A-1
 SPECIFIC PLAN'S LAND USE DESIGNATIONS

Land Use District	Acres	Percent of Total
RS Single-Family Residential	63	1.5
3000-RM Multi-Family Residential	151	3.5
2500-RM Multi-Family Residential (20 15 dwelling units per acre)	149 124	3.5 2.9
AP Administrative Professional	62 82	1.5 1.9
CN Neighborhood Commercial	39 44	1.0
CG General Commercial	637 612	14.5 14.1
CR Regional Commercial	132	3.0
IC Commercial Industrial	456	10.5
IR Regional Industrial	529	12.2
OS Open Space	57	1.4
SD Special Development	1,468 1,493	33.0 33.6
PI Public Institutional	<u>132</u>	3.0
Subtotal:	3,845	
Roads/Infrastructure	<u>505</u>	11.6
TOTAL Project Area:	4,350	

Note: Multi-family residential land uses previously allowed on up to 20 percent of the Special Development District has been eliminated.

Source: East Valley Corridor Specific Plan, September 1988

3. ADJUSTMENTS TO THE ENVIRONMENTAL ANALYSIS

In terms of environmental significance, the adjustments made to the Specific Plan, particularly the deletion of MFR land uses on up to 20 percent of the Special Development District, generally reduce the adverse environmental impacts associated with the project. However, the environmental impacts which were previously identified by the EIR as unmitigable and requiring a statement of overriding considerations still retain that status. These significant impacts include: land use, traffic, and solid waste. In addition, significant cumulative impacts were identified for the issues of air quality, land use, transportation, noise, energy, and solid waste. These revisions will not change the environmental analysis as discussed in the EIR for the issues of geology, hydrology, biology, aesthetics, and cultural resources.

For the following issues, the revisions to the Specific Plan have a beneficial rather than a detrimental impact on the environment.

Land Use

The deletion of MFR land uses within the Special Development District will conform to the industrial and commercial developments, goals, and plans proposed by the Specific Plan. This reduction of MFR will also comply with the Southern California Association of Governments (SCAG) and the County's plans to provide more employment opportunities in the region to balance the job-to-housing ratio.

Demographics and Growth Inducement

The elimination of multiple family residential land uses within the Special Development District and the MFR-20 density reduction will significantly restrict the number of new dwelling units and the resultant population growth. The EIR recommended that "residential growth within the East Valley Corridor be slowed to accommodate required infrastructure construction (in accordance with Specific Plan requirements) and to be more consistent with SCAG forecasts." The action taken to eliminate MFR uses within the Special Development District and MFR density reduction are supportive of this recommendation and significantly lessen Specific Plan generated population growth.

Table A-2 lists the population and number of dwelling units allowed at buildout by the previous and revised Specific Plan. This data is further divided by the spheres of influence of the cities of Redlands and Loma Linda. As shown, the revised Specific Plan will allow approximately 15,050 less people and

Table A-2

REVISED POPULATION AND HOUSING

	<u>Population Increase</u>		<u>Dwelling Units</u>	
	<u>Previous S.P.</u>	<u>Revised S.P.</u>	<u>Previous S.P.</u>	<u>Revised S.P.</u>
Redlands	16,740	1,976	6,440	760
Loma Linda	<u>3,340</u>	<u>3,058</u>	<u>1,286</u>	<u>1,176</u>
Total:	20,080	5,034	7,725	1,936

TOTAL POPULATION AND HOUSING

	<u>Estimated Existing</u>		<u>New (At Buildout)</u>		<u>Total (At Buildout)</u>	
	<u>Pop.</u>	<u>D.U.</u>	<u>Pop.</u>	<u>D.U.</u>	<u>Pop.</u>	<u>D.U.</u>
Redlands	2,860	1,100	1,976	760	4,836	1,860
Loma Linda	<u>3,151</u>	<u>1,212</u>	<u>3,058</u>	<u>1,176</u>	<u>6,209</u>	<u>2,388</u>
Total:	6,011	2,312	5,034	1,936	11,045	4,248

5,790 fewer dwelling units. The estimated total (existing and new) population and number of dwelling units at buildout are 11,045 and 4,248, respectively (see Table A-2).

Traffic and Air Quality

The deletion of residential land uses within the Special Development District and overall density reduction of MFR (132 vehicle trips per acre [vt/ac]) uses within the Plan area may lessen adverse traffic impacts within the Specific Plan area. According to recent traffic generation reports (San Diego Traffic Generators, June 1987), certain types of land uses may result in lower average traffic rates. These include industrial research and development (80 vt/ac), industrial park (90 vt/ac), industrial plant (120 vt/ac), manufacturing and warehouse (60 vt/ac), and storage (30 vt/ac). Commercial uses could however increase the total vehicle trips per acre. For example, general commercial uses average 400 vt/ac. The potential reduction in traffic generation would therefore be a direct result of the type of land use that replaces MFR. Despite the reduction of MFR, the regional impact to traffic remain unmitigable to a level of non-significance. If a decrease in traffic impacts does occur, associated impacts to air quality and fuel consumption may result.

Solid Waste

These changes will also reduce short-term adverse significant impacts associated with solid waste. Solid waste generation factors utilized in the EIR indicate that residential uses generate solid waste at a higher rate than commercial or industrial uses. However, without reasonable long-term planning and property acquisition designated to enhance existing facilities (as well as construct new facilities), the impacts associated with solid waste will remain unmitigable.

Public Services

The significant reduction in population and dwelling units associated with the revised Specific Plan will reduce the impacts on public services as evaluated in the EIR. In particular, the impacts on schools and parks will be significantly reduced. The potential need for school and park sites north of Interstate 10 would be eliminated. The need for an additional school or classroom and a park in the planned multifamily area south of Citrus Avenue still exists.

The remaining changes to the Specific Plan: (1) the inclusion of approximately 25 acres within the Special Development

District and (2) the introduction of administrative/professional land uses along the lower portion of Alabama Street north of Barton Road will not alter the existing environmental assessment as discussed in the EIR.

The analysis of these refinements illustrates their conformity with the project description and do not represent a "new project" as defined by the California Environmental Quality Act. It should also be noted that these adjustments generally improve rather than detract from the environmental condition of the plan area as discussed in the EIR. The refinements provide a reduction of the environmental impacts described in the EIR. However, significant adverse environmental impacts which are unmitigable will require a statement of overriding considerations.

