

CITY OF LOMA LINDA  
CITY COUNCIL AGENDA

REGULAR MEETING OF APRIL 12, 2016

A regular meeting of the City Council of the City of Loma Linda is scheduled to be held Tuesday, April 12, 2016 in the City Council Chamber, 25541 Barton Road, Loma Linda, California. *Pursuant to Municipal Code Section 2.08.010, study session or closed session items may begin at 5:30 p.m. or as soon thereafter as possible. The public meeting begins at 7:00 p.m.*

Reports and Documents relating to each agenda item are on file in the Office of the City Clerk and are available for public inspection during normal business hours. The Loma Linda Branch Library is also provided an agenda packet for your convenience. The agenda and reports are also located on the City's Website at [www.lomalinda-ca.gov](http://www.lomalinda-ca.gov).

*Materials related to an item on this Agenda submitted to the City Council after distribution of the agenda packet are available for public inspection in the City Clerk's Office, 25541 Barton Road, Loma Linda, CA during normal business hours. Such documents are also available on the City's website at [www.lomalinda-ca.gov](http://www.lomalinda-ca.gov) subject to staff's ability to post the documents before the meeting.*

Persons wishing to speak on an agenda item, including any closed session items, are asked to complete an information card and present it to the City Clerk prior to consideration of the item. When the item is to be considered, please step forward to the podium, the Chair will recognize you and you may offer your comments. The City Council meeting is recorded to assist in the preparation of the Minutes, and you are therefore asked to give your name and address prior to offering testimony.

The Oral Reports/Public Participation portion of the agenda pertains to items NOT on the agenda and is limited to 30 minutes; 3 minutes allotted for each speaker. Pursuant to the Brown Act, no action may be taken by the City Council at this time; however, the City Council may refer your comments/concerns to staff or request that the item be placed on a future agenda.

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the City Clerk at (909) 799-2819. Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting. Later requests will be accommodated to the extent feasible.

A recess may be called at the discretion of the City Council.

**Agenda item requests for the MAY 10, 2016 meeting must be submitted in writing to the City Clerk no later than NOON, MONDAY, APRIL 25, 2016**

**A. Call To Order**

**B. Roll Call**

**C. Workshop Items (5:30 p.m.) Community Room**

Joint workshop of the City Council, Housing Authority Board, and Budget Committee regarding proposed 2016-2017 Fiscal Year Budget

**7:00 Reconvene**

**D. Invocation and Pledge of Allegiance** –Councilman Dailey (In keeping with long-standing traditions of legislative invocations, this City Council meeting may include a brief, non-sectarian invocation. Such invocations are not intended to proselytize or advance any one, or to disparage any other, faith or belief. Neither the City nor the City Council endorses any particular religious belief or form of invocation.)

**E. Items To Be Added Or Deleted**

**F. Oral Reports/Public Participation - Non-Agenda Items (Limited to 30 minutes; 3 minutes allotted for each speaker)**

**G. Conflict of Interest** Disclosure - Note agenda item that may require member abstentions due to possible conflicts of interest

**H. Scheduled And Related Items**

1. Presentations [**Mayor**]
  - a. Glenn Savik, Fire Captain on the occasion of his retirement – February 1982 – February 2016
  - b. Donate Life Month – April 2016
  - c. Child Abuse Prevention Month – April 2016
  - d. Parental Alienation Awareness Day – April 25, 2016
2. **Public Hearing** – Extended Stay Hotel consisting of 63,000 square feet comprising 95 rooms, meeting room, guest pool, exercise and breakfast rooms [**Community Development**]
  - a. Mitigated Negative Declaration
  - b. Conditional Use Permit 15-513 to allow beer and wine
  - c. Variance 15-136 for the proposed on-site monument sign, wall signs, and freestanding sign
  - d. Master Sign Program No. 15-137
3. **Public Hearing** – Addendum to Program Environmental Impact Report pertaining to Modification to PPD 13-018 - Loma Linda University Health (LLUH) Campus Transformation Plan to increase the formerly approved 13-story building to a 16-story building and to increase parking by 157 spaces plus 11 designated ambulance parking spaces [**Community Development**]
4. Discussion and direction to staff relating to the Refuse Agreement between the City and Republic Services of Southern California LLC [**Councilman Dupper**]
5. **Public Hearing** - Council Bill #O-2016-02 – (First Reading/Set Second Reading for May 10) – Amending Section 2.12.020 of the Municipal Code pertaining to salary for Councilmen

**I. Consent Calendar**

6. Demands Register
7. Minutes of March 22, 2015
8. February Treasurer's Report

## **Consent Calendar (continued)**

9. Deleted
10. Award contracts for:
  - a. Tree planting at various locations [**Public Works**]
  - b. Curtis Fisk House Renovation (CIP 15-835) [**Public Works**]
    1. Redlands Door and Supplies – doors and windows
    2. Lemman Construction – electrical and insulation
    3. Henry Bush Heating and Air Conditioning – heating and air conditioning
  - c. Corporation Yard Improvements (CIP 15-840)
    1. Barr Door, Inc. – Fleet Maintenance Shop Doors
    2. Kenaston Flooring – flooring various locations
    3. Burgeson’s Heating and Air Conditioning, Inc. – Air Conditioning, Water Dept.
    4. Henry Bush Heating and Air Conditioning – Air Conditioning, Server Room
11. Waste Delivery Agreement (WDA) Amendment changing the expiration term of the WDA to June 30, 2021, allowing for a reduction in the WDA rate, including language for sharing the net revenue of in-County non-WDA waste generated based on the revenue sharing formula previously approved. [**Public Works**]
12. Accept as complete the off-site improvements at Redlands Blvd. and Bryn Mawr Ave. [**Public Works**]

### **J. Old Business**

### **K. New Business**

13. Council Bill #O-2016-03 - (First Reading/Set Public Hearing for May 10) – Amending the Municipal Code to add Chapter 3.13 to Title 3 regarding Hotel Incentive Program [**Assistant City Manager**]
14. Designation of Delegate and Alternate for SCAG General Assembly May 5 -6, 2016 in La Quinta

**L. Reports of Councilmen** (This portion of the agenda provides City Council Members an opportunity to provide information relating to other boards/commissions/committees to which City Council Members have been appointed).

**M. Reports Of Officers** (This portion of the agenda provides Staff the opportunity to provide informational items that are of general interest as well as information that has been requested by the City Council).

### **N. Adjournment**



# City of Loma Linda Official Report

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Rhodes Rigsby, Mayor  
Phillip Dupper, Mayor pro tempore  
Ovidiu Popescu, Councilman  
Ronald Dailey, Councilman  
John Lenart, Councilman

COUNCIL AGENDA: April 12, 2016  
TO: City Council  
SUBJECT: Proclamation – Donate Life Month – April 2016

Approved/Continued/Denied By City Council Date _____
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# CITY OF LOMA LINDA, CA

## PROCLAMATION

*"DMV/Donate Life California Month"*

*April 2016*

*WHEREAS, organ, tissue, marrow and blood donation are life-giving acts recognized worldwide as the greatest expression of compassion to those in need and each year millions of lives are saved and healed by donors of organs, tissue, marrow and blood; and*

*WHEREAS, with more than 121,000 individuals nationwide and more than 21,000 in California currently on the national organ transplant waitlist, with the need especially urgent in Hispanic and African American communities, 22 people each day die while waiting for a donated organ; and*

*WHEREAS, more than 600,000 units of blood per year are needed to meet the need in California and at any given time, 6,000 patients are in need of volunteer marrow donors; and*

*WHEREAS, a single individual's donation of the heart, lungs, liver, kidneys, pancreas and small intestine can save up to eight lives; donation of tissue can save and enhance the lives of up to 50 others; and a single blood donation can help three people in need; and*

*WHEREAS, the spirit of giving and decision to donate are not restricted by age or medical condition and over twelve million Californians have signed up with the state-authorized Donate Life California Registry to ensure their wishes to be organ and tissue donors are honored; and*

*WHEREAS, California residents can sign up with the Donate Life California Registry when applying for or renewing their driver licenses or ID cards at the California Department of Motor Vehicles;*

*NOW, THEREFORE, I, Rhodes Rigsby, Mayor of the City of Loma Linda, on behalf of the entire City Council, do hereby proclaim the month of April 2016*

*"DMV/Donate Life California Month"*

*in Loma Linda and do encourage all Californians to learn the facts about organ and tissue donation and to check "YES" when applying for or renewing their driver license or ID card or by registering at [www.donateLIFECalifornia.org](http://www.donateLIFECalifornia.org).*

*SIGNED this 12<sup>th</sup> day of April 2016.*



*Rhodes Rigsby, Mayor*



# City of Loma Linda Official Report

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Rhodes Rigsby, Mayor  
Phillip Dupper, Mayor pro tempore  
Ovidiu Popescu, Councilman  
Ronald Dailey, Councilman  
John Lenart, Councilman

COUNCIL AGENDA: April 12, 2016

TO: City Council

SUBJECT: Proclamation – Child Abuse Prevention Month – April 2016

Approved/Continued/Denied By City Council Date _____
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# CITY OF LOMA LINDA, CA

## PROCLAMATION

### "CHILD ABUSE PREVENTION MONTH"

April 2016

*WHEREAS, in recognition of the right of all children to receive the care, protection and guidance a family provides; the right to be free from harm; and to have their physical, emotional and educational needs met, the state and federal governments have proclaimed April 2016 as **Child Abuse Prevention Month** for the purpose of promoting community involvement in preventing child abuse; and*

*WHEREAS, in 2015, more than 32,000 children were referred to the San Bernardino County Department of Children's Services for suspected child abuse and neglect; and*

*WHEREAS, the Adverse Childhood Experiences (ACE) Study conducted by Drs. Vincent J. Felitti and Robert F. Anda demonstrates the long term health, social, and economic risks that result from childhood trauma; and*

*WHEREAS, as the prevention of child abuse requires rigorous solutions, energy, strength, determination and commitment from concerned citizens and the entire community, the San Bernardino County Department of Children's Services social workers, Children's Assessment Center staff, Public Health nurses, law enforcement officers, educators, behavioral health clinicians and others in the field are dedicated, compassionate and skilled individuals working under enormous pressure to protect children; and*

*WHEREAS, with the Blue Ribbon as the international symbol for child abuse prevention, the Children's Network and Children's Fund, in partnership with the San Bernardino County Board of Supervisors, Departments of Children's Services, Public Health, Superintendent of Schools, Sheriff, Fire, Probation, Behavioral Health, Preschool Services, Library, and Transitional Assistance and First 5 of San Bernardino, Children's Fund Assessment Center, Community Action Partnership, Loma Linda Children's Hospital Safe Kids Coalition, and Arrowhead Regional Medical Center, have planned a Blue Ribbon Media Campaign—the 18<sup>th</sup> "Annual Shine a Light on Child Abuse" Awards Breakfast during the month of April to increase awareness;*

*NOW, THEREFORE, I, Rhodes Rigsby, Mayor of the City of Loma Linda, on behalf of the entire City Council, do hereby proclaim April 2016 as*

### **CHILD ABUSE PREVENTION MONTH**

*in the City of Loma Linda and encourage citizens, community organizations, schools, nonprofits, businesses, and other entities to participate in the events and to join in the efforts to prevent child abuse and provide for children's physical, emotional and developmental needs.*

*SIGNED this 12<sup>th</sup> day of April 2016.*



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Rhodes Rigsby, Mayor



# City of Loma Linda Official Report

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Rhodes Rigsby, Mayor  
Phillip Dupper, Mayor pro tempore  
Ovidiu Popescu, Councilman  
Ronald Dailey, Councilman  
John Lenart, Councilman

COUNCIL AGENDA: April 12, 2016

TO: City Council

SUBJECT: Proclamation – Parental Alienation Awareness Day – April 25, 2016

Approved/Continued/Denied By City Council Date _____
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# CITY OF LOMA LINDA, CA

## PROCLAMATION

### **"PARENTAL ALIENATION AWARENESS DAY"**

*April 25, 2016*

*WHEREAS, Parental Alienation, sometimes called Hostile Aggressive Parenting, is a behavior by a parent or other trusted adult that could create alienation in the relationship between a child and a parent; and*

*WHEREAS, Parental Alienation, whether verbal or non-verbal, can cause a child to be mentally manipulated or bullied into believing a loving parent is the cause of all their problems; and*

*WHEREAS, while Parental Alienation can be mild and temporary or extreme and ongoing, most researchers believe that any alienation of a child against a parent is harmful to the child's emotional and mental health and can cause terrible psychological damage to children extending well into adulthood; and*

*WHEREAS, making the community more aware of Parental Alienation, how it works and how damaging the behaviors are to children, more people can help deal with the problem; and*

*WHEREAS, Parental Alienation Awareness Day is intended to increase the knowledge and understanding to help parents and caregivers better raise their children;*

*NOW, THEREFORE, I, Rhodes Rigsby, Mayor of the City of Loma Linda, on behalf of the entire City Council, do hereby proclaim April 25, 2016 as*

### **"PARENTAL ALIENATION AWARENESS DAY"**

*in the City of Loma Linda to recognize the importance of raising awareness of the severity of Parental Alienation.*

*SIGNED this 12<sup>th</sup> day of April 2016.*



For the Children

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*Rhodes Rigsby, Mayor*



# City of Loma Linda Official Report

Rhodes Rigsby, Mayor  
Phillip Dupper, Mayor pro tempore  
Ovidiu Popescu, Councilman  
Ron Dailey, Councilman  
John Lenart, Councilman

**COUNCIL AGENDA:** April 12, 2016  
**TO:** City Council  
**VIA:** T. Jarb Thaipejr, City Manager  
**FROM:** Konrad Bolowich, Assistant City Manager  
**SUBJECT:** Conditional Use Permit (CUP 15-135), Variance (V 15-136) and Master Sign Program (MSP 15-137)

Approved/Continued/Denied  
By City Council  
Date \_\_\_\_\_

## SUMMARY

The applicant requests approval to construct a three-story, 63,000 square-foot Extended Stay hotel on a vacant site (APN 0281-162-50), located north of Redlands Boulevard and south of the I-10 Freeway (Attachment – A). The proposed hotel would include 95 rooms and associated on-site improvements. The project site is located within the East Valley Corridor Specific Plan/General Commercial (EVC/CG) Zone.

## RECOMMENDATION

Staff recommends that the Planning Commission recommend the following actions to the City Council:

1. Adopt the Mitigated Negative Declaration (Attachment B);
2. Adopt the Mitigation Monitoring and Reporting Program (Attachment C); and
3. Approve Conditional Use Permit (CUP 15-135), Variance (V 15-135) and Master Sign Program (MSP 15-137) based on the Findings, and subject to the Conditions of Approval (Attachment D).

## PERTINENT DATA

Property Owner/Applicant: Hiral Patel  
General Plan/Zoning: Commercial/East Valley Corridor Specific Plan, General Commercial (EVC-CG)  
Site: Vacant 3.22-acre irregular shaped lot  
Topography: Generally flat  
Vegetation: Weeds  
Special Features: None

## BACKGROUND

On March 16, 2016, the Planning Commission approved the above mentioned applications for the proposed extended stay hotel. At the meeting, the added conditions of approval:

- As the proposed extended stay hotel and the existing Holiday Inn Express Hotel share entrances and exits, the applicant is required to submit a recorded reciprocal access easement/agreement between the two properties;
- The applicant shall provide a stamped concrete design on the driveway entrance along Richardson Street;
- The applicant shall work with staff to provide additional buffering between the subject site and the City's property developed with the water pump station.
- The applicant shall work with staff to review the possibility of placing a directional/monument sign along Redlands Boulevard for added visibility.

### **Existing Setting**

The 3.22 acre site will be developed as a result of this proposal and is currently vacant and devoid of any structures. The site is bounded by the Interstate 10 Freeway to the north, an existing hotel (Holiday Inn Express Suites) and Redlands Boulevard to the south, Quaid Harley Davidson and a vacant lot to the west, and a pump station to the east. The site is in close proximity to the commercial centers, located near the Redlands Boulevard/Anderson Street intersection, that accommodate a variety of retail and service oriented businesses.

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

Pursuant to CEQA, the City proposes to adopt a Mitigated Negative Declaration for the project. Lilburn Corporation prepared the required environmental Initial Study. The Initial Study evaluated the potential impacts of the project and identified appropriate mitigation measures. All of the potential impacts that were identified in the Initial Study can be mitigated to below a level of significance. The mitigation measures are included as project Conditions of Approval. Therefore, the project can be approved with a Mitigated Negative Declaration in accordance with the requirements of CEQA.

A Notice of Intent (NOI) to Adopt a Mitigated Negative Declaration was prepared and issued on October 17, 2013. The CEQA mandatory 20-day public review period began on Friday, February 26, 2016 and ended on Wednesday, March 16, 2016.

### **Public Comments**

Public hearing/environmental review notices for this project were posted and mailed to property owners and occupants within 300 feet of the project site on February 24, 2016. As of this report, the AQMD requested a copy of the Air Quality Model data. In addition, Caltrans requested a copy of the Traffic Impact Analysis and the Drainage/Hydrology Study. Upon receipt of the documents, Caltrans provided the following comments:

- Hydraulic calculations appear correct and complete, and demonstrate that proposed facilities will have minimal adverse impact to Caltrans facilities. However, report does not discuss the effects of the proposed water quality control basin at the northwest corner of the property on the runoff leaving the property. Drainage report proposes a slight increase in runoff arriving at the Caltrans channel which is already close to capacity. *(Note: Project proponent is proposing 100 percent containment of storm water on-site, as required by public works department).*
- Provide detail major roadway network within the project site, and a list of study intersections *(Note: This information was provided in the Traffic Impact Analysis that was submitted to Caltrans on March 3, 2016).*

- Include trip distribution and the potential impact of the project on the intersections of I-10/Mountain View Avenue and I-10/Tippecanoe Avenue. *(Note: The project does not contribute trips greater than the freeway threshold volume of 100 two-way peak hour trips to the I-10 Freeway; thus no analysis of the intersections requested is required).*
- Include traffic analysis worksheets for intersection #3, Richardson Street at project access for existing, opening year with project, horizon year without project and horizon year with project. *(Note: Currently an intersection does not exist at Richardson Street and the project entry; thus no existing data is available. However opening year and other requested data was provided in the Traffic Impact Analysis submitted to Caltrans on March 3, 2016);*
- Confirm the turning movement diagrams with traffic worksheet volumes on an analysis and opening year with project, horizon year without project, and horizon year with project. *(Note: Kunzman confirmed that movements and worksheet volumes are acquired in the Traffic Impact Analysis that was submitted to Caltrans on March 3, 2016).*
- There is a proposed I-10 widening project to construct express lanes. New right of way or easement is anticipated. Please contact Caltrans. *(Note: Currently there are no known Caltrans easements that exist at the project site).*

A letter response prepared by Kunzman Associates was sent to Caltrans on April 7, 2016 via email. No other written or oral comments were received on the proposal.

## ANALYSIS

### Project Description

The Applicant, Sagemont Hotels, is proposing a 95-room, three-story Extended Stay Hotel (Marriott Towne Place Suites) that would serve the needs of guests wanting additional amenities such as a full size refrigerator and cook top. The Project includes a Conditional Use Permit (CUP) to allow the hotel to serve beer and wine<sup>1</sup> and a Variance for the proposed on-site monument sign, wall signs and freestanding sign due to the existing gradient of Richardson Street which limits visibility of the site. The bar would have limited operating hours commencing in the afternoon and closing before midnight. The 63,000 square-foot hotel also includes: on-site guest parking, guest pool, exercise room, an approximate 2,325 square-foot meeting room, and a lobby and breakfast room (see Attachment E). The hotel would provide a mix of guest room types including handicapped-accessible rooms. Development of the Proposed Project would include an on-site water treatment retention basin for capturing and treating stormwater runoff generated on-site. Access to the site is provided from Richardson Street and Redlands Boulevard, with secondary emergency access from the westerly adjoining property ingress. In accordance with the City's Municipal Code, a total of 104 parking spaces (1.1 spaces per room) are required on-site, however, the project would provide 109 spaces, an excess of 5 spaces. Surrounding land uses and General Plan designations are included in Table 1. Development standards for the General Commercial zone are included in Table 2.

The Master Sign Program details the sign design criteria for that is proposed for the Extended Stay Hotel. The draft sign program calls for one monument sign at the entry on Richardson Street, three exterior building signs (wall signs on the north, south and west walls), and a one pylon sign adjacent to the I-10 Freeway. Temporary signs are allowed subject to staff approval and shall be consistent with the Loma Linda Sign Ordinance.

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<sup>1</sup> City Ordinance No. 719 allows for bar service at hotels with 50 rooms or more.

**Table 1**

**General Plan, Zoning and Existing Land Use**

	General Plan	Zoning	Existing Use
<b>North</b>	Commercial	EVC – General Commercial	Interstate 10 Freeway
<b>South</b>	Commercial	EVC – General Commercial	Hotel
<b>East</b>	Commercial	EVC – General Commercial	Pump station/Vacant
<b>West</b>	Commercial	EVC – General Commercial	Motorcycle Sales

**Table 2**

**General Commercial Zone Development Standards**

	Required/Maximum Allowed	Proposed	Complies
Front	25-feet – Building 15-feet – Parking	46-feet – Building 27-feet – Parking	Yes
Side	None	107’ 79’	Yes
Rear	None	66’	Yes
Maximum Floor Area Ratio	57,390 sq.ft. (75%)	63,000 sq.ft. (45%)	Yes
Maximum Building Height	No maximum	51.5’	Yes
Parking	104 (1.1 per room)	114	Yes
Open Area Landscaping	20% of site 28,112 sq. ft.	23.9% of site 33,546 sq.ft.	Yes
Trash Enclosure	Required	Proposed	Yes

The proposed hotel will be centrally located on the irregularly-shaped lot. Access to the site will be by way of Richardson Street and Redlands Boulevard, and with a secondary service emergency vehicle access from the adjacent property to the west.

The three-story, 95-unit hotel will include a combination of single-bedroom units and suites. The hotel will include meeting rooms, an exercise room, and a great room. The Project includes a Conditional Use Permit (CUP) to allow the hotel to serve beer and wine<sup>2</sup>, and a Variance for the proposed on-site signs due to the existing gradient of Richardson Street which limits visibility of the site. Parking will be located around the hotel and a required Fire Lane will be provided. A detention basin will also be located at the northern portion of the parking area.

*Access and Parking*

The project will be accessed from Richardson Street via a 30-foot wide drive way. In addition, Redlands Boulevard will also provide access to the site via an existing 80-foot wide access that currently serves the Holiday Inn Express located south of the Project Site. This access has a 26-foot wide driveway and complies with Fire Department standards for access.

<sup>2</sup> City Ordinance No. 719 allows for bar service at hotels with 50 rooms or more.

The site will also include a secondary “emergency vehicle” access off the adjacent west parcel, just south of the motorcycle dealership. The secondary entrance will only be accessible via a knox-box for emergency vehicles.

The site includes 114 parking spaces, of which five are handicapped-accessible and located toward the front of the hotel. All parking spaces comply with the minimum parking stall dimensions of 16.5 feet by 9 feet, with a two-foot overhang. The project includes 6-foot wide walkways to accommodate the overhang and still comply with the ADA minimum of 48-inches in width.

### *Architecture*

The building is designed in a modern and contemporary architectural style, incorporating the Extended Stay Hotel corporate design. The building includes two primary finishes; a white colored stucco finish on the primary building walls, with a steel gray colored, stucco finish on the projecting walls, and cement siding in a black finish. Exterior metal include steel roofs and cap flashing will be painted a light gray. Aluminum windows will have a brushed aluminum factory finish. The building also includes projecting window surrounds and flush-mounted windows.

The building measures 51.5-feet in height. The General Commercial zone does not have a height maximum. However, at 51.5-feet in height, the building would not appear out of scale relative to the surrounding land uses, in particular, the adjacent freeway and the existing Holiday Inn Express which is approximately 45 feet in height. Furthermore, the building includes building projections on all facades that help break up the massing of the building.

A trash enclosure is proposed along the northeast portion of the lot. Design details were not submitted, but staff has added a condition of approval that requires the trash enclosure to match the hotel in color and finish.

### *Landscaping*

The project complies with the East Valley Corridor-General Commercial zone requirements. The EVC-GC requires that 20% (28,112 square feet) of the site, and 8% (11,245 square feet) of the parking area be landscaped. The applicant is proposing to comply with both requirements by providing 33,546 square feet of landscaping for the site and parking area.

The project site will include a variety of trees, shrubs, flowering plants and turf. In addition, the rear portion of the lot will include a retention basin for storm flows that will include a mixture of these landscape materials. The perimeter of the site, adjacent to the I-10 Freeway, will include an approximate 16-foot wide landscape strip that will include six 24-inch box African Sumac trees; 16, 15-gallon Brisbane Box trees, and a variety of bushes. The detention basin will also include six, 15-gallon Columbia Plane trees. Additional trees, such as Mediterranean Fan Palm, California Fan Palms, Chitalpa Tree, Brisbane Box Tree, Italian Cypress, Chamaerops Palm, and African Sumac, will be dispersed throughout the site including the front portion of the hotel and the pool area. The bio-retention area at the rear of the site will also include a number of trees, shrubs, and turf.

### **Measure V Compliance**

On November 7, 2006, the Loma Linda voters passed Measure V, *The Residential and Hillside Development Control Measure*. Staff analyzed the project using the adopted development guidelines in Chapter 19.16 of the Loma Linda Municipal Code (LLMC) and determined that the project complies with the requirements of Measure V, as follows:

Section I (F)(2) of Measure V requires that traffic Levels of Service (LOS) be maintained at level C or better.

**Section I (F)(2)** – *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.*

In February 2016, Kunzman Associates, Inc. prepared a Traffic Impact Analysis for the Extended Stay Hotel (the report is available at the City Community Development Department). The purpose of the report is to provide an assessment of the traffic impacts resulting from the development of the Project and to identify the traffic mitigation measures necessary to maintain the established level of service standard for the elements of the impacted roadway system.

As required by Measure V, or the Growth Management Element of the amended City of Loma Linda General Plan, which is an initiative approved by voters in November 2006, any location where the level of service is below LOS C, the Transportation Element criterion, at the time an application for development is submitted, mitigation measures shall be imposed to ensure that the level of traffic service is maintained.

A series of scoping discussions were conducted with the City of Loma Linda to define the desired analysis locations for the Proposed Project's future analysis years. In addition, the San Bernardino Associated Governments staff was also contacted to discuss the project and its associated travel patterns.

No analysis is required further than five miles from the Project Site. Additionally, the Project does not contribute traffic greater than the freeway threshold volume of 100 two-way peak hour trips to the I-10 Freeway. The project does not contribute traffic greater than the arterial link threshold volume of 50 two-way trips in the peak hours on facilities serving intersections outside of the City of Loma Linda. Existing intersections traffic conditions were established through morning and evening peak hour traffic counts obtained by Kunzman Associates, Inc. from September 2015. Project traffic volumes for all future projections were estimated using the manual approach. Trip generation has been based upon rates obtained from the Institute of Transportation Engineers, Trip Generation, 9th Edition, 2012.

The definition of an intersection deficiency has been obtained from the City of Loma Linda General Plan and Measure V. The General Plan and Measure V state that peak hour intersection operations of Level of Service C or better are generally acceptable. The study area intersections currently operate at Level of Service C or better during the peak hours for existing traffic conditions, except for the study area intersection of Anderson Street at Redlands Boulevard that is currently operating at Level of Service D during the evening peak hour. The existing delay and

Level of Service for the study area intersections currently operate at an acceptable Level of Service during the peak hours for existing traffic conditions, except for the following study area intersections that are currently operating at an unacceptable Level of Service during the evening peak hour including: 1) Anderson Street at Redlands Boulevard, and 2) Mountain View Avenue at Redlands Boulevard.

The Proposed Project is projected to generate a total of approximately 776 daily vehicle trips, 50 of which would occur during the morning peak hour and 57 of which would occur during the evening peak hour.

For Opening Year (2017) With Project traffic conditions, the study area intersection of Anderson Street and Redlands Boulevard is projected to operate at unacceptable Level of Service during the evening peak hour. However with improvements (shown in Table 3 below), the study area intersections are projected to operate within acceptable Levels of Service consistent with Measure V during the peak hours for Existing Plus Project traffic conditions, with improvements.

For Year 2040 with and without Project, the study area intersections of Anderson Street at Redlands Boulevard, and Mountain View Avenue at Redlands Boulevard are projected to operate at an unacceptable Level of Service during the evening peak hour, without improvements. Table 3 summarizes the necessary intersection improvements and costs associated with maintaining a LOS of C. The proposed Extended Stay Hotel’s Fair Share portion of these costs are shown in Table 4. The study area intersections are projected to operate within acceptable Levels of Service consistent with Measure V during the peak hours for Horizon Year (2040) Without Project traffic conditions, with improvements.

**Table 3**  
**Extended Stay Hotel**  
**Intersection Improvements and Costs**

Intersection	Improvement	Total
Anderson Street at Redlands Boulevard	Construct additional eastbound through lane <sup>3</sup> ; Construct additional westbound through lane	Nexus <sup>4</sup> Nexus
Mountain View Ave at Redlands Boulevard	Construct northbound right turn lane, Construct additional eastbound through lane; Construct eastbound right turn lane with overlap; Construct additional westbound through lane Construct westbound right turn lane with overlap.	\$50,000 Nexus \$60,000 Nexus \$60,000

<sup>3</sup> Improvements are only needed for Horizon Year (2040).

<sup>4</sup> Improvement is included within the 2011 San Bernardino Associated Governments (SANBAG) Development Mitigation Nexus Study.

Total		\$170,000
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**Table 4**  
**Extended Stay Hotel**  
**Fair Share Contribution Calculation**

Intersection	Total Cost	Peak Hour	Existing Traffic	Horizon Year (2040) with Project Traffic	Project Traffic	Total New Traffic	Project % of New Traffic	Project Cost Share
Anderson Street at Redlands Boulevard	Nexus	Morning	3,036	3,927	24	891	2.7%	\$ -
		Evening	3,330	4,178	28	848	3.3%	\$ -
Mountain View Ave at Redlands Boulevard	\$170,000	Morning	2,863	4,080	21	610	3.4%	\$5,852
		Evening	3,367	4,945	24	710	3.4%	
Total	\$170,000							\$5,852

To ensure the Proposed Project ensures acceptable Levels of Service consistent with Measure V, the following mitigation measures are required:

**Mitigation Measure 11:**

Construct Richardson Street from the north project boundary to the south project boundary at its ultimate cross-section width including landscaping and parkway improvements in conjunction with development.

**Mitigation Measure 12:**

Sight distance at project access shall comply with standard California Department of Transportation/City of Loma Linda sight distance standards. The final grading, landscaping, and street improvement plans shall demonstrate that sight distance standards are met. Such plans must be reviewed by the City and approved as consistent with this measure prior to issue of grading permits.

**Mitigation Measure 13:**

The Project Proponent shall contribute on a fair share basis, calculated to be \$5,852, to the construction of a northbound right turn lane at the intersection of Mountain View Avenue and Redlands Boulevard. Improvements at the intersection shall also include an eastbound right turn lane with overlap and a westbound right turn lane with overlap.

**Conditional Use Permit Findings**

The Project Proponent is requesting approval of a Conditional Use Permit to allow the serving of beer and wine at the proposed hotel and to allow the proposed signage and approval of the Master Sign Program for the Project. In an effort to ensure that the Master Sign Program is consistent with the General Plan, compliant with the zoning and other City requirements, compatible with the surrounding area, and appropriate for the site, staff and the City Attorney have opted to apply the Conditional Use Permit Findings in LLMC §17.30.210 to this project, as follows:”

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

The proposed use is a permitted use within the East Valley Corridor Specific Plan/General Commercial Zone (EVCSP/CG). The proposed 63,000 square-foot three-story hotel structure is compatible in use with the permitted and existing commercial uses near the site. In addition, City Ordinance No. 719 allows for bar service at hotels with 50 rooms or more. Further, the proposed project has been designed in accordance with the standards and requirements of the EVCSP/CG zone and it is consistent with all provisions contained in the General Plan.

The mention of a Master Sign Program can be found in Zoning Code Section 17.18.150. The sign code does not provide specifics on what a master sign program should entail or how to process. The master sign program meets the minimum criteria of the Loma Linda Sign Code. The sign program would complement the exterior architecture of the hotel and be compatible with signs of adjacent commercial development. The sign program is needed for the visibility and viability of the future tenants and owners. Proposed signage would be consistent with existing signs in the immediate vicinity and would not appear out of place.

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

The project is consistent with General Plan (July 25, 2008) Guiding Policy 4.6.3, which encourages the protection of the fiscal and financial health of the City. As with any new development, the developer will be required to pay for its fair share of new infrastructure and facilities in order to ensure that no increase will occur to the cost of public services provided to existing development. In addition, the proposed hotel will provide the City with revenue through transient occupancy taxes.

As indicated in the discussion of Measure V Compliance, the project is also consistent with the General Plan as amended by Measure V.

The proposed Master Sign Program provides comprehensive site specific criteria that provides continuity with the design of the Extended Stay Hotel and will not be detrimental to the mix of commercial uses found in the immediate vicinity. The proposed external signage is attractive and improves the visibility of the hotel to drivers and pedestrians along the I-10 Freeway, Richardson Street and Redlands Boulevard.

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

The subject parcel is adequate in size and shape to accommodate the proposed use. The lot coverage of the new facility is approximately 45 percent of the overall project site. The project meets the development criteria prescribed for the EV/CG zone including setbacks, yards and landscaping. The Master Sign Program includes one monument sign near the Richardson Street entry, three wall signs along the north, south and west exterior faces of the building, and one approximate 75-foot height pylon sign proposed adjacent to the I-10 Freeway. The project site can accommodate the proposed use and signage which will be compatible with the existing land uses along the Redlands Boulevard corridor. In addition the proposed bar within the hotel would serve beer and wine and would have limited operating hours commencing in the afternoon and closing before midnight. Proposed uses onsite relate to the size and shape of the site. In addition the location of these uses correlate well with the immediate area and its close proximity to the I-10 Freeway and Redlands Boulevard.

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

The Master Sign Program will be limited to the three sides (north, south and west) of the exterior elevation, one monument sign along Richardson Street and one pylon sign adjacent to the I-10 Freeway. Issues related to the project site being properly designed for traffic and circulation were addressed as part of the design review approval process. The proposed Master Sign Program will not conflict with other uses immediately adjacent to the project site.

The Proposed Project is projected to generate a total of approximately 776 daily vehicle trips, 50 of which would occur during the morning peak hour and 57 of which would occur during the evening peak hour.

For Opening Year (2017) With Project traffic conditions, the study area intersection of Anderson Street and Redlands Boulevard is projected to operate at unacceptable Level of Service during the evening peak hour. However with improvements the study area intersections are projected to operate within acceptable Levels of Service consistent with Measure V during the peak hours for Existing Plus Project traffic conditions, with improvements.

For Year 2035 with and without Project, the study area intersections of Anderson Street at Redlands Boulevard, and Mountain View Avenue at Redlands Boulevard are projected to operate at Level of Service D during the evening peak hour, without improvements. Therefore, as stated previously in this report, mitigation measures have been incorporated in the Conditions of Approval to ensure acceptable Levels of Service (no less than LOS C) consistent with Measure V.

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

The public health, safety and general welfare will be protected with the implementation of the Conditions of Approval for this Conditional Use Permit, and Master Plan Program, which include mitigation measures. The proposed signage will enhance the visibility of the hotel and help to direct motorists and pedestrians to their desired destinations. The sign program will also result in more aesthetically pleasing building exteriors and serve to enhance the Redlands Boulevard and I-10 Freeway frontage as well as the immediate area. Conditions include, but are not limited to requiring sufficient lighting, traffic mitigation measures, hours of construction and hours of operation.

### **Variance Findings**

The Applicant is requesting approval of a Variance to allow a 75-foot high freestanding sign (i.e., pylon sign) and for the proposed on-site monument sign, wall signs and freestanding sign due to the existing gradient of Richardson Street which limits visibility of the site.

1. *That there are exceptional and extraordinary circumstances of conditions applicable to the property involved.*

The Project Proponent is requesting approval of a Variance to allow a 75-foot high freestanding sign (i.e., pylon sign) because the existing gradient of Richardson Street limits visibility of the site. Signs permitted within the Municipal Code would be restrictive and would not allow the maximum visibility that could be achieved with requested signs. Signs would be in scale with the site's location (i.e., adjacent to the I-10 Freeway and below grade of adjacent Richardson Street). An existing freestanding sign of the same height occurs east of the Project site on

Mountain View Avenue (i.e. Chevron Station). Since the freestanding sign is proposed adjacent to the freeway and is to scale with other signs in the immediate vicinity (i.e., freeway monument sign for Quaid, Spreen Honda, etc.) it would not be considered out of place.

2. *That such variance is necessary for the preservation and enjoyment of the substantial property right possessed by other property in the same vicinity and zone and denied to the property in question.*

The requested Variance would allow for signage of appropriate size for the site's location, which without, potential patrons traveling along the I-10 Freeway, Richardson Street or Redlands Boulevard would not see the proposed hotel that would be setback a substantial distance from Redlands Boulevard and Richardson Street (e.g. 630 feet and 160 feet), respectively. An existing freestanding sign of the same height occurs just east of the Project site near Mountain View Avenue (i.e. Chevron Station). Since the freestanding sign is proposed adjacent to the freeway and is to scale with other signs in the immediate vicinity (i.e., freeway monument sign for Quaid, Spreen Honda, etc.) it would not be considered out of place.

3. *That the granting of such a variance will not be materially detrimental to the public welfare or injurious to the property or improvements in such vicinity and zone in which the property is located.*

Allowing the requested signage would be appropriately constructed and follow strict application in accordance with building codes. Application of wall signs would also follow appropriate regulations as outlined in the Municipal Code. Implementing sign application and adherence to City regulations would ensure proposed signage would not be detrimental to the public welfare or injurious to any parties or property.

4. *The granting of such variances will be consistent with the General Plan for the city.*

The height of the proposed freeway gateway sign would be consistent with the existing Chevron Gas Station sign located along Mountain View Avenue and is necessary to be visible from the west bound I-10 Freeway due to the existing gradient of the Richardson Street overcrossing.

Granting of the variance would be consistent with the General Plan as it would foster a climate in which the hotel could prosper. The lack of adequate signage would limit the ability of the hotel to attract guests. In addition, goals within the General Plan (Goal 4.6.1.1(e)) include maintaining development incentives to attract local-serving businesses to Loma Linda along Redlands Boulevard. In addition, the Project and its proposed signage would be consistent with Goal 4.6.3.1 which states that the City shall encourage and assist the development of hotels along Redlands Boulevard.

5. *That a public hearing was held wherein the applicant is heard and in which he substantiates all of the conditions cited in this subsection.*

A public hearing was held on Wednesday, March 16, 2016 in which the applicant and the proposed project were presented in front of the Planning Commission and the Project Proponent substantiated all of the conditions within the findings.

## **CONCLUSION**

Staff recommends approval of the project because it is consistent with the General Plan (as amended by Measure V) and in compliance with the LLMC Code and East Valley Corridor Specific Plan, General Commercial (EV/CG) requirements. Approval of a CUP, Variance and Master Sign Program would ensure that the Proposed Project would be consistent with the General Plan (July 25, 2006) and in compliance with the Loma Linda Municipal Code, Chapter

17.18 (Signs). Positive findings have been made to support staff's recommendations to the Planning Commission. The Draft NOI/Initial Study was prepared pursuant to CEQA and the CEQA Guidelines and mitigation measures have been incorporated into the project as Conditions of Approval. The proposed Master Sign Program is exempt from CEQA based on the CEQA Guidelines §15311(a), which allows for the placement of minor structures accessory to existing commercial facilities including but not limited to on premise signs. Finally, the findings have been made to support approval of the Conditional Use Permit, Variance and Master Sign Program request.

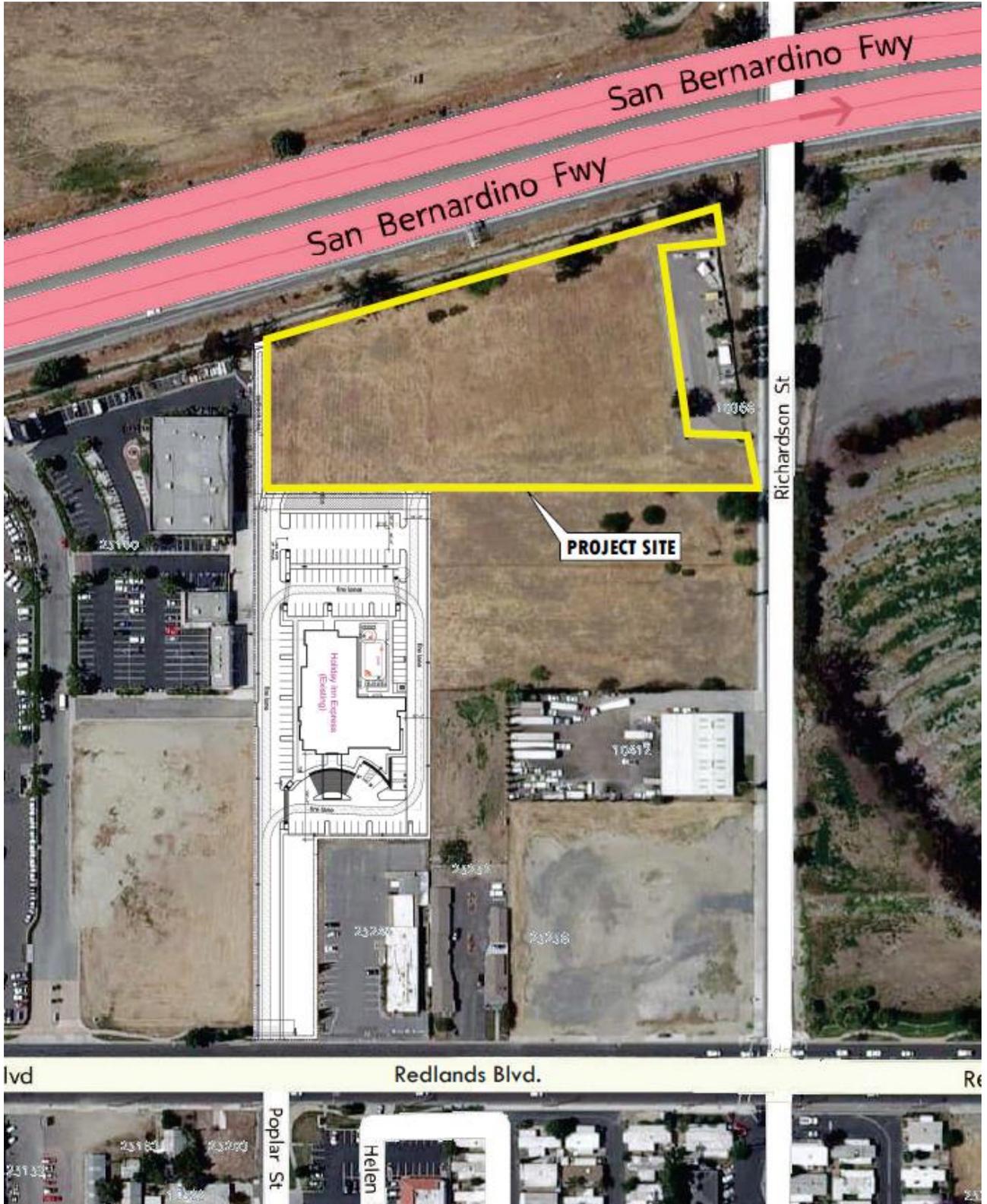
Report prepared by:

Guillermo Arreola  
Senior Planner

#### **ATTACHMENTS**

- A. Vicinity Map
- B. Mitigated Negative Declaration (NOI/Initial Study)
- C. Mitigation Monitoring and Reporting Program
- D. Conditions of Approval
- E. Project Plans and Renderings

# Vicinity Map



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

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**Project Title:** Extended Stay Hotel Loma Linda

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

**Contact Person:** Guillermo Arreola  
**Phone Number:** (909) 799-2830

**Project Sponsor:** Sagemont Hotels  
**Address:** Hiral Patel  
11537 Stoney Brook Court  
Beaumont, CA 92223

**General Plan Designation:** Freeway Commercial (CF)

**Project Location (Address/Nearest cross-streets):** The Project Site is located south of Interstate 10 Freeway (I-10), north of Redlands Boulevard and west of Richardson Street in the City of Loma Linda (refer to Figure 1: Regional Location Map and Figure 2: Vicinity Map). The Assessor's Parcel Number is 0281-162-50 and the 3.22-acre site is currently vacant. The parcel is adjacent to the east of Quaid Harley Davidson Motorcycles and north and east of the Holiday Inn Express.

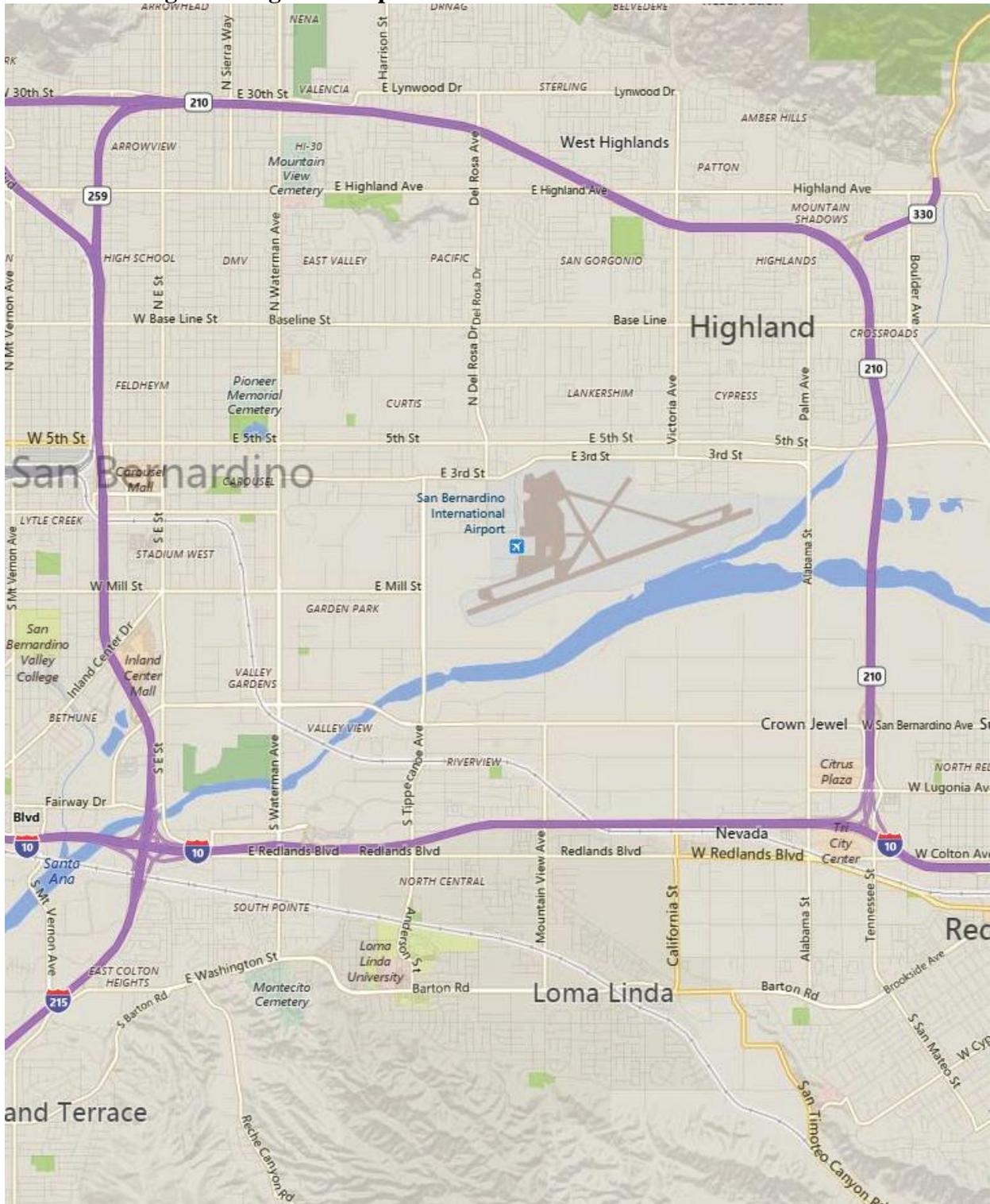
**Project Description:** Sagemont Hotels is proposing a 95-room, three-story Extended Stay Hotel (Marriott Towne Place Suites) that would serve the needs of guests wanting additional amenities such as a full size refrigerator and cook top. The Project includes a Conditional Use Permit (CUP) to allow the hotel to serve beer and wine<sup>1</sup> and a Variance for the proposed on-site monument sign, wall signs and freestanding sign due to the existing gradient of Richardson Street which limits visibility of the site. The bar would have limited operating hours commencing in the afternoon and closing before midnight. The 63,000 square-foot hotel also includes: on-site guest parking, guest pool, exercise room, an approximate 2,325 square-foot meeting room, and a lobby and breakfast room (Figure 3, Site Plan). The hotel would provide a mix of guest room types including handicapped-accessible rooms. Development of the Proposed Project would include an on-site water treatment retention basin for capturing and treating stormwater runoff generated on-site. Access to the site is provided from Richardson Street and Redlands Boulevard, with secondary emergency access from the westerly adjoining property ingress. In accordance with the City's Municipal Code, a total of 104 parking spaces (1.1 spaces per room) are required on-site, however, the project would provide 109 spaces, an excess of 5 spaces.

**Surrounding Land Uses and Setting (Briefly describe the project's surroundings):** The Project Site is currently vacant and is bounded by the I-10 Freeway to the north, a City water pump station and Richardson Street to the east, vacant land to the south, a Holiday Inn Express Hotel to the south and west, and a Harley-Davidson retail store to the west.

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<sup>1</sup> City Ordinance No. 719 allows for bar service at hotels with 50 rooms or more.

**Insert Figure 1 Regional Map**



**Insert Figure 2 Vicinity Map**





## ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- |   |   |  |
|---|---|--|
| <input type="checkbox"/> Aesthetics                             | <input type="checkbox"/> Agriculture/Forestry Resources       | <input type="checkbox"/> Air Quality                       |
| <input type="checkbox"/> Biological Resources                   | <input checked="" type="checkbox"/> Cultural Resources        | <input checked="" type="checkbox"/> Geology /Soils         |
| <input type="checkbox"/> Hazards & Hazardous Materials          | <input checked="" type="checkbox"/> Hydrology / Water Quality | <input type="checkbox"/> Land Use/ Planning                |
| <input type="checkbox"/> Mineral Resources                      | <input checked="" type="checkbox"/> Noise                     | <input type="checkbox"/> Population / Housing              |
| <input type="checkbox"/> Public Services                        | <input type="checkbox"/> Recreation                           | <input checked="" type="checkbox"/> Transportation/Traffic |
| <input checked="" type="checkbox"/> Utilities / Service Systems | <input checked="" type="checkbox"/> Tribal Cultural Resources | <input type="checkbox"/> Greenhouse Gases                  |
| <input type="checkbox"/> Mandatory Findings of Significance     |   |  |

## DETERMINATION

On the basis of this initial evaluation:

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

Prepared By: \_\_\_\_\_

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

**EVALUATION OF ENVIRONMENTAL IMPACTS**

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

**Comments:**

- a/b) According to the City’s General Plan, the Project Site is not within a scenic vista/scenic highway view corridor. The Proposed Project includes the construction of a new 95-room, three-story Extended Stay Hotel to be located on a 3.22-acre site that is currently vacant. The Project Site does not contain any notable trees or geological outcroppings. In addition, no historic buildings or State Scenic Highways occur within the vicinity of the site. The site is bounded on the north by the I-10 Freeway, and on the south by existing commercial development (Holiday Inn Express). This portion of the I-10 Freeway is not considered scenic by either the State or the City. Nearby streets including local portions of Redlands Boulevard, Poplar Street, and Richardson Street are not considered scenic routes. No impacts would result.
  
- c) The Project Site is currently vacant and exists as a flat, graded, non-vegetated site. The Proposed Project includes the construction and operation of a three-story, 95-room hotel with surface parking and hotel amenities and would not degrade the existing visual character of the site or its surroundings. Mature eucalyptus trees that occur north and adjacent to the freeway exist within the Caltrans right-of-way and would not be removed. The Project Proponent is requesting approval of a Variance to allow a 75-foot high freestanding sign (i.e., pylon sign) because the existing gradient of Richardson Street limits visibility of the site. An existing freestanding sign of the same height occurs just east of the Project site near Mountain View Avenue (i.e. Chevron Station). Since the freestanding sign is proposed adjacent to the freeway and is to scale with other signs in the immediate vicinity (i.e., freeway monument sign for Quaid, Spreen Honda, etc.), there would be no visual impact for travelers along the I-10 Freeway. No impacts are anticipated.
  
- d) The Project Site is currently vacant and exists as a graded dirt lot. The Proposed Project would develop the site with a hotel and related surface parking and landscaping. Daytime views of the site would not result is a significant amount of new glare as the surrounding properties are currently developed with commercial uses. Nighttime views of

the site would include shielded fixtures designed to direct light to walkways and hotel entry. Security lighting would also be located throughout the parking area. The hotel would be set back approximately 120 feet from the I-10 Freeway. Therefore, most of the on-site lighting would occur within the center of the site and is not anticipated to create a substantial amount of new glare. A less than significant impact is anticipated.

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>2. AGRICULTURE AND FORESTRY RESOURCES.</b> <i>Would the project:</i> a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	()	()	()	(✓)
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	()	()	()	(✓)
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g), timberland as defined in Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Gov't Code section 51104(g))?	()	()	()	(✓)
d) Result in the loss of forest land or conservation of forest land to non-forest use?	()	()	()	(✓)
c) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?	()	()	()	(✓)

**Comments:**

- a) Review of aerial photographs that include the Project Site revealed that a portion of the property was used for agricultural purposes and was developed with rural residential and agricultural-related structures in the 1930s through the 1990s. According to the City of Loma Linda General Plan Land Use Map, the site is designated Commercial, and is currently vacant. The Project Site and surrounding area have not been identified or designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency. No impacts to farmland would result.
- b) Since there is not an existing agricultural use or Williamson Act contract on the site, the Proposed Project and its location would not impact any agricultural land use or Williamson Act land conservation contract. No impacts to Williamson Act contracts or conversion of Farmland to non-agricultural use would result.

- c) The Project Site is designated Commercial by the City of Loma Linda. Forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production would not be impacted by the Proposed Project as no rezoning from timberland to a non-timberland designation would result.
- d) The Proposed Project includes the construction and operation of an 95-room, three-story Extended Stay Hotel. No portion of the Project Site occurs within forest land, and the proposed hotel would not result in the loss of forest land or convert forest land to a non-forest use. No impact would result.
- e) The Proposed Project does not involve other changes in the existing environment, which due to its location or nature, could result in conversion of Prime Farmland, to a non-agricultural use. Under the existing City of Loma Linda General Plan, there are no agricultural land use designations, although agriculture is an existing use in some areas of the City. No impact from implementation of the Proposed Project would result.

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>3. AIR QUALITY. <i>Would the project:</i></b>				
a) Conflict with or obstruct implementation of the applicable air quality plan?	( )	( )	( )	(✓)
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	( )	(✓)	( )	( )
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?	( )	( )	(✓)	( )
d) Expose sensitive receptors to substantial pollutant concentrations?	( )	( )	(✓)	( )
e) Create objectionable odors affecting a substantial number of people?	( )	( )	(✓)	( )

**Comments:**

- a) The Project Site is within the South Coast Air Basin (SCAB) and under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD is responsible for updating the Air Quality Management Plan (AQMP). The AQMP was developed for the primary purpose of controlling emissions to maintain all federal and state ambient air standards for the district. The proposed hotel is not anticipated to

significantly increase local air emissions and therefore would not conflict with or obstruct implementation of the plan.

- b/c) Proposed site development and construction was screened using CalEEMod Version 2013.2.2 prepared by the SCAQMD. This model is used to generate emissions estimates for land use development projects. The criteria pollutants screened for included: reactive organic gases (ROG), nitrous oxides (NO<sub>x</sub>), carbon monoxide (CO), and particulates (PM<sub>10</sub> and PM<sub>2.5</sub>). Two of these, ROG and NO<sub>x</sub>, are ozone precursors. Emissions assumptions were based on CalEEMod default values (worst case scenario) for 95-room Hotel land use. The emission levels listed reflect the estimated winter season levels, which are normally higher due to atmospheric conditions (marine layer) and increased use of heating systems. The general construction phases for most projects include site grading and development.

### Construction Emissions

Construction earthwork emissions are considered short-term, temporary emissions. All Model Default values were used except for the Architectural Coating Phase. The applicant will be required to use Low VOC paint. Refer to Table 1 for the resulting construction emissions modeled for the Proposed Project.

**Table 1  
Construction Emissions Summary  
(Pounds Per Day)**

<b>Source/Phase</b>	<b>ROG</b>	<b>NO<sub>x</sub></b>	<b>CO</b>	<b>SO<sub>2</sub></b>	<b>PM<sub>10</sub></b>	<b>PM<sub>2.5</sub></b>
Site Preparation	4.9	51.8	39.5	0.0	21.0	12.6
Grading	3.6	36.1	25.2	0.0	8.8	5.3
Building Construction	3.5	28.6	23.7	0.0	2.6	1.9
Paving	1.7	16.9	13.5	0.0	1.2	1.0
Architectural Coating	35.8	2.0	2.4	0.0	0.3	0.2
<b>Highest Value (lbs/day)</b>	<b>35.8</b>	<b>51.8</b>	<b>39.5</b>	<b>0.0</b>	<b>21.0</b>	<b>12.6</b>
SCAQMD Threshold	75	100	550	150	150	55
<b>Significant</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: CalEEMod 2013.2.2 Winter  
Phases don't overlap and represent the highest concentration.

As shown in Table 1, construction emissions would not exceed SCAQMD thresholds. Impacts would be less than significant. However, the Applicant would be required to comply with SCAQMD rules and regulations 402 and 403 (watering exposed areas) as well as implementing the following mitigation measure:

#### **Mitigation Measure 1:**

**The Project Proponent will be required to use Low VOC Paint at 50 g/l for all interior and exterior painted surfaces.**

#### *Compliance with SCAQMD Rules 402 and 403*

The Applicant is required to comply with all applicable SCAQMD rules and regulations as the South Coast Air Basin is in non-attainment status for ozone and suspended

particulates (PM<sub>10</sub>). The project shall comply with Rules 402 nuisance and 403 fugitive dust which require the implementation of Best Available Control Measures (BACM) for each fugitive dust source; and the AQMP which identifies Best Available Control Technologies (BACT) for area sources and point sources, respectively. This would include, but not be limited to the following BACMs and BACTs:

1. The project proponent shall ensure that any portion of the site to be graded shall be pre-watered prior to the onset of grading activities.
  - (a) The project proponent shall ensure that watering of the site or other soil stabilization method shall be employed on an on-going basis after the initiation of any grading activity on the site. Portions of the site that are actively being graded shall be watered regularly to ensure that a crust is formed on the ground surface, and shall be watered at the end of each workday.
  - (b) The project proponent shall ensure that all disturbed areas are treated to prevent erosion.
  - (c) The project proponent shall ensure that all grading activities are suspended during first and second stage ozone episodes or when winds exceed 25 miles per hour.

Exhaust emissions from construction vehicles and equipment and fugitive dust generated by equipment traveling over exposed surfaces, would increase NO<sub>x</sub> and PM<sub>10</sub> levels in the area. Although the Proposed Project would not exceed SCAQMD thresholds during construction, the District will be required to implement the following conditions as required by SCAQMD:

2. To reduce emissions, all equipment used in earthwork must be tuned and maintained to the manufacturer's specification to maximize efficient burning of vehicle fuel.
3. The project proponent shall ensure that construction personnel are informed of ride sharing and transit opportunities.
4. The operator shall maintain and effectively utilize and schedule on-site equipment in order to minimize exhaust emissions from truck idling.
5. The operator shall comply with all existing and future CARB and SCAQMD regulations related to diesel-fueled trucks, which may include among others: (1) meeting more stringent emission standards; (2) retrofitting existing engines with particulate traps; (3) use of low sulfur fuel; and (4) use of alternative fuels or equipment.

#### Operational Emissions

The operational mobile source emissions were calculated using the default values generated within the CalEEMod model for Hotel. The Hearth values (i.e., wood burning fireplaces) have been turned off in the model as none are proposed. Trips associated with the project consist of approximately 776 trips per day (consistent with the Traffic

Impact Analysis on file with the City's Community Development Department). Operational Emissions associated with the proposed project are listed in Table 2.

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

Source	ROG	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Area	3.6	0.0	0.0	0.0	0.0	0.0
Energy	0.3	2.3	2.0	0.0	0.2	0.2
Mobile	3.4	9.3	33.4	0.0	4.1	1.2
<b>Total Value (lbs/day)</b>	<b>7.3</b>	<b>11.6</b>	<b>35.3</b>	<b>0.0</b>	<b>4.3</b>	<b>1.4</b>
SCAQMD Threshold	55	55	550	150	150	55
<b>Significant</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: CalEEMod 2013.2 Winter

- d) An increase in air quality emissions produced as a result of construction activities would be short-term, below SCAQMD significance thresholds, and would cease once construction is complete. Dust suppression (i.e., water application) as required by the City's Development Code, would reduce 50 to 75 percent of fugitive dust emissions during construction. As shown above in Table 2, operational emissions would be below SCAQMD thresholds. There are nearby sensitive resources (e.g. residential) however impacts are anticipated to be less than significant.
- e) The proposed end use of a hotel is not anticipated to generate emissions that could generate objectionable odors. Less than significant impact is anticipated.

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

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	( )	( )	( )	(✓)
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	( )	( )	( )	(✓)
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	( )	( )	( )	(✓)
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community conservation Plan, or other approved local, regional, or State habitat conservation plan?	( )	( )	( )	(✓)

**Comments:**

- a) Critical habitat identifies specific areas that are essential to the conservation of a listed species and, with respect to areas within the geographic range occupied by the species. As shown on Figure 9.4 of the City’s General Plan, the Project Site does not occur within designated or proposed critical habitat for the California gnatcatcher or any other species of concern or listed species. According to the City of Loma Linda General Plan Land Use Map, the site is designated Commercial, and is currently vacant but surrounded by commercial development to the east, west and south, and the I-10 Freeway to the immediate north. During a recent site visit conducted in February 2016, the site was void of vegetation and appears to be regularly disked.

Records of observation for sensitive species were retrieved from the California Natural Diversity Data Base (CNDDDB) on February 23, 2016 for the San Bernardino South and Redlands USGS 7.5-minute quadrangle. There are no CNDDDB records in the immediate vicinity of the Project site. A few low-growing trees on-site would be removed to allow for the proposed development, but would be replaced in accordance with the approved landscape plan. Mature eucalyptus trees that occur within the Caltrans right-of-way to the north would remain and would not be impacted by the proposed development. Since the Project Site is adjacent to the freeway and commercial development, it is anticipated that no impacts to any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service would result. Implementation of the Proposed Project would not impact any sensitive or special status species.

- b) According to Figure 9.3 of the City’s General Plan and a site visit conducted in February 2016, no riparian habitat occurs on or near the Project Site. The limits of the construction area are contained within the property boundary as shown in Figure 3 Site Plan. No impacts would occur to sensitive natural communities identified in local or regional plans, policies regulations, or by the California Department of Fish and Wildlife or United States Fish and Wildlife Service.
- c) Under existing conditions the Project Site is developed. There are no surface waters at the site, including wetlands as defined by Section 404 of the Clean Water Act. Therefore, the Proposed Project would not impact federally-protected wetlands.
- d) The Proposed Project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites The site is surrounding by commercial development to the east, west and south. Adjacent to the south is Redlands Boulevard, a 4-lane road and adjacent to the north is the I-10 freeway. This site therefore could not function as a wildlife corridor and there are no wildlife corridors or nursery sites within or near the Project Site. Therefore, no impacts to any wildlife corridors would result.
- e) The City of Loma Linda Municipal Code Chapter 17.74 “Tree Placement, Landscape Materials, and Tree Removal” outlines local policies and ordinances regulating landscape development. Per the Municipal Code, the proposed removal of trees at the Project Site is not a regulated activity. Per Ordinance 12.74.180 the Applicant has prepared a preliminary landscape plan for the Proposed Project, which includes trees and drought resistant landscaping.
- f) The Proposed Project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan, because no such plan has been adopted for the Project Site or surrounding area. No impacts would result.

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

**Comments:**

- a-b) The Project Site is currently vacant. In October 2011, Property Solutions, Inc. prepared a Phase I Site Assessment for the Project Site (the report is available at the City Community Development Department). Based on a review of the historical sources, the Project Site was utilized for agricultural purposes since at least the 1930's. The site was developed with rural residential and agricultural-related structures in the 1930s through the 1990s. The Proposed Project would involve grading and other earthwork that could potentially unearth unknown historic resources. To ensure potential impacts to these resources is reduced to a less than significant level, the following mitigation measure shall be implemented:

**Mitigation Measure 2:**

**In the event historic or archaeological resources are unearthed, a qualified archaeologist shall be contacted to determine if reporting the finds is required and if further monitoring during site earthwork is warranted. If, at any time, resources are identified, the archaeologist shall make recommendations to the City of Loma Linda for appropriate mitigation measures in compliance with the guidelines of the California Environmental Quality Act.**

**Mitigation Measure 3:**

**In the event Native American resources are uncovered and at the discretion of the Lead Agency, a Native American monitor shall be included in the monitoring program. In this case, the Native American monitor may be of Gabrielino, Serrano, or Luiseno descent.**

Implementation of the above mitigation measures would reduce impacts to potential historic or archaeological resources to a less than significant level.

- c) According to Figure 4.5.1 of the City's General Plan EIR, the Project Site occurs within an area that has undetermined potential for paleontological resources. Said areas are underlain by sedimentary rock units and literature and unpublished studies are not available to determine the potential for containing paleontological resources within these areas. Since the potential of unearthing vertebrate fossils is unknown, necessary measures should be taken to ensure impacts are minimized. The following mitigation measure shall be implemented by the construction contractor:

**Mitigation Measure 4:**

**Should paleontological resources be uncovered during grading, a qualified vertebrate paleontologist shall be contacted to perform a field survey to determine and record any non-renewable paleontological resources found on-site. The paleontologist shall determine the significance, and make recommendations to the City of Loma Linda for appropriate mitigation measures in compliance with the guidelines of the California Environmental Quality Act.**

Implementation of the above mitigation measure would reduce impacts to potential paleontological resources to a less than significant level.

- d) Construction activities, particularly grading, soil excavation and compaction, could adversely affect or unknown buried human remains. The following mitigation measure shall be implemented to reduce potential impacts to less than significant:

**Mitigation Measure 5:**

**If human remains of any kind are found during earthwork activities, all activities must cease immediately and the San Bernardino County Coroner and a qualified archaeologist must be notified. The Coroner will examine the remains and determine the next appropriate action based on his or her findings. If the coroner determines the remains to be of Native American origin, he or she will notify the Native American Heritage Commission. The Native American Heritage Commission will then identify the most likely descendants to be consulted regarding treatment and/or reburial of the remains. If a most likely descendant cannot be identified, or the most likely descendant fails to make a recommendation regarding the treatment of the remains within 48 hours after gaining access to them, the contractor shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance.**

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p><b>6. TRIBAL CULTURAL RESOURCES.</b> <i>Would the project:</i></p> <p>a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?</p>	( )	(✓)	( )	( )

- a) California Assembly Bill 52 (AB 52) was approved by Governor Brown on September 25, 2014. AB52 specifies that CEQA projects with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource may have a significant effect on the environment. As such, the bill requires lead agency consultation with California Native American tribes traditionally and culturally affiliated with the geographic area of a proposed project, if the tribe requested to the lead agency, in writing, to be informed of proposed projects in that geographic area. The legislation further requires that the tribe requests consultation, prior to determining whether a negative declaration, mitigated negative declaration, or environmental impact report is required for a project. The bill applies to CEQA projects that have a notice of preparation or a notice of negative declaration filed or mitigated negative declaration on or after July 1, 2015.

In accordance with AB 52, tribes must first request to be on the Lead Agency's notification list to receive information about a known project and a requested consultation. Tribes that have expressed interest in receiving information from the City of Loma Linda include the Gabrieleno Band of Mission Indians – Kizh Nation.

In accordance with AB 52 and Section 21080.3.1(d) of the California Public Resources Code (PRC), the City of Loma Linda submitted a letter to the Gabrieleno Band of Mission Indians – Kizh Nation and provided the designated tribal contact with

appropriate notification of the project and the opportunity to consult with the City regarding the potential for this project to impact Tribal Cultural Resources. In accordance with Section 21080.3.1(d) of the PRC, the tribe has 30 days from the receipt of the letter to either request or decline consultation in writing for the project. As of the date of the preparation of this Initial Study, the City has not received a written request to consult with the City with regards to this Proposed Project.

A Native American monitor during earth moving is not currently recommended, but should any evidence of Native American resources subsequently be identified within the project area, and at the discretion of the Lead Agency, a Native American representative will be consulted as required in Mitigation Measure 3 within this Initial Study. No additional mitigation is warranted and any potential impacts will be reduced with implementation of Mitigation Measure 3.

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>7. GEOLOGY AND SOILS.</b> <i>Would the project:</i>				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	( )	( )	( )	(✓)
ii) Strong seismic ground shaking?	( )	( )	(✓)	( )
iii) Seismic-related ground failure, including liquefaction?	( )	( )	( )	(✓)
iv) Landslides?	( )	( )	( )	(✓)
b) Result in substantial soil erosion or the loss of topsoil?	( )	( )	(✓)	( )
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	( )	(✓)	( )	( )
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	( )	( )	( )	(✓)

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	( )	( )	( )	(✓)

**Comment :**

- a) The City of Loma Linda is situated within the northern Peninsular Ranges Geomorphic Province of California. Locally, the City lies near the transition zone between the Transverse Ranges Geomorphic Province to the north and the Peninsular Ranges Geomorphic Province to the south. The Peninsular Ranges are a northwest-southeast oriented complex of blocks separated by similarly trending faults which extend 125 miles from the Transverse Ranges to south of the California/Mexican border and beyond another 775 miles to the tip of Baja California.
  - i) According to Figure 10.1 of the City of Loma Linda General Plan, the Project Site and surrounding area does not occur within an Alquist-Priolo Earthquake Fault Zone or special study zone. The nearest fault to the site is the Loma Linda fault, which was formerly included as an Alquist-Priolo Zone, but trenching showed no evidence of Holocene rupture of the fault, and it was removed from the Alquist-Priolo Zone. The Loma Linda fault displaces the Plio-Pleistocene San Timoteo Formation south of the City of Loma Linda and has been traced along a northwest trend by magnetic and seismic evidence. The elevated topography of Loma Linda Hill, located southwest of the site, in relation to surrounding areas is apparently the result of ancient movement along this fault. South of Loma Linda, the Loma Linda fault displaces the sediments of the Pleistocene-age San Timoteo. North of Loma Linda, this fault forms a partial barrier to groundwater movement but is apparently overlain by more than 100 feet of unfaulted alluvial sediments. The Loma Linda fault does not represent a significant seismic hazard to the site. No impacts from fault rupture are anticipated.
  - ii) The San Jacinto fault zone is a system of northwest-trending, right-lateral, strike-slip faults, and is the closest known active fault to the Project Site (occurring approximately two miles south of the Project Site), and is considered the most important fault to the site with respect to the hazard of seismic shaking and ground rupture. More large historic earthquakes have occurred on the San Jacinto fault than any other fault in Southern California. Severe seismic shaking can be expected during the lifetime of the proposed structure. Construction of the hotel in accordance with applicable requirements for development within Seismic Zone 4 as listed within the Uniform Building Code would ensure that potential impacts are reduced to the maximum extent possible.
  - iii) Liquefaction occurs primarily in saturated, loose, fine to medium grained soils in areas where the groundwater table is within 50 feet of the surface. According to the City's General Plan EIR, moderate to moderately high susceptibility for liquefaction hazards occurs in the northwestern portion of the city and the southern portion of the city near Reche Canyon. The Project Site is located within the northwestern portion of the City, and as shown on Figure 10.1 of the City's General Plan, occurs within the liquefaction hazard zone. However, according to the County of San Bernardino

Hazards Overlay Map for the area, the Project Site occurs within an area of low potential of liquefaction. Similarly, a geotechnical report prepared for the Project Site indicated that the site had a low potential for liquefaction. Therefore given the findings of two separate documents and the fact that the groundwater for the area is at a depth greater than 50 feet as reported in the October 2011 Phase I Site Assessment prepared for the Project Site, the potential for liquefaction is considered low and no significant impacts are anticipated (the report is available at the City Community Development Department).

- iv) The occurrence of landslides is considered minimal because the Project Site is relatively flat with a gentle slope toward the south and is not on or near a geologic formation that would cause landslides. No impacts are anticipated.
  
- b) The State of California is authorized to administer various aspects of the National Pollutant Discharge Elimination System (NPDES). Construction activities covered under the State's General Construction permit include removal of vegetation, grading, excavation, or any other activity that causes the disturbance of one acre or more.

The General Construction permit requires developments of one-acre or more to reduce or eliminate non-storm water discharges into storm water systems, and to develop and implement a Storm Water Pollution Prevention Plan (SWPPP). The Regional Water Quality Control Board (RWQCB), Santa Ana Region has issued an area-wide NPDES Storm Water Permit for the County of San Bernardino, the San Bernardino County Flood Control District, and the incorporated cities of San Bernardino County within the Santa Ana Region. The City of Loma Linda then requires implementation of measures for a project to comply with the area-wide permit requirements. The SWPPP would include Best Management Practices (BMP's) to prevent construction of the project to pollute surface waters. This is a standard condition of approval applicable to this project. BMP's would include, but would not be limited to street sweeping of adjacent roads during construction, and the use of hay bales or sand bags to control erosion during the rainy season. These are discussed in greater detail in Section 9, Hydrology and Water Quality, of this Initial Study.

Compliance with the NPDES permit requirements, implementation of a SWPPP, and compliance with the Mitigation Measures 7 and 8 as outlined in Section 9, Hydrology and Water Quality of this Initial Study would protect the site from the loss of topsoil and off-site sedimentation. A less than significant impact would result.

- c) In May 2013, Geo-Etka, Inc. prepared a Preliminary Foundation Soils Exploration for the Project Site. The report concluded that the site is suitable for the proposed three-story hotel. Based on soils testing, the load bearing soils possess strength parameters adequate to support the Proposed Project. In addition, the construction of the Project would not affect the stability of the surrounding structures including: walls and electric poles, provided implementation of the following mitigation measure:

**Mitigation Measure 6:**

**The Project Proponent shall implement recommendations as provided in the May 2013 Preliminary Foundation Soils Exploration report (pages 6 through 10) prepared by Geo-Etka, Inc. for foundation design, bearing value, total and**

**differential (static) settlement, earth pressures, slab on grade, pavement design and grading.**

Implementation of the above mitigation measure would ensure impacts from unstable soils would be reduced to a less than significant level.

- d) Based on soils testing prepared as part of the Preliminary Foundation Soils Exploration for the Project Site, on-site surficial soils are classified as non-expansive, and therefore no impacts from expansive soils would result.
- e) The Project is the construction and operation of a three-story, 95-room Extended Stay Hotel. The proposed hotel would connect to the City’s sewer collection system that currently serves the site. No septic tanks or alternative wastewater disposal is proposed. No impacts would result.

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>8. GREENHOUSE GAS EMISSIONS.</b> <i>Would the project:</i> a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	( )	( )	(✓)	( )
b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	( )	( )	(✓)	( )

**Comments:**

- a) In September 2006 Governor Schwarzenegger signed Assembly Bill 32, The Global Warming Solutions Act of 2006. The Act requires that by the year 2020, the Greenhouse Gas (GHG) emissions generated in California be reduced to the levels of 1990. However, although thresholds of significance guidelines have been developed; standards or significance thresholds have not yet been established by SCAQMD or the California Air Resources Board (CARB).

Per CEQA guidelines, new project emissions are treated as standard emissions, and air quality impacts are evaluated for significance on an air basin or even at a neighborhood level. Greenhouse gas emissions are treated differently, in that the perspective is global, not local. Therefore, emissions for certain types of projects might not necessarily be considered as new emissions if the project is primarily population driven. Many gases make up the group of pollutants that are believed to contribute to global climate change. However the three gases that are currently evaluated are Carbon dioxide (CO<sub>2</sub>) Methane (CH<sub>4</sub>) and Nitrous oxide (N<sub>2</sub>O). SCAQMD’s CalEEMod model was used to determine emissions from GHGs. Model results for GHG emissions related to the Proposed Project are shown in Tables 3 and 4, construction and operational emissions, respectively. A threshold of 3,000 MTCO<sub>2E</sub> per year has been adopted by SCAQMD for determining a project’s potential for significant impact to global warming for non-industrial projects

(Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold, SCAQMD, October 2008).

**Table 3**  
**Greenhouse Gas Construction Emissions**  
**MT Per Year**

<b>Source/Phase</b>	<b>CO<sub>2</sub></b>	<b>CH<sub>4</sub></b>	<b>N<sub>2</sub>O</b>
Site Preparation	9.5	0.0	0.0
Grading	11.6	0.0	0.0
Building Construction	389.5	0.1	0.0
Paving	16.0	0.0	0.0
Architectural Coating	3.1	0.0	0.0
Total in MT Per Year	429.8		
<b>Total CO<sub>2</sub>e Per Year</b>	<b>432.6</b>		
SCAQMD Threshold	3,000		
<b>Significant</b>	<b>No</b>		

Source: CalEEMod 2013.2.2 Annual

**Table 4**  
**Greenhouse Gas Operational Emissions**  
**“MT Per Year”**

<b>Source</b>	<b>CO<sub>2</sub></b>	<b>CH<sub>4</sub></b>	<b>N<sub>2</sub>O</b>
Area	0.0	0.0	0.0
Energy	1,263.1	0.0	0.0
Mobile	831.8	0.0	0.0
Waste	10.6	0.6	0.0
Water	10.6	0.1	0.0
Total in MT Per Year	2,116.8		
<b>Total CO<sub>2</sub>e Per Year</b>	<b>2,138.2</b>		
SCAQMD Threshold	3,000		
<b>Significant</b>	<b>N/A</b>		

Source: CalEEMod 2013.2.2 Annual

As shown in Table 3 and Table 4, GHG emissions related to the proposed project are not anticipated to exceed the SCAQMD GHG emissions threshold. Therefore, impacts are anticipated to be less than significant.

- b) There are no existing GHG plans, policies, or regulations that have been adopted by CARB or SCAQMD that would apply to this type of emissions source. It is possible that CARB may develop performance standards for Project-related activities prior to Project construction. In this event, these performance standards would be implemented and adhered to, and there would be no conflict with any applicable plan, policy, or regulation; therefore, impacts would be less than significant, and no mitigation would be required.

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>9. HAZARDS AND HAZARDOUS MATERIALS.</b> <i>Would the project:</i> a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	()	()	()	(✓)
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident considerations involving the release of hazardous materials into the environment?	()	()	(✓)	()
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 1/4 mile of an existing or proposed school?	()	()	()	(✓)
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	()	()	()	(✓)
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	()	()	(✓)	()
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	()	()	(✓)	()
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	()	()	()	(✓)
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	()	()	()	(✓)

**Comments:**

- a) The Proposed Project includes the construction and operation of a three-story, 95-room hotel including related surface parking and hotel amenities. Construction activities would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, because construction of the facilities would not involve such activities.

Similarly operational activities at the hotel including arrival and stay of guests, employees, and maintenance of the hotel would not involve the routine transport or use of hazardous materials. No significant impacts would result.

- b) Hazardous or toxic materials transported in association with construction of the project may include items such as oils, paints, and fuels. All materials required during construction will be kept in compliance with State and local regulations. With implementation of Best Management Practices (BMPs) and compliance with all applicable regulations, potential impacts from the use of construction-related hazardous materials is considered less than significant.
- c) The Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼-mile of a school. The nearest schools include the Victoria Elementary School located 0.6 miles north of the site on Richardson Street, and the Loma Linda Academy located 0.6 miles southwest of the site on Anderson Street. No impacts are anticipated.
- d) In October 2011, a Phase I Environmental Site Assessment (ESA) was performed for the Project Site (the report is available at the City Community Development Department). A review of regulatory State and Federal agencies records did not reveal chemical contamination or any record of a hazardous material/waste dump, spill, or transportation accident at the Project Site. According to the ESA, the Project Site does not occur on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, and therefore would not create a significant hazard to the public or the environment. During a site visit conducted in February 2016, the use of hazardous materials on-site was not observed. No impacts would result.
- e/f) There are no private airstrips within the vicinity of the Project Site. Therefore the Proposed Project would not result in a safety hazard for people residing or working in the project area. However, according to the City of Loma Linda General Plan Figure 10.4, the Project Site occurs within the San Bernardino International Airport (SBIA) Influence Area. The San Bernardino International Airport is located approximately 2.3 miles northeast of the Project Site.

Since the SBIA Airport Comprehensive Land Use Plan is currently being prepared, the Project would be required to comply with guidelines established by the Federal Aviation Administration (FAA). As reported in Federal Aviation Regulation (FAR) Part 77, the construction of tall structures including buildings, construction cranes, and cell towers in the vicinity of an airport can be hazardous to the navigation of airplanes. The FAA, through FAR Part 77, established a method of identifying surfaces that should be free from penetration by obstructions in order to maintain sufficient airspace around airports. FAR Part 77, in effect, identifies the maximum height at which a structure would be considered an obstacle at any given point around an airport. The extent of the off-airport coverage needing to be evaluated for tall structure impacts can extend miles from an airport facility.

Tall structure impacts have historically involved the height of buildings and the height of cranes used in construction. According to FAR Part 77, Section 23 Standards for Determining Obstructions, an existing or proposed object is considered an obstruction to air navigation if it is of greater heights than the following: 1) a height of 500 feet above

ground level at the site of the object; or 2) a height that is 200 feet above ground level or above the established airport elevation.

The SBIA is at an elevation of approximately 1,159 feet above mean sea level and the Project Site has a similar elevation of 1,160 feet above mean sea level. Since the proposed three-story hotel would have an approximate height of 49 feet and occurs at the same elevation as the SBIA, it would not exceed height restrictions as outlined in the FAR Part 77, Section 23. Similarly the pylon sign proposed for freeway visibility would be constructed at a total height of approximately 75 feet and would not exceed height restrictions listed in FAR Part 77, Section 23. Therefore, no safety hazard to people or aircraft would result, and no significant impacts are anticipated.

- g) The Proposed Project includes the construction of a hotel with one access point from Richardson Street east of the site, and another access point from Redlands Boulevard south of the site. Secondary fire-access only would be provided along the western boundary and would tie in with the neighboring commercial property to the west. Construction and operation of the Extended Stay Hotel would not disrupt emergency access within the area as the access along the western property boundary would provide emergency access for the site. No impacts to an emergency response plan or emergency evacuation plan would result.

Additionally, the California Emergency Services Act requires the City to manage and coordinate the overall emergency and recovery activities within its jurisdictional boundaries. The City's Emergency Operations Plan includes policies and procedures to be administered by the City in the event of a disaster. During disasters, the City of Loma Linda is required to coordinate emergency operations with the County of San Bernardino. Policies within the City's General Plan and updates to the City's Emergency Plan, as required by State law, would ensure the Proposed Project would not interfere with adopted policies and procedures.

- h) The City of Loma Linda has defined areas susceptible to wildland fires by a boundary identified as the Urban Wildland Interface division line. According to Figure 10.3 of the City's General Plan, the greatest fire hazard can be expected to come from the adjacent hills and canyons in the southern portion of the City. The Project Site is located approximately 1.4 miles northeast of the nearest identified hazardous fire area in the city. The Project Site is located within an urbanized area. The Project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires.

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>10. HYDROLOGY AND WATER QUALITY.</b> <i>Would the project:</i>	( )	(✓)	( )	( )
a) Violate any water quality standards or waste discharge requirements?	( )	( )	( )	(✓)
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	( )	( )	( )	(✓)
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?	( )	( )	( )	(✓)
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	( )	( )	( )	(✓)
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	( )	( )	( )	(✓)
f) Otherwise substantially degrade water quality?	( )	(✓)	( )	( )
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	( )	( )	( )	(✓)
h) Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?	( )	( )	( )	(✓)
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	( )	( )	( )	(✓)
j) Inundation by seiche, tsunami, or mudflow?	( )	( )	( )	(✓)

**Comments:**

- a,f) The Proposed Project would disturb approximately 3.22 acres and therefore is subject to the National Pollution Discharge Elimination System (NPDES) permit requirements. The State of California is authorized to administer various aspects of the NPDES. Construction activities covered under the State's General Construction permit include removal of vegetation, grading, excavating, or any other activity that causes the disturbance of one acre or more. The General Construction permit requires recipients to reduce or eliminate non-storm water discharges into stormwater systems, and to develop and implement a Storm Water Pollution Prevention Plan (SWPPP). The purpose of a SWPPP is to: 1) identify pollutant sources that may affect the quality of discharges of stormwater associated with construction activities; and 2) identify, construct and implement stormwater pollution control measures to reduce pollutants in stormwater discharges from the construction site during and after construction.

The RWQCB has issued an area-wide NPDES Storm Water Permit for the County of San Bernardino, the San Bernardino County Flood Control District, and the incorporated cities of San Bernardino County. The City of Loma Linda then requires implementation of measures for a project to comply with the area-wide permit requirements. A SWPPP is based on the principles of Best Management Practices (BMPs) to control and abate pollutants. The SWPPP must include BMPs so that construction of the project would not pollute surface waters. Implementation of the following mitigation measure would reduce the potential for stormwater discharges during grading and construction:

**Mitigation Measure 7:**

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

In addition to complying with NPDES requirements, the City of Loma Linda also requires the preparation of a Water Quality Management Plan (WQMP) for development projects that fall within one of eight project categories established by the RWQCB. Since the Proposed Project is a commercial development of 100,000 square feet or more, and includes a parking lot of 5,000 square feet, it is considered a Category project. A WQMP was prepared for the project, and is being reviewed by the City.

As part of the WQMP, all Category projects must identify any hydrologic condition of concern that would be caused by the project, and implement site design, source control, and/or treatment control BMPs to address identified impacts. Since the downstream conveyance channels that would receive runoff from the Project are not all engineered, hardened and regularly maintained, hydrologic conditions of concern were identified for the project. To ensure potential impacts are reduced to a less than significant levels, the following mitigation measure, shall be implemented.

**Mitigation Measure 8:**

**The Project Proponent shall comply with Best Management Practices set forth in the Water Quality Management Plan and as approved by the City Engineer.**

- b) The City obtains all of its water from groundwater wells in the Bunker Hill Basin, an aquifer underlying the San Bernardino Valley. Groundwater in the Bunker Hill Basin is replenished from rainfall and snowmelt from the San Bernardino Mountains. The Project Site is currently vacant, but at one point, between the 1930s and 1990s, included agriculture uses and a single-family residence. The Proposed Project would receive water supply directly from the City of Loma Linda whose source of supply is groundwater. Water demands of the hotel and on-site landscaping would be more than the current demand for vacant land. However, according to the City's General Plan, the site is designated for commercial development, and therefore the Proposed Project would not deplete groundwater supplies nor would it interfere with recharge since it is not within an area designated as a recharge basin or spreading ground.

The Project would conform to AB 1881 - Water Conservation by utilizing low water use, drought tolerant plants as well as native plants to minimize water usage. The automatic irrigation system shall be designed with the highest efficiency possibly utilizing drip irrigation and high efficiency rotators where spray is necessary. To ensure water usage is minimized, the following mitigation measure shall be implemented:

**Mitigation Measure 9:**

**The irrigation system shall utilize a water smart controller in order to maximize efficiency in the scheduling and shall include a rain shut off device to prevent irrigation during times of precipitation.**

- c-e) The Proposed Project would include more paved areas and building coverage than what is currently on-site; however, the Project would not alter the course of any stream or river. The Proposed Project includes the construction of an on-site water treatment retention basin, located near the northwest corner of the site that would capture all on-site runoff. In the event flows from the site exceed the capacity of the basin, overflows would be directed north to a lined, trapezoidal channel maintained by Caltrans. In a study prepared by Caltrans, the channel was design to handle run-off from developed properties south of it, including the Project Site. Currently, Caltrans is proposing the construction of a new box culvert near the intersection of Anderson Street and the I-10 Freeway that would handle additional flows from adjacent properties.

The Project design includes landscaping of all non-hardscape areas to prevent erosion. The Building Official and City Engineer must approve a grading and drainage plan prior to the issuance of grading permits. Review and approval of the drainage plan would ensure the Project would not result in substantial erosion, siltation, or flooding on- or off-site. No impacts are anticipated.

- g) No evidence of recent significant flooding at the site was observed during the recent site visit conducted in February 2016. The site is located greater than 3,200 feet away from a 100-year or 500-year flood zone as designated by the Federal Emergency Management Agency. The Proposed Project would not place unprotected housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance

Rate Map or other flood hazard delineation map, because no housing is proposed as part of the Project. No impacts are anticipated.

- h) According to Figure 10.2 of the City's General Plan, the Project Site is located within Zone X, which identifies areas that are outside of the 500-year floodplain. No structures would be placed within a 100-year floodplain. No impacts would result.
- i) The San Bernardino County Flood Control District covers the entire County (including the incorporated cities), and provides planning, design, construction, and operation of flood control facilities. Storm drain systems have been constructed throughout the City of Loma Linda to accommodate both the increased runoff resulting from development and to protect developed areas within the City from potential localized flooding. The San Bernardino County Flood Control District has developed an extensive system of facilities, including dams, conservation basins, channels and storm drains to intercept and convey flood flows away from developed areas. The Proposed Project would not contribute to off-site storm flows as all storm flow generated on-site would be captured in the water treatment retention basin proposed for the Project.

No portion of the City occurs within the inundation area of the Seven Oaks Dam. No impacts would result.

- j) Due to the inland distance from the Pacific Ocean, over 60 miles east of the nearest ocean, and any other significant body of water, tsunamis and seiching are not potential hazards; therefore impacts from seiche and tsunami are not anticipated.

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>11. LAND USE AND PLANNING.</b> <i>Would the project:</i>				
a) Physically divide an established community?	( )	( )	( )	(✓)
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	( )	( )	( )	(✓)
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	( )	( )	( )	(✓)

**Comments:**

- a-b) The proposed three-story, 95-room hotel would be constructed on property that is currently vacant, designated by the City of Loma Linda General Plan as Commercial, and occurs within the East Valley Corridor General Commercial Zone. Surrounding land uses include commercial development to the west (existing Harley-Davidson Motorcycles), vacant land and commercial development to the east, the existing Holiday Inn Express to the southwest, and Redlands Boulevard followed by residential, vacant and commercial development to the south. The Project Proponent is requesting the

approval of a CUP to allow the hotel to serve beer and wine<sup>2</sup> and a Variance for the proposed on-site monument sign, wall signs and freestanding (Pylon-style) sign. The bar would have limited operating hours commencing in the afternoon and closing before midnight. The Proposed Project would be consistent with the General Plan and zoning ordinance and would not physically divide an established community. Approval of the CUP and Variance is not anticipated to result in any significant impacts.

- c) The Proposed Project would not conflict with any applicable habitat conservation plan or natural community conservation plan, because there is no habitat conservation plan or natural community conservation plan within the area surrounding the Project Site and no habitat conservation lands are required to be purchased as mitigation for the Proposed Project.

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>12. MINERAL RESOURCES.</b> <i>Would the project:</i>				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?	( )	( )	( )	(✓)
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	( )	( )	( )	(✓)

**Comments:**

- a) According to the California Department of Conservation, Division of Mines and Geology, the Project Site and surrounding area are designated Mineral Resource Zone 3 (MRZ-3). This designation is given for areas containing mineral deposits; the significance of which cannot be evaluated from available data due to urbanization. The Proposed Project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State; the site is currently vacant, however it occurs within an urbanized area, and has limited accessibility for mining.
- b) The Project would not result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan, because there are no identified locally important mineral resources within the project area.

<sup>2</sup> City Ordinance No. 719 allows for bar service at hotels with 50 rooms or more.

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>13. NOISE.</b> <i>Would the project result in:</i> a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	()	(✓)	()	()
b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?	()	()	()	(✓)
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	()	()	(✓)	()
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	()	()	(✓)	()
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	()	()	(✓)	()
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	()	()	()	(✓)

**Comments:**

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

Development of the Project would require site preparation (i.e., grading and excavation), and construction. These activities require the use of heavy equipment such as graders, backhoes, and cranes. This equipment would generate noise that would be heard both

on and off the Project Site. In February 2016, a Noise Impact Analysis was prepared by Kunzman Associates for the Extended Stay Hotel (the report is available at the City Community Development Department). Results of the analysis are summarized herein.

The project site is bounded by the I-10 Freeway to the north, a City water pump station and Richardson Street to the east, vacant land and a Holiday Inn Express Hotel to the south and west, and a Harley-Davidson retail store to the west. The State of California defines sensitive receptors as those land uses that require serenity or are otherwise adversely affected by noise events or conditions. Schools, libraries, churches, hospitals, and residential uses make up the majority of these areas. Nearby sensitive receptors that may be affected by the Proposed Project-generated noise is an adjacent hotel located south and west of the project site.

Noise measurements were taken along the eastern side of Richardson Street by the City water pump station, the northeastern corner of the Holiday Inn Express property, to the east of the Harley Davidson retail store, and the vacant lot to the west of the Holiday Inn Express Hotel. Ambient noise levels ranged between 64.6-70.2 dBA  $L_{eq}$  and 68.7-85.3  $L_{max}$ . Traffic from the I-10 Freeway and Redlands Boulevard were the dominant noise sources. The water pump station noise was also audible.

The City of Loma Linda's Municipal Code establishes the following noise regulations that are relevant to the proposed project. Section 9.20.040 Land Use Compatibility for Community Noise Environments of the ordinance identifies exterior noise levels of up to 65 dBA CNEL as "normally acceptable" and exterior noise levels of up to 70 dBA CNEL as "conditionally acceptable" for transient lodging uses. Transient lodging is conditionally acceptable only after a detailed analysis of the noise reduction requirements is made and noise reduction insulation features are included as preventative measures.

The closest receptor to the Project Site is the Holiday Inn Express located approximately 155 feet from the southwestern edge of the property line. Site grading is expected to produce the highest construction noise levels. A worst-case construction noise scenario assuming the use of a grader, backhoe, dozer, excavator and water truck (modeled as a dump truck) all operating between 25 and 200 feet from the property line was calculated using the Federal Highway Administration's Roadway Construction Noise Model (RCNM). Assuming a use factor of 40 percent for each piece of equipment, unmitigated noise levels would reach up to 71.4 dBA  $L_{eq}$  and 73.9 dBA  $L_{max}$  at the nearest sensitive receptor.

Municipal Code Section 9.20.070, Temporary Permit Procedures states that the owner or operator of a noise source which violates, or potentially violates any of the provisions of the noise ordinance may file an application with the city manager for a temporary noise waiver from the provisions of Sections 9.20.030 and 9.20.050. Specifically, Section 9.20.070 (C) states that "Developers that are involved with building construction and subdivision grading may exceed maximum noise levels between the hours of 7:00AM and 8:00PM, Monday through Friday, provided that all equipment is properly equipped with standard noise muffling apparatus specifically for such equipment (i.e., exhaust mufflers). Heavy construction is not permitted on weekends, or national holidays. Further, proposed construction activities must adhere to the Municipal Ordinance which establishes allowed hours for construction activities as long as all construction

equipment shall use noise-reduction features (e.g., mufflers and engine shrouds) that are no less effective than those originally installed by the manufacturer.

The proposed construction activities would conform to the Municipal Ordinance and the applicable measures listed and would not result in a significant impact. No further mitigation is required.

#### Project-Related Traffic Noise

Existing and Existing Plus Project noise levels were modeled for each roadway segment included in the traffic study prepared for the Proposed Project (Kunzman Associates, Inc., February 2016) in order to calculate project generated increases in ambient noise levels, as well as noise levels overall with operation of the project. Noise levels were modeled using the FHWA Traffic Noise Prediction Model - FHWA-RD-77-108.

Modeled Existing traffic noise levels range between 42.5-65.16 dBA CNEL and the modeled Existing Plus Project traffic noise levels range between 43.26-65.25 dBA CNEL at the nearest sensitive receptors along each road segment. In no case would project generated vehicle traffic result in increases of more than 1 dBA along affected road segments. Project generated vehicle traffic will not result in substantial increases in ambient noise levels.

#### Project Operational Noise

Operational noise associated with the proposed Project would include parking lot activities and outdoor pool/recreational activities. Delivery trucks, trash trucks and trash containers can also be a source of on-site noise. Typical parking lot noise is expected to range between 36 dBA Leq (conversation) to 72 dBA Lmax (parking lot sweeper) at a distance of 50 feet. These noise events would not occur close enough to the Holiday Inn Express to be readily audible over freeway traffic noise. No other sensitive receptors would be affected by project-generated noise.

Project compliance with Section 9.20.050 of the City of Loma Linda Municipal Ordinance would further lower potential parking lot noise. This ordinance prohibits the operation of outdoor maintenance equipment (i.e., leaf blowers, lawn mowers, and gas edgers), parking lot sweepers, construction equipment, truck deliveries, and refuse collection between the hours of 10:00 PM and 7:00 AM. Project operational noise is not expected to result in a violation of the City of Loma Linda noise standards or cause permanent substantial increases in ambient noise levels.

#### Traffic Noise Impacts to the Proposed Project

The City of Loma Linda has identified noise levels of up to 65 dBA CNEL as “normally acceptable” for transient lodging (Section 9.20.030 of the City of Loma Linda Municipal Code). The SoundPLAN model was used to calculate future noise levels at the proposed Project associated with the I-10 Freeway and to model a noise barrier to lower those noise levels. Future average daily trips (2040) and vehicle mix (86.8% autos, 5.4% medium trucks and 7.8% heavy trucks) found in data provided by Caltrans (<http://traffic-counts.dot.ca.gov/>) was utilized to model future noise levels associated with the I-10 Freeway.

Future noise levels associated with the I-10 Freeway will range between 51.0 and 80.3 dBA CNEL at the proposed Extended Stay Hotel. Two scenarios were evaluated to mitigate freeway noise at the site. The first scenario is a combination of a 12-foot perimeter wall and upgraded construction methods and the other scenario would be without any wall and only upgraded construction materials. As concluded in the Noise Analysis, construction of a 12-foot noise barrier would reduce noise levels by up to 10 dB at first story locations, up to 4.7 dB at second story locations and by less than 1 dB at third story locations. Even with construction of the proposed barrier, exterior noise levels would continue to exceed the City's "conditional" exterior noise level criteria of 70 dBA CNEL and upgraded construction would need to be utilized to reduce interior noise levels to an acceptable level.

To ensure interior noise levels of 45 dBA CNEL are achieved, the following mitigation measure shall be implemented:

**Mitigation Measure 10:**

**The hotel roof and window/wall assemblies shall provide an exterior to interior noise reduction of 32-35 dBA CNEL for all facades facing north, 24 dBA CNEL for all facades facing west, and 30-32 dBA CNEL for all facades facing east.**

Implementation of the above mitigation measure would reduce potential impacts from future noise levels to less than significant. Normal commercial construction would be sufficient for facades facing south and no mitigation is warranted along this portion of the hotel.

- b) Construction and operation of the proposed hotel would not require the use of equipment which would generate excessive ground borne vibration or ground-borne noise levels. Construction activities can produce vibration that may be felt by adjacent uses. Although the primary sources of vibration during construction would be from bulldozers and vibratory rollers, other vibratory equipment could be used during installation of pavement over the entire site. The vibration intensity (peak particle velocity (ppv) in inches/second) is on the vertical scale and the vibration frequency is on the horizontal scale. A vibratory roller could produce a ppv of up to 0.21 inch per second at 25 feet. There are no sensitive receptors within 25 feet of the Project Site. Construction related vibration would not result in a significant impact. A few heavy trucks can be expected to visit the Project Site to deliver supplies on a regular basis. These trucks would not be anticipated to exceed 0.10 in/sec ppv at 10 feet (Caltrans 2002). Predicted operational related vibration levels at the nearest off-site structures, which are located in excess of 25 feet from the traveled roadway segments, would not be anticipated to exceed even the most conservative threshold of 0.2 inch/second ppv. No impacts from ground-borne noise or vibration would result.
- e) The Project Site is not located within an Airport Land Use Plan, and is not within two miles of a public or private airport or airstrip. However, according to the City Loma Linda General Plan Figure 10.4, the Project Site occurs within the SBIA Area. The SBIA is located approximately 2.3 miles northeast of the Project Site. Implementation of Mitigation Measure 10 would ensure that the proposed hotel will be constructed with appropriate noise attenuating construction materials (i.e., graded windows) to reduce noise

from the adjacent I-10 Freeway. Exposure to aircraft noise would also be reduced to levels expected to be less than significant. Therefore, no significant impacts are anticipated and no additional mitigation is warranted.

- f) There are no private airstrips within the vicinity of the Project Site, and as stated in response to question (e) above, no significant impacts from aircraft noise are anticipated.

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>14. POPULATION AND HOUSING.</b> <i>Would the project:</i> a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	()	()	()	(✓)
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	()	()	()	(✓)
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	()	()		(✓)

**Comments:**

- a) Construction at the site would be short-term and would not create any new long-term construction jobs. Operation of the hotel would require approximately ten full-time employees and up to five part-time employees. The addition of 15 employees would not induce a substantial population growth in the area. No impact would result.
- b) The Project Site is currently vacant. No impacts to existing housing would result.
- c) The Proposed Project would not displace any people as the Project Site is currently vacant and housing would not be required elsewhere. No impacts would result.

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p><b>15. PUBLIC SERVICES.</b> <i>Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:</i></p> <p>a) Fire protection?</p>	()	()	(✓)	()
<p>b) Police protection?</p>	()	()	(✓)	()
<p>c) Schools?</p>	()	()	()	(✓)
<p>d) Parks?</p>	()	()	()	(✓)
<p>e) Other public facilities?</p>	()	()	(✓)	()

**Comments:**

- a) Fire Protection – Fire protection is provided by the Fire and Rescue Division of the Department of Public Safety, City of Loma Linda. Fire Station 251 serves the site and is located at 11325 Loma Linda Drive, approximately 1.3 miles south of the Project Site. The Community Development Department and the Department of Public Safety enforce fire standards during review of building plans and inspections. The City maintains a joint response/automatic aid agreement with the fire departments in neighboring cities including Colton, Redlands, and San Bernardino. The Department also participates in the California Master Mutual Aid Agreement. The proposed hotel would be required to comply with City fire suppression standards including building sprinklers and adequate fire access. Following receipt of required development fees, impacts to fire protection would be less than significant.
  
- b) Police protection –The San Bernardino County Sheriff’s Department (SBSD) provides police protection for the City. The SBSD currently has 12 sworn officers assigned to the City. With an estimated population of 23,600 people, the ratio of officers to citizens is approximately 1:1,967. Operation of the 95-room hotel would not result in a significant number of guests or employees, and no new permanent residents. Following receipt of required development fees, impacts to the SBSD would be less than significant.
  
- c) Schools – School services within the City of Loma Linda are provided by the Redlands Unified School District and the Colton Joint Unified School District. Operation of the hotel would not result in a significant amount of new jobs as the 95-room hotel would require ten full-time and up to five part-time employees. The employees would be expected to come from the local area and therefore no significant impacts to schools would result.
  
- d) Parks – Operation of the hotel would not result in a significant amount of new jobs as only approximately 15 employees would be required. The employees would be expected to come from the local area and therefore no additional parkland would be required, and no impacts would result.

- e) Maintenance of Public Facilities: The additional amount of traffic generated by the proposed Project is 776 daily trips. The Project applicant would be required to pay fees established by the Public Works Department to minimize impacts to public roads (refer to Section 17 Traffic and Circulation of this Initial Study). Therefore, potential impacts to maintenance of local roads are anticipated to be less than significant.

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>16. RECREATION.</b> <i>Would the project:</i>				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	( )	( )	( )	(✓)
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	( )	( )	( )	(✓)

**Comments:**

- a-b) Operation of 95-room hotel would not result in a significant amount of new jobs as approximately ten full-time and up to five part-time employees would be required for operation and maintenance. The employees would be expected to come from the local area and therefore the Proposed Project would not increase the use of existing neighborhood or regional parks or other recreational facilities resulting in a substantial physical deterioration of such facilities. No impacts would result.

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>17. TRANSPORTATION/TRAFFIC.</b> <i>Would the project:</i>				
a) Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	( )	(✓)	( )	( )
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	( )	( )	( )	(✓)

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

**Comments:**

a, b) In February 2016, Kunzman Associates, Inc. prepared a Traffic Impact Analysis for the Extended Stay Hotel (the report is available at the City Community Development Department). The purpose of the report is to provide an assessment of the traffic impacts resulting from the development of the Project and to identify the traffic mitigation measures necessary to maintain the established level of service standard for the elements of the impacted roadway system.

As required by Measure V, or the Growth Management Element of the amended City of Loma Linda General Plan, which is an initiative approved by voters in November 2006, any location where the level of service is below LOS C, the Transportation Element criterion, at the time an application for development is submitted, mitigation measures shall be imposed to ensure that the level of traffic service is maintained.

A series of scoping discussions were conducted with the City of Loma Linda to define the desired analysis locations for the Proposed Project's future analysis years. In addition, the San Bernardino Associated Governments staff was also contacted to discuss the project and its associated travel patterns.

No analysis is required further than five miles from the Project Site. Additionally, the Project does not contribute traffic greater than the freeway threshold volume of 100 two-way peak hour trips to the I-10 Freeway. The project does not contribute traffic greater than the arterial link threshold volume of 50 two-way trips in the peak hours on facilities serving intersections outside of the City of Loma Linda. Existing intersections traffic conditions were established through morning and evening peak hour traffic counts obtained by Kunzman Associates, Inc. from September 2015. Project traffic volumes for all future projections were estimated using the manual approach. Trip generation has been based upon rates obtained from the Institute of Transportation Engineers, Trip Generation, 9th Edition, 2012.

The definition of an intersection deficiency has been obtained from the City of Loma Linda General Plan and Measure V. The General Plan and Measure V state that peak

hour intersection operations of Level of Service C or better are generally acceptable. The study area intersections currently operate at Level of Service C or better during the peak hours for existing traffic conditions, except for the study area intersection of Anderson Street at Redlands Boulevard that is currently operating at Level of Service D during the evening peak hour.

The existing delay and Level of Service for the study area intersections currently operate at an acceptable Level of Service during the peak hours for existing traffic conditions, except for the following study area intersections that are currently operating at an unacceptable Level of Service during the evening peak hour including: 1) Anderson Street at Redlands Boulevard, and 2) Mountain View Avenue at Redlands Boulevard.

The Proposed Project is projected to generate a total of approximately 776 daily vehicle trips, 50 of which would occur during the morning peak hour and 57 of which would occur during the evening peak hour.

For Opening Year (2017) With Project traffic conditions, the study area intersection of Anderson Street and Redlands Boulevard is projected to operate at unacceptable Level of Service during the evening peak hour. However with improvements the study area intersections are projected to operate within acceptable Levels of Service consistent with Measure V during the peak hours for Existing Plus Project traffic conditions, with improvements.

For Year 2040 with and without Project, the study area intersections of Anderson Street at Redlands Boulevard, and Mountain View Avenue at Redlands Boulevard are projected to operate at an unacceptable Level of Service during the evening peak hour, without improvements. Table 5 summarizes the necessary intersection improvements and costs associated with maintaining a LOS of C. the study area intersections are projected to operate within acceptable Levels of Service consistent with Measure V during the peak hours for Horizon Year (2040) Without Project traffic conditions, with improvements.

**Table 5  
Extended Stay Hotel  
Intersection Improvements and Costs**

Intersection	Improvement	Total
Anderson Street at Redlands Boulevard	Construct additional eastbound through lane <sup>3</sup> ; Construct additional westbound through lane	Nexus <sup>4</sup> Nexus
Mountain View Ave at Redlands Boulevard	Construct northbound right turn lane, Construct additional eastbound through lane; Construct eastbound right turn lane with overlap; Construct additional westbound through lane Construct westbound right turn lane with overlap.	\$50,000 Nexus \$60,000 Nexus \$60,000
<b>Total</b>		<b>\$170,000</b>

<sup>3</sup> Improvements are only needed for Horizon Year (2040).

<sup>4</sup> Improvement is included within the 2011 San Bernardino Associated Governments (SANBAG) Development Mitigation Nexus Study.

**Table 6  
Extended Stay Hotel  
Fair Share Contribution Calculation**

Intersection	Total Cost	Peak Hour	Existing Traffic	Horizon Year (2040) with Project Traffic	Project Traffic	Total New Traffic	Project % of New Traffic	Project Cost Share
Anderson Street at Redlands Boulevard	Nexus	Morning	3,036	3,927	24	891	2.7%	\$ -
		Evening	3,330	4,178	28	848	3.3%	\$ -
Mountain View Ave at Redlands Boulevard	\$170,000	Morning	2,863	4,080	21	610	3.4%	\$5,852
		Evening	3,367	4,945	24	710	3.4%	\$5,852
<b>Total</b>	<b>\$170,000</b>							<b>\$5,852</b>

To ensure the Proposed Project ensures acceptable Levels of Service consistent with Measure V, the following mitigation measures are required:

**Mitigation Measure 11:**

**Construct Richardson Street from the north project boundary to the south project boundary at its ultimate cross-section width including landscaping and parkway improvements in conjunction with development.**

**Mitigation Measure 12:**

**Sight distance at project access shall comply with standard California Department of Transportation/City of Loma Linda sight distance standards. The final grading, landscaping, and street improvement plans shall demonstrate that sight distance standards are met. Such plans must be reviewed by the City and approved as consistent with this measure prior to issue of grading permits.**

**Mitigation Measure 13:**

**The Project Proponent shall contribute on a fair share basis, calculated to be \$5,852, to the construction of a northbound right turn lane at the intersection of Mountain View Avenue and Redlands Boulevard. Improvements at the intersection shall also include an eastbound right turn lane with overlap and a westbound right turn lane with overlap.**

Implementation of the above mitigation measures would ensure acceptable Levels of Service consistent with Measure V during the peak hours with Project traffic conditions.

- c) The site is not located within an airport land use plan and is not within two miles of a public airport. The nearest airports are the San Bernardino International Airport, located approximately 2.3 miles north of the Project Site. According to Figure 10.4 of the City's General Plan, the Project Site is located within the San Bernardino International Airport influence area. Since the height of the hotel would not exceed three-stories and the proposed pylon sign would be similar in height to an existing sign in the area (i.e., 75-foot high Chevron freeway pylon sign), the proposed hotel would not change air traffic patterns or create a safety hazard to people or aircraft. No impacts would result.

- d) The Proposed Project would not create or substantially increase hazardous conditions due to its design. There are no sharp curves, dangerous intersections, or incompatible uses that would interfere with traffic flow. Access to the site would be provided by a driveway along Richardson Street, and a driveway from Redlands Boulevard, and secondary emergency vehicle access from the westerly adjoining property ingress.

The projected left turn and arterial peak hour volumes were reviewed for left turn lane warrants on Richardson Street at the project access intersection with project traffic conditions. The proposed three-legged intersection of Richardson Street at the project access is projected to warrant a left turn lane due to a turning volume of approximately 25 vehicles the arterial peak hour volume per lane is greater than 430 (major approach volumes divided by 2 lanes) during the evening peak hour. The recommended minimum acceptable design length for a turn storage length is 150 feet for arterials with speeds less than 45 miles per hour. The recommended maximum single turn storage length shall be 300 feet.

Required storage lengths have been calculated based on the guidelines provided in the California Department of Transportation Highway Design Manual, Section 405.2 (2)(e). The turning storage length on Richardson Street at the project access was analyzed to verify the storage capacity for the proposed project. The calculated storage length based on volume is less than the recommended storage length (150 feet minimum) based on the roadway speed. Currently Richardson Street is two lane undivided roadway with no posted speed; however, because of the turning movement warrant, a 150 foot northbound left turn lane should be added in conjunction with the other project improvements.

To ensure potential traffic hazards are reduced the following mitigation measure shall be implemented:

**Mitigation Measure 14:**

**Prior to issuance of building occupancy the Project Proponent shall construct a left turn lane of a minimum 150 feet in length on northbound Richardson Street at the project access. The recommended maximum turn storage length shall not exceed 300 feet.**

- e) The Project would have access to Richardson Street and Redlands Boulevard, with secondary emergency access from the westerly adjoining property ingress. No impacts are anticipated.
- f) According to the City's Municipal Code the Proposed Project is required to provide 104 parking spaces (1.1 parking stalls per room). The site plan allocates a total of 109 parking spaces resulting in an excess of five spaces. No impacts from inadequate parking spaces would result.
- g) An existing bus stop (Omnitrans) is located approximately 600 feet southeast of the Project Site entry on Redlands Boulevard, and another bus stop occurs on the southeast corner of Redlands Boulevard and Richardson Street (approximately 500 feet from the Project Site). Currently there are no designated bike lanes along Richardson Street or Redlands Boulevard. Development along Richardson Street and Redlands Boulevard includes existing parking areas and interior roadways currently used by patrons and

employees. Traffic ingress/egress onto adjacent exterior roadways would not change. Therefore, no impacts to bus patrons or cyclists are anticipated.

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>18. UTILITIES AND SERVICE SYSTEMS.</b> <i>Would the project:</i>	()	()	(✓)	()
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	()	()	(✓)	()
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	()	()	(✓)	()
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	()	()	()	(✓)
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	()	()	(✓)	()
e) Result in a determination by the wastewater treatment provider, which serves or may serve the project, that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	()	()	(✓)	()
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	()	()	(✓)	()
g) Comply with Federal, State, and local statutes and regulations related to solid waste?	()	(✓)	()	()

**Comments:**

a,b,e) The City of Loma Linda's wastewater is treated by the City of San Bernardino through a Joint Powers Agreement. The City of San Bernardino operates both a secondary and a tertiary plant that discharge effluent to the Santa Ana River. The Proposed Project would be served by the City of San Bernardino sewer collection and treatment system, which has waste treated by the San Bernardino Water Reclamation Plant (SBWRP). The Proposed Project would generate wastewater that can be discharged to a municipal system with sufficient capacity. The SBWRP is a regional plant that serves a larger population than just the City of San Bernardino and Loma Linda (Highland and San Bernardino International Airport). The existing flow to the SBWRP of 28 million gallons per day (MGD) could be expected to increase cumulatively (at build-out) by 20.2 MGD for a total flow of 48.2 MGD. This amount would exceed the existing design capacity of 33 MGD by 15.2 MGD. Additional facilities would need to be built or expansion of

existing facilities would need to be completed to accommodate the proposed build-out in the service area of the SBWRP.

The wastewater collection system is currently experiencing deficiencies and the City of Loma Linda's Wastewater Collection System Master Plan report of 2002 predicted an increase in system pipe capacity deficiencies of 57,022 out of 750,718 linear feet of pipe by the year 2025. That report was not based on the build-out projections presented in the General Plan Update EIR.

Mitigation presented in the City's General Plan Update EIR requires the City to update the Wastewater Collection System Master Plan to reflect General Plan Update build-out statistics, review treatment facility capacity periodically and adjust Sewer Capacity Fees when appropriate in consultation with participating communities to accommodate construction of new or expanded wastewater treatment and collection facilities.

Based on average annual domestic water requirements for hotel land uses and as evaluated in the City of San Bernardino's General Plan Update EIR, the Project is projected to generate 47,575 gallons per day (gpd) of wastewater flow (based on water demand previously calculated for a 100-room hotel/conference center pro-rated for an approximate 95-room hotel). These flows would be accommodated with existing capacities of both the sewer system and the SBWRP. The Project is consistent with the City of Loma Linda General Plan and would be required to meet the requisites of the Santa Ana Regional Water Quality Control Board regarding wastewater quality. Impacts are considered less than significant.

- c) The Project Site and surrounding area is currently served by existing storm drains. Although no significant amount of additional stormwater is anticipated, drainage plans would still be reviewed by the City Engineer to ensure the system would have sufficient carrying capacity. The Project also includes the construction of an on-site water treatment retention basin. No significant impacts are anticipated.
- d) The production and distribution of water within the City of Loma Linda is provided by the City's Department of Public Works, Water Division. The City's groundwater is supplied from six wells. The total production capacity of these wells totals 7,900 gallons per minute. In addition to the groundwater wells, the City has two emergency connections with the City of San Bernardino and one with the City of Redlands. The City has the ability to finance and construct required facilities necessary to obtain the water supply to meet planned growth through the collection of development fees and the use of other funding methods.

As previously discussed, the hotel is projected to generate 47,575 gallons per day of wastewater. Based on projected sewer flows, it is estimated that the Project would have a water demand of approximately 59,469 gallons per day (approximately 75 percent of water use to sewer). The Project's water supply requirements would be considered a less than significant impact on the City's system; the water supply and system requirements will be assessed during project review and approval. The applicant would be required to pay service fees. A less than significant impact is anticipated.

- f) The City of Loma Linda contracts with Republic Services of the Inland Empire to provide solid waste collection services. Solid waste not diverted to recycling or composting facilities is transported to the San Timoteo Sanitary Landfill located in the City of

Redlands. The San Timoteo Sanitary Landfill is permitted to receive up to 1,000 tons per day. According to the California Integrated Waste Management Board's estimated solid waste generation rates for hotels, the Proposed Project is expected to generate approximately 190 pounds per day (95 rooms times two pounds per room per day) or 0.095 tons per day. Proposed development would not generate a significant amount of additional solid waste into the City's waste stream. The San Timoteo Sanitary Landfill is permitted to receive 1,000 tons per day. Estimated project-generated waste represents approximately 0.0095 percent of the total permitted waste received at the landfill. The solid waste collection system would not be affected by the development of the Project Site.

- g) Construction & Demolition debris represents a large portion of materials being disposed of at landfills. To achieve the State-mandated diversion goal, the City has implemented a variety of programs that seek to reduce the volume of solid waste generated, encourage reuse, and support recycling efforts. City programs include the distribution of educational materials to local schools and organizations. The City also requires all applicable projects to comply with Resolution No. 2129 Construction and Demolition Recycling/Reuse Policy as adopted by the City Council. To ensure the Proposed Project contributes towards the diversion mandate, the following mitigation measure shall be implemented:

**Mitigation Measure 15:**

**The Project Proponent shall comply with City adopted policies regarding the reduction of construction and demolition (C&D) materials.**

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p><b>19. MANDATORY FINDINGS OF SIGNIFICANCE</b></p> <p>a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?</p>	( )	( )	(✓)	( )
<p>b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?</p>	( )	( )	( )	(✓)

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	( )	( )	(✓)	( )

**Comments:**

- a) Critical habitat identifies specific areas that are essential to the conservation of a listed species and, with respect to areas within the geographic range occupied by the species. During a recent site visit conducted in February 2016, the site was void of vegetation and in a graded state. Records of observation for sensitive species were retrieved from the California Natural Diversity Data Base (CNDDDB) on February 23, 2016 for the San Bernardino South and Redlands USGS 7.5-minute quadrangle. Review of data indicated that there are no CNDDDB records in the immediate vicinity of the Project site.

A few low-growing trees on-site would be removed to allow for the proposed development, but would be replaced in accordance with the approved landscape plan. Mature eucalyptus trees that occur within the Caltrans right-of-way to the north would remain and would not be impacted by the proposed development. Since the Project Site is adjacent to the freeway and commercial development, it is anticipated that no impacts to any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service would result.

In October 2011, Property Solutions, Inc. prepared a Phase I Site Assessment for the Project Site (the report is available at the City Community Development Department). Based on a review of the historical sources, the Project Site was utilized for agricultural purposes since at least the 1930's. The site was developed with rural residential and agricultural-related structures in the 1930s through the 1990s. The Proposed Project would involve grading and other earthwork that could potentially unearth unknown historic resources. Implementation of mitigation measures contained in this Initial Study would ensure potential impacts to these resources is reduced to a less than significant level.

- b) Although not significant on its own, the Project would contribute to cumulative air emissions in the region, as would all future development in the region. The Loma Linda General Plan EIR was prepared to determine if any significant adverse environmental effects would result with implementation of the proposed General Plan. The EIR concluded that the General Plan would result in unavoidable significant impacts to air quality, biological resources, water supply, traffic and circulation and open space. Mitigation measures were adopted for each of these resources; however they would not reduce impacts to less than significant levels. As such, the City adopted a statement of overriding considerations to balance the benefits of development under the General Plan against the significant unavoidable adverse impacts (CEQA Guidelines Section 15092 and 15096(h)). No further discussion or evaluation of cumulative impacts is required.
- c) Proposed development at the site would not cause substantial long-term adverse effects on human beings, either directly or indirectly. In October 2011, a Phase I Environmental

Site Assessment was performed for the Project Site (the report is available at the City Community Development Department). A review of regulatory State and Federal agencies records did not reveal chemical contamination or any record of a hazardous material/waste dump, spill, or transportation accident at the Project Site. The Project Site does not occur on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, and therefore would not create a significant hazard to the public or the environment.

In addition, construction activities would temporarily increase ambient noise levels for the surrounding area. According to the City's Development Code, all temporary construction activities are exempt from the noise standards as long as construction activities are limited to the daytime hours (7:00 a.m. to 10:00 p.m.) Monday through Friday, with no heavy construction occurring on weekends or national holidays, and construction equipment is to be properly maintained with working mufflers. Adherence to the City's Municipal Code would reduce potential impacts.

## **EARLIER ANALYSES**

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

- City of Loma Linda General Plan, Updated May 2009
- City of Loma Linda Final General Plan Update Environmental Impact Report, LSA Associates
- Phase I Environmental Assessment of Vacant Parcel, Redlands Boulevard and Richardson Street, Property Solutions Incorporated, October 19, 2011.
- Towne Place Extended Stay Hotel, Traffic Impact Analysis, Kunzman Associates, February 13, 2016.
- Towne Place Extended Stay Hotel, Noise Impact Analysis, Kunzman Associates, Inc., February 15, 2016.
- Preliminary Foundation Soils Exploration and Pavement Design Recommendations at the North Side of Redlands Boulevard, Intersection of Poplar Street, Loma Linda, California, GEO-ETKA, Inc., May 29, 2013.

**MITIGATION MONITORING REPORTING PROGRAM**

**Project:** Extended Stay Hotel; CUP 15-135, V 15-136, MSP 15-137      **Applicant:** Sagemont Hotels

**Lead Agency:** City of Loma Linda      **Date:** March 16, 2016

Mitigation Measures No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date /Initials
<b>Air Quality</b>					
<u>Mitigation Measure 1:</u> The Project Proponent will be required to use Low VOC Paint at 50 g/l for all interior and exterior painted surfaces.	City of Loma Linda Community Development Department	During on-site painting activities	During site inspections	On-site Inspection	
<b>Cultural Resources</b>					
<u>Mitigation Measure 2:</u> In the event historic or archaeological resources are unearthed, a qualified archaeologist shall be contacted to determine if reporting the finds is required and if further monitoring during site earthwork is warranted. If, at any time, resources are identified, the archaeologist shall make recommendations to the City of Loma Linda for appropriate mitigation measures in compliance with the guidelines of the California Environmental Quality Act.	Applicant/ Contractor; City of Loma Linda Community Development Department	Throughout ground altering activities	During site inspections	On-site inspections	
<u>Mitigation Measure 3:</u> In the event Native American resources are uncovered and at the discretion of the Lead Agency, a Native American monitor shall be included in the monitoring program. In this case, the Native American monitor may be of Gabrielino, Serrano, or Luiseno descent.	Applicant/ Contractor; City of Loma Linda Community Development Department	In the event resources are discovered.	During inspections & monitoring	On-site inspections	
<u>Mitigation Measure 4:</u> Should paleontological resources be uncovered during grading, a qualified vertebrate paleontologist shall be contacted to perform a field survey to determine and record any non-renewable paleontological resources found on-site. The paleontologist shall determine the significance, and make recommendations to the City of Loma Linda for appropriate mitigation measures in compliance with the guidelines of the California Environmental Quality Act.	Applicant/ Contractor; City of Loma Linda Community Development Department	Throughout ground altering activities	During site inspections	On-site inspections	

Mitigation Measures No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date /Initials
<b>Cultural Resources</b>					
<p><u>Mitigation Measure 5:</u> If human remains of any kind are found during earthwork activities, all activities must cease immediately and the San Bernardino County Coroner and a qualified archaeologist must be notified. The Coroner will examine the remains and determine the next appropriate action based on his or her findings. If the coroner determines the remains to be of Native American origin, he or she will notify the Native American Heritage Commission whom will then identify the most likely descendants to be consulted regarding treatment and/or reburial of the remains. If a most likely descendant cannot be identified, or the most likely descendant fails to make a recommendation regarding the treatment of the remains within 48 hours after gaining access to them, the contractor shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance.</p>	<p>Applicant/ Contractor; City of Loma Linda Community Development Department, and County Coroner</p>	<p>In the event human remains are found</p>	<p>During ground disturbing activities</p>	<p>On-site inspections</p>	
<b>Geology and Soils</b>					
<p><u>Mitigation Measure 6:</u> The Project Proponent shall implement recommendations as provided in the May 2013 Preliminary Foundation Soils Exploration report (pages 6 through 10) prepared by Geo-Etka, Inc. for foundation design, bearing value, total and differential (static) settlement, earth pressures, slab on grade, pavement design and grading.</p>	<p>Building Inspector</p>	<p>During excavation and grading</p>	<p>During site inspections</p>	<p>On-site inspection</p>	

Mitigation Measures No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date /Initials
<b>Hydrology and Water Quality</b>					
<u>Mitigation Measure 7:</u> Prior to issuance of grading permits, the applicant shall submit to the City Engineer a Notice of Intent (NOI) to comply with obtaining coverage under the National Pollutant Discharge Elimination System (NPDES) General Construction Storm Water Permit from the State Water Resources Control Board. Evidence that this has been obtained (i.e., a copy of the Waste Dischargers Identification Number) shall be submitted to the City Engineer for coverage under the NPDES General Construction Permit prior to the issuance of grading permits.	City Engineer	Prior to issuance of grading permits	Receipt of Notice of Intent	Receipt of Waste Dischargers Identification Number	
<u>Mitigation Measure 8:</u> The Project Proponent shall comply with Best Management Practices set forth in the Water Quality Management Plan and as approved by the City Engineer.	City Engineer	Throughout the life of the Project	During on-site inspections	On-site inspection	
<u>Mitigation Measure 9:</u> The irrigation system shall utilize a water smart controller in order to maximize efficiency in the scheduling and shall include a rain shut off device to prevent irrigation during times of precipitation.	Applicant/ Contractor; City of Loma Linda Community Development Department, and County Coroner	Completion of development	During on-site inspection	On-site inspection	
<b>Noise</b>					
<u>Mitigation Measure 10:</u> The hotel roof and window/wall assemblies shall provide an exterior to interior noise reduction of 32-35 dBA CNEL for all facades facing north, 24 dBA CNEL for all facades facing west, and 30-32 dBA CNEL for all facades facing east.	Building Inspector	During construction	During on-site inspections	On-site inspections	

Mitigation Measures No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date /Initials
<b>Traffic and Circulation</b>					
<u>Mitigation Measure 11</u> : Construct Richardson Street from the north project boundary to the south project boundary at its ultimate cross-section width including landscaping and parkway improvements in conjunction with development.	City Engineer	Prior to issuance of Final Occupancy Permit	During review of Final plans		
<u>Mitigation Measure 12</u> : Sight distance at project access shall comply with standard California Department of Transportation/City of Loma Linda sight distance standards. The final grading, landscaping, and street improvement plans shall demonstrate that sight distance standards are met. Such plans must be reviewed by the City and approved as consistent with this measure prior to issue of grading permits.	City Engineer	Prior to issuance of Final Occupancy Permit	During review of Final plans; on-site inspection	On-site inspection	
<u>Mitigation Measure 13</u> : The Project Proponent shall contribute on a fair share basis, calculated to be \$5,852, to the construction of a northbound right turn lane at the intersection of Mountain View Avenue and Redlands Boulevard. Improvements at the intersection shall also include an eastbound right turn lane with overlap and a westbound right turn lane with overlap.	City Engineer	Prior to issuance of Final Occupancy Permit	During review of Final plans; on-site inspection	Receipt of fair share; payment/ On-site inspection	
<u>Mitigation Measure 14</u> : Prior to issuance of building occupancy the Project Proponent shall construct a left turn lane of a minimum 150 feet in length on northbound Richardson Street at the project access. The recommended maximum turn storage length shall not exceed 300 feet.	City Engineer	Prior to issuance of Final Occupancy Permit	During on-site inspection	On-site inspection	
<b>Utilities and Service Systems</b>					
<u>Mitigation Measure 15</u> : The Project Proponent shall comply with City adopted policies regarding the reduction of construction and demolition (C&D) materials.	City Engineer	Throughout construction of the project	During City inspections	On-site inspection	

**CONDITIONS OF APPROVAL  
CUP 15-135, V 15-136, MSP 15-137**

**COMMUNITY DEVELOPMENT DEPARTMENT**

**General**

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

**PROJECT:**

**EXPIRATION DATE:**

**Conditional Use Permit No. 15-135**

**April 12, 2017**

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

**ATTACHMENT – D**

**Sister Cities – Manipal, Karnataka, India and Libertador, San Martin, Argentina**

new business commenced as authorized by this permit until a Certificate of Occupancy has been issued by the Building Division. A Temporary Certificate of Occupancy may be issued by the Building Division subject to the conditions imposed on the use, provided that a deposit is filed with the Community Development Department prior to the issuance of the Certificate, if necessary. The deposit or security shall guarantee the faithful performance and completion of all terms, conditions and performance standards imposed on the intended use by this permit.

6. This permit or approval is subject to all the applicable provisions of the Loma Linda Municipal Code, Title 17 in effect at the time of approval, and includes development standards and requirements relating to: dust and dirt control during construction and grading activities; emission control of fumes, vapors, gases and other forms of air pollution; glare control; exterior lighting design and control; noise control; odor control; screening; signs, off-street parking and off-street loading; and, vibration control. Screening and sign regulations compliance are important considerations to the developer because they will delay the issuance of a Certificate of Occupancy until compliance is met. Any exterior structural equipment, or utility transformers, boxes, ducts or meter cabinets shall be architecturally screened by wall or structural element, blending with the building design and include landscaping when on the ground.
7. Signs are not approved as a part of this permit. Prior to establishing any new signs, the applicant shall submit an application, and receive approval, for a sign permit from the Planning Division (pursuant to LLMC, Chapter 17.18) and building permit for construction of the signs from the Building Division, as applicable.
8. The applicant shall comply with all of the Public Works Department requirements for recycling prior to issuance of a Certificate of Occupancy.
9. Prior to issuance of Certificate of Occupancy, the applicant shall submit a photometric plan and final lighting plan to City staff showing the exact locations of light poles and the proposed orientation and shielding of the fixtures to prevent glare onto the existing home to the east.
10. During construction of the site, the project shall comply with Section 9.20 (Prohibited Noises) which limit construction activities to the hours between 7:00 a.m. to 10:00 p.m. Monday through Friday, with no heavy construction occurring on weekends or national holidays. Additionally, all equipment is required to be properly equipped with standard noise muffling apparatus. Adhering to the City's noise ordinance and implementation of the above mitigation measure would ensure impacts from construction noise would be less than significant.
11. The following shall also be implemented to help reduce the noise impacts to meet the City's interior (45dB) noise level.
  - a. Dual pane windows and entry doors with solid core wood and weather stripping construction shall be utilized.
12. The applicant shall implement SCAQMD Rule 403 and standard construction practices during all operations capable of generating fugitive dust, which will

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

- a. Water active grading areas and staging areas at least twice daily as needed;
  - b. The project proponent shall ensure that all disturbed areas are treated to prevent erosion until the site is constructed upon.
  - c. The project proponent shall ensure that landscaped areas are installed as soon as possible to reduce the potential for wind erosion.
  - d. Suspend grading activities when wind gusts exceed 25 mph;
  - e. Sweep public paved roads if visible soil material is carried off-site;
  - f. Enforce on-site speed limits on unpaved surface to 15 mph; and
  - g. Discontinue construction activities during Stage 1 smog episodes.
13. The applicant shall implement the following construction practices during all construction activities to reduce VOC emission as stipulated in the project Initial Study and identified as mitigation measures:
- a. The contractor shall utilize (as much as possible) pre-coated building materials and coating transfer or spray equipment with high transfer efficiency, such as high volume, low pressure (HVLP) spray method, or manual coating applications such as paint brush, hand roller, trowel, dauber, rag, or sponge.
  - b. The contractor shall utilize water-based or low VOC coating of 100 g/l of VOC (allowing approximately 31,500 square feet painted per day) to 250 g/l of VOC (allowing approximately 12,950 square feet painted per day). The following measures shall also be implemented:
    - Use Super-Compliant VOC paints whenever possible.
    - If feasible, avoid painting during peak smog season: July, August, and September.
    - Recycle leftover paint. Take any left-over paint to a household hazardous waste center; do not mix leftover water-based and oil-based paints.
    - Keep lids closed on all paint containers when not in use to prevent VOC emissions and excessive odors.
    - For water-based paints, clean up with water only. Whenever possible, do not rinse the clean-up water down the drain or pour it directly into the ground or the storm drain. Set aside the can of clean-up water and take it to a hazardous waste center ([www.cleanup.org](http://www.cleanup.org)).
    - Recycle the empty paint can.
    - Look for non-solvent containing stripping products.
    - Use Compliant Low-VOC cleaning solvents to clean paint application equipment.

- Keep all paint and solvent laden rags in sealed containers to prevent VOC emissions.
  - The developer/contractor shall use building materials that do not require painting, where feasible.
  - The developer/contractor shall use pre-painted construction materials where feasible.
14. The applicant shall work with the City's franchised solid waste hauler to follow a debris management plan to divert the material from landfills by the use of separate recycling bins (e.g., wood, concrete, steel, aggregate, glass) during demolition and construction to minimize waste and promote recycle and reuse of the materials.
  15. To reduce emissions, all equipment used in grading and construction must be tuned and maintained to the manufacturer's specification to maximize efficient burning of vehicle fuel.
  16. The project proponent shall ensure that existing power sources are utilized where feasible via temporary power poles to avoid on-site power generation during construction.
  17. The project proponent shall ensure that construction personnel are informed of ride sharing and transit opportunities.
  18. The operator shall maintain and effectively utilize and schedule on-site equipment in order to minimize exhaust emissions from truck idling.
  19. The operator shall comply with all existing and future CARB and SCAQMD regulations related to diesel-fueled trucks, which may include among others: (1) meeting more stringent emission standards; (2) retrofitting existing engines with particulate traps; (3) use of low sulfur fuel; and (4) use of alternative fuels or equipment.
  20. The proposed project shall contribute on a fair share basis, through an adopted traffic impact fee schedule, in the implementation of the recommended intersection lane improvements or in dollar equivalent in lieu mitigation contributions, or in the implementation of additional capacity on parallel routes to offset potential impacts to study area intersections as listed the Traffic Impact Analysis.
  21. All Development Impact fees shall be paid to the City of Loma Linda prior to the issuance of any building and/or construction permits.
  22. Prior to issuance of any Building and/or Construction Permits, the applicant shall submit to the Community Development Department proof of payment or waiver from both the City of San Bernardino for sewer capacity fees and Redlands Unified School District for school impact fees.
  23. The applicant shall pay all required development impact fees to cover 100 percent of the pro rata share of the estimated cost of public infrastructure, facilities, and services.
  24. The developer shall provide infrastructure for the Loma Linda Connected Community Program, which includes providing a technologically enabled

development that includes coaxial, cable and fiber optic lines to all outlets in each unit of the development. Plans for the location of the infrastructure shall be provided with the precise plan of design, which includes providing a technologically enabled development that includes coaxial, cable, and fiber optic lines to all outlets in each unit of the development. Plans for the location of the infrastructure shall be provided with the precise grading plans and reviewed and approved by the City of Loma Linda prior to issuing grading permits.

25. The project shall comply with the City Art in Public Places Ordinance (LLMC Chapter 17.26), which establishes grounds for compliance for new enterprises to facilitate public art. The establishment of artistic assets will be financed and/or constructed by the development community as part of the development requirements.
26. Should paleontological resources be uncovered during grading, a qualified vertebrate paleontologist shall be contracted to perform a field survey to determine and record any nonrenewable paleontological resources found on-site. The paleontologist will determine the significance, and make recommendations for appropriate mitigation measures in compliance with the guidelines of the California Environmental Quality Act.
27. In the event that human remains are encountered during grading, all provisions of state law requiring notification of the County Coroner, contacting the Native American Heritage Commission, and consultation with the most likely descendant, shall be followed.
28. The project shall comply with all non-exempt provisions of Measure V and shall pay the full amount of any recalculated development impact fees, including traffic impact fees, prior to occupancy.
29. The applicant shall provide elevation details of the proposed trash enclosure. Trash enclosure design should incorporate matching colors and finishes to those found on the proposed hotel building.

### **Landscaping**

30. The applicant shall submit three sets of the final landscape plan prepared by a state licensed Landscape Architect, subject to the approval of the Community Development Department, and Public Works Department for landscaping in the public right-of-way. Landscape plans for the Landscape Maintenance District shall be on separate plans.
31. Final landscape and irrigation plans shall be in substantial conformance with the approved conceptual landscape plan and these conditions of approval. Any and all fencing shall be illustrated on the final landscape plan.
32. Landscape plans shall depict the utility laterals, concrete improvements, and tree locations. Any modifications to the landscape plans shall be reviewed and approved by the Public Works and Community Development Departments prior to issuance of permits.

33. The applicant, property owner, and/or business operator shall maintain the property and landscaping in a clean and orderly manner and all dead and dying plants shall be replaced with similar or equivalent type and size of vegetation.
34. Should the relocation or removal of any tree be required, the applicant shall submit an Arborist Report prior to site disturbance. Any removal or replacement of trees shall be in accordance with the City's Tree Preservation Ordinance.
35. The applicant shall perform a Phase I Environmental Site Assessment to determine if the project site includes any contamination prior to the issuance of building permits.
36. The applicant shall prepare a study for the presence of hazardous chemicals, mercury, and asbestos containing materials (ACM) as a result of the demolition of the existing on-site structures. If other hazardous chemicals, lead-based paints (LPB) or products, mercury or ACMs are identified, proper precautions should be taken during demolition activities. Additionally, the contaminants should be remediated in compliance with California environmental regulations and policies.
37. Should future project construction require soil excavation or filling in certain areas, soil sampling may be required. If soil is contaminated, it must be properly disposed. Land Disposal Restrictions (LDRs) may be applicable to such soils. Soil sampling shall also be conducted on any imported soil.
38. If it is determined that hazardous wastes are, or will be generated by the proposed operation of the facility, the wastes shall be managed in accordance with the California Hazardous Waste Control Law and the Hazardous Waste Control Regulations. If it is determined that hazardous wastes will be generated, the facility shall obtain a United States Environmental Protection Agency Identification Number. Certain hazardous waste treatment processes or hazardous materials, handling, storage or uses may require authorization from the local Certified Unified Program Agency (CUPA).
39. If clean up oversight is required of the project, the applicant shall be required to obtain an Environmental Oversight Agreement with the DTSC.
40. The applicant shall submit a copy of a recorded reciprocal access easement/agreement between the subject property and the Holiday Inn Express property.
41. The applicant shall provide a stamped concrete design on the driveway entrance along Richardson Street.
42. The applicant shall work with staff to provide additional buffering between the subject site and the City's property developed with the water pump station.
43. The applicant shall work with staff to review the possibility of locating a directional/monument sign along Redlands Boulevard for added visibility.

## **FIRE DEPARTMENT**

44. The applicant shall submit a complete set of plans to the Loma Linda Fire Department for review and approval prior to the issuance of building permits.
45. All construction shall meet the requirements of the editions of the California Building Code (CBC) and the California Fire Code (CFC)/International Fire Code (IFC) as adopted and amended by the City of Loma Linda and legally in effect at the time of issuance of building permit.
46. Pursuant to CFC Section 903, as amended in Loma Linda Municipal Code (LLMC) Sections 15.28.230-450, the building(s) shall be equipped with automatic fire sprinkler system(s). Pursuant to CFC Section 901.2, plans and specifications for the fire sprinkler system(s) shall be submitted to Fire Prevention for review and approval prior to installation. Fire flow test data for fire sprinkler calculations must be current within the last 6 months. Request flow test data from Loma Linda Fire Prevention.
47. On-site civil engineering improvement plans shall be submitted to Fire Prevention for review and approval prior to construction. Plans shall show the proposed locations for water mains and fire hydrants; driveways, drive aisles and access roadways for fire apparatus.
48. The site address shall be as assigned by the Fire Marshal in a separate document, following approval of the project, and upon submittal of a working copy of the final approved site plan.
49. The developer shall submit a Utility Improvement Plan showing the location of fire hydrants for review and approval by the Fire Department.

## **PUBLIC WORKS DEPARTMENT**

50. The developer shall submit an engineered grading plan for the proposed project.
51. All utilities shall be underground. The City of Loma Linda shall be the sewer purveyor.
52. All public improvement plans shall be submitted to the Public Works Department for review and approval.
53. Any damage to existing improvements as a result of this project shall be repaired by the applicant to the satisfaction of the City Engineer.
54. Prior to issuance of grading permits, the applicant shall submit to the City Engineer a Notice of Intent (NOI) to comply with obtaining coverage under the National Pollutant Discharge Elimination System (NPDES) General Construction Storm Water Permit from the State Water Resources Control Board. Evidence that this has been obtained (i.e., a copy of the Waste Dischargers Identification Number) shall be submitted to the City Engineer for coverage under the NPDES General Construction Permit.
55. All site drainage shall be handled on-site and shall not be permitted to drain onto adjacent properties.

56. An erosion/sediment control plan and a Water Quality Management Plan are required to address on-site drainage construction and operation.
57. All necessary precautions and preventive measures shall be in place in order to prevent material from being washed away by surface waters or blown by wind. These controls shall include at a minimum: regular wetting of surface or other similar wind control method, installation of straw or fiber mats to prevent rain related erosion. Detention basin(s) or other appropriately sized barrier to surface flow must be installed at the discharge point(s) of drainage from the site. Any water collected from these controls shall be appropriately disposed of at a disposal site. These measures shall be added as general notes on the site plan and a statement added that the operator is responsible for ensuring that these measures continue to be effective during the duration of the project construction.
58. Per the City of Loma Linda recycling policy, the project proponent shall incorporate interior and exterior storage areas for recyclables.
59. The project proponent shall comply with City adopted policies regarding the reduction of construction and demolition (C&D) materials.
60. The project shall comply with the Low Impact Development (LID) Principles and LID Best Management Practices (BMPs) for Southern California.

#### **SHERIFFS DEPARTMENT**

61. The developer shall provide sufficient exterior lighting to the site that illuminates otherwise dark corridors which may compromise public safety.
62. The developer shall register with the Crime Free Hotel/Motel Program which closely works with San Bernardino County Sheriff's Department personnel to address crime prevention.
63. The developer shall be required to prevent loitering on site.
64. The developer shall be required to provide clear windows at the lobby area.

#### **MITIGATION MEASURES**

65. Prior to site disturbance, the applicant shall provide to the City a detailed construction schedule that shall include a 44-day (at a minimum) building coating schedule.
66. In the event historic or archaeological resources are unearthed, a qualified archaeologist shall be contacted to determine if reporting the finds is required and if further monitoring during site earthwork is warranted. If, at any time, resources are identified, the archaeologist shall make recommendations to the City of Loma Linda for appropriate mitigation measures in compliance with the guidelines of the California Environmental Quality Act.
67. Should paleontological resources be uncovered during grading, a qualified vertebrate paleontologist shall be contacted to perform a field survey to determine and record any non-renewable paleontological resources found on-site. The

paleontologist shall determine the significance, and make recommendations to the City of Loma Linda for appropriate mitigation measures in compliance with the guidelines of the California Environmental Quality Act.

68. If human remains of any kind are found during earthwork activities, all activities must cease immediately and the San Bernardino County Coroner and a qualified archaeologist must be notified. The Coroner will examine the remains and determine the next appropriate action based on his or her findings. If the coroner determines the remains to be of Native American origin, he or she will notify the Native American Heritage Commission. The Native American Heritage Commission will then identify the most likely descendants to be consulted regarding treatment and/or reburial of the remains. If a most likely descendant cannot be identified, or the most likely descendant fails to make a recommendation regarding the treatment of the remains within 48 hours after gaining access to them, the contractor shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance.
69. The Project Proponent shall implement recommendations for the Project's following: foundation design, bearing value, total and differential (static) settlement, earth pressures, slab on grade, pavement design and grading as provided in the recommendations set forth in the May 2013 Preliminary Foundation Soils Exploration report (pages 6 through 10) prepared by Geo-Etka, Inc. for the Project Site.
70. Prior to issuance of grading permits, the applicant shall submit to the City Engineer a Notice of Intent (NOI) to comply with obtaining coverage under the National Pollutant Discharge Elimination System (NPDES) General Construction Storm Water Permit from the State Water Resources Control Board. Evidence that this has been obtained (i.e., a copy of the Waste Dischargers Identification Number) shall be submitted to the City Engineer for coverage under the NPDES General Construction Permit prior to the issuance of grading permits.
71. The Project Proponent shall comply with Best Management Practices set forth in the August 2013 Water Quality Management Plan and as approved by the City Engineer.
72. The developer shall require that all construction equipment is properly maintained with operating mufflers and air intake silencers, and prioritizes the location of equipment staging and storage as far as practical from the existing hotel and residential unit southeast and south of the site, respectively.
73. The Project Proponent shall construct Redlands Boulevard from the west project boundary to the east project boundary at its ultimate half-section width including the Redlands Boulevard/Poplar Street traffic signal improvements, landscaping and parkway improvements in conjunction with development.
74. Sight distance at each project access shall be reviewed with respect to California Department of Transportation/City of Loma Linda standards in conjunction with the preparation of final grading, landscaping, and street improvement plans.

75. The necessary off-site improvement recommendations are included in Table 5 within this Initial Study. The Project Proponent shall contribute towards the cost of necessary study area improvements on a fair share or “pro-rata” basis. The Project’s fair share of identified intersection costs is \$3,173.
76. The Project Proponent shall comply with City adopted policies regarding the reduction of construction and demolition (C&D) materials.

\_\_\_\_\_

Applicant signature

\_\_\_\_\_

Date

\_\_\_\_\_

Owner signature

\_\_\_\_\_

Date

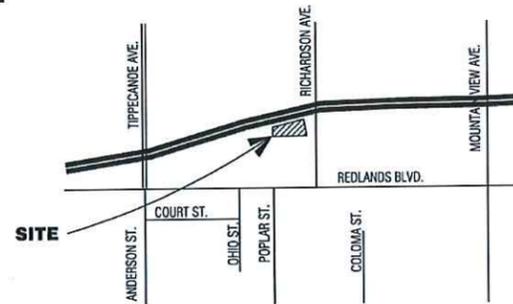
End of Conditions

# Town Place Suites

## CONCEPTUAL LANDSCAPE PLAN

RICHARDSON STREET  
LOMA LINDA, CA

**Applicant:**  
**SAGEMONT HOTELS**  
hpatel@sagemonthotels.com



Vicinity Map  
not to scale  
North

### CONCEPTUAL WATER CONSERVATION STATEMENT

This project will conform to AB 1881 by utilizing low water use, drought tolerant plants as well as native plants to minimize water usage. The automatic irrigation system shall be designed with the highest efficiency possible utilizing drip irrigation and high efficiency rotators where spray is necessary. This system shall utilize a water smart controller in order to maximize efficiency in the scheduling and shall include a rain shut off device to prevent irrigation during times of precipitation.

### SITE DATA:

OVERALL SITE.....140,563 SQ. FT.  
REQUIRED LANDSCAPE AREA (20%).....28,112 SQ. FT.  
LANDSCAPE AREA PROVIDED.....33,546 SQ. FT.



Planting Plan  
Scale: 1" = 20'  
North

### Planting Legend

SYMBOL	QTY.	SIZE	BOTANICAL NAME	COMMON NAME	WUCOLS BY WATER USAGE	INTENDED MATURE SIZE (H x W)	
	6	36" Box	Chamaerops humilis - 3 Trunk	Mediterranean Fan Palm	Mod	10 H, 8 W	
	12	12" Brown Trunk	Washingtonia filifera	California Fan Palm	Low	50 H, 15 W	
	13	24" Box	Eriobotrya deflexa 'Coppertone'	Bronze Loquat	Mod	19' H, 25' W	
	17	15 Gal.	Chitalpa tashkentensis	Chitalpa Tree	Low	25' H, 20' W	
	13	15 Gal.	Platanus acerifolia 'Columbia'	Columbia Plane Tree	Mod	50 H, 25' W	
	6	24" Box	Rhus lancea 'Standards'	African Sumac	Low	25 H, 25 W	
	10	24" Box	Rhus lancea Multi-Trunk	African Sumac	Low	25 H, 25 W	
	29	15 Gal.	Tristania conferta	Brisbane Box Tree	Low	50H, 15' W	
	37	24" Box	Cupressus sempervirens	Italian Cypress	Low	60 H, 4' W	
	92	5 Gal.	Aeonium arboreum 'Schwarzkopf'	Large Purple Aeonium	Low	3 H, 2' W	
	34	5 Gal	Agave americana	Century Plant	Low	5H, 5' W	
	112	5 Gal.	Aloe striata	Coral Aloe	Low	2 H, 2' W	
	35	5 Gal.	Alyogyne huegelii	Blue Hibiscus	Low	6' H, 6' W	
	30	5 Gal.	Arbutus unedo 'Compacta'	Strawberry Bush	Low	6' H, 6' W	
	152	5 Gal.	Asparagus densiflorum 'Meyer'	Meyers Asparagus aka Foxtail Fern	Mod	2 H, 2' W	
	55	5 Gal.	Bougainvillea 'Barbara Karst'	Bougainvillea	Low	4' H, 4' W	
	112	5 Gal.	Callistemon viminalis 'Little John'	Dwarf Bottlebrush	Low	3' H, 4' W	
	8	5 Gal.	Camellia japonica 'Bob Hope'	Japanese Camellia	High	6' H, 6' W	
	195	5 Gal.	Hemerocallis Hybrid 'Russian Rhapsody'	Daylily	Mod	2' H, 22' W	
	32	5 Gal.	Lavatera assurgensiflora	Tree Mallow	Low	6' H, 6' W	
	17	5 Gal.	Phormium tenax 'Apricot Queen'	New Zealand Flax	Mod	3H, 4' W	
	65	5 Gal.	Rosa floribunda 'Iceberg'	White Shrub Rose	Mod	4 H, 3' W	
	176	5 Gal.	Westringia fruticosa	Coast Rosemary	Low	5 H, 6' W	
	5598	SQ. FT.	Flats	Baccharis pilularis	Coyote Bush	Low	2 H, 6' W
	3240	SQ. FT.	1 Gal. 30" o.c.	Nassella tenuissima	Mexican Feather Grass	V. Low	2 H, 2' W
	11,149	SQ. FT.	Flats	Lantana montevidensis 'Alba'	White Trailing Lantana	Low	1-2 H, 6-8' W
	943	SQ. FT.	Flats	Senecio mandraliscae	Blue Chalk Sticks	Low	1' H, 1' W
	640	SQ. FT.	Flats	Trachelospermum asiaticum	Asian Jasmine	Low	1' H, 5' W
	10,177	SQ. FT.	Hydro-seed	Bio-retention Mix Festuca longifolia 'Firefly'			

NO SUBSTITUTIONS, SPECIES OR VARIETY. CONTRACTOR ASSUMES ALL RESPONSIBILITY FOR ALL ISSUES RESULTING FROM SUBSTITUTIONS. DESIGN WAS CREATED USING EXACT VARIETY INDICATED.

IF SUBSTITUTIONS ARE NECESSARY, CONTRACTOR MUST CONTACT LANDSCAPE ARCHITECT FOR SUBSTITUTION APPROVAL.  
A 3" DEEP LAYER OF SHREDDED BARK MULCH SHALL BE PLACED IN ALL PLANTING BEDS, EXCEPT LAWN AREAS.

PLANT COUNTS ARE FOR BIDDING PURPOSES ONLY. CONTRACTOR SHALL BE RESPONSIBLE FOR EXACT COUNT PER PLAN.

ALL ABOVE GROUND UTILITIES AND IRRIGATION EQUIPMENT SHALL BE SCREENED.

## EXHIBIT - E



RICHARD  
**POPE**  
AND ASSOCIATES  
Landscape Architecture



1585 S. 'D' Street, Suite 103  
San Bernardino, CA 92408  
e-mail: rpa.la@verizon.net  
www.richardpopeandassociates.com  
Richard Pope, Landscape Architect CA# 2664

# PRELIMINARY GRADING AND WQMP PLAN

## CONSTRUCTION NOTES

- ① CONSTRUCT AC PAVEMENT PER SOILS REPORT
- ② CONSTRUCT 6" CURB AND GUTTER
- ③ CONSTRUCT 6" CURB
- ④ CONSTRUCT 4" PCC SIDEWALK
- ⑤ CONSTRUCT PCC RIBBON GUTTER
- ⑥ CONSTRUCT TRASH ENCLOSURE

## WQMP/BMP NOTES

- ① SD-10: LANDSCAPE PLANTING
- ② SD-11: ROOF RUNOFF CONTROLS
- ③ SD-12: EFFICIENT IRRIGATION
- ④ SD-32: TRASH ENCLOSURE
- ⑤ TC-11: INFILTRATION BASIN
- ⑥ TC-32: BIOTENTION BASIN
- ⑦ PARKING LOT SWEEPING

## OWNER/APPLICANT:

SAGEMONT HOTELS  
CONTACT - HIRAL PATEL  
6071 JOSHUA PALMER WAY  
BANNING, CA 92220  
951-545-4888

A.P.N.: 0281-162-50

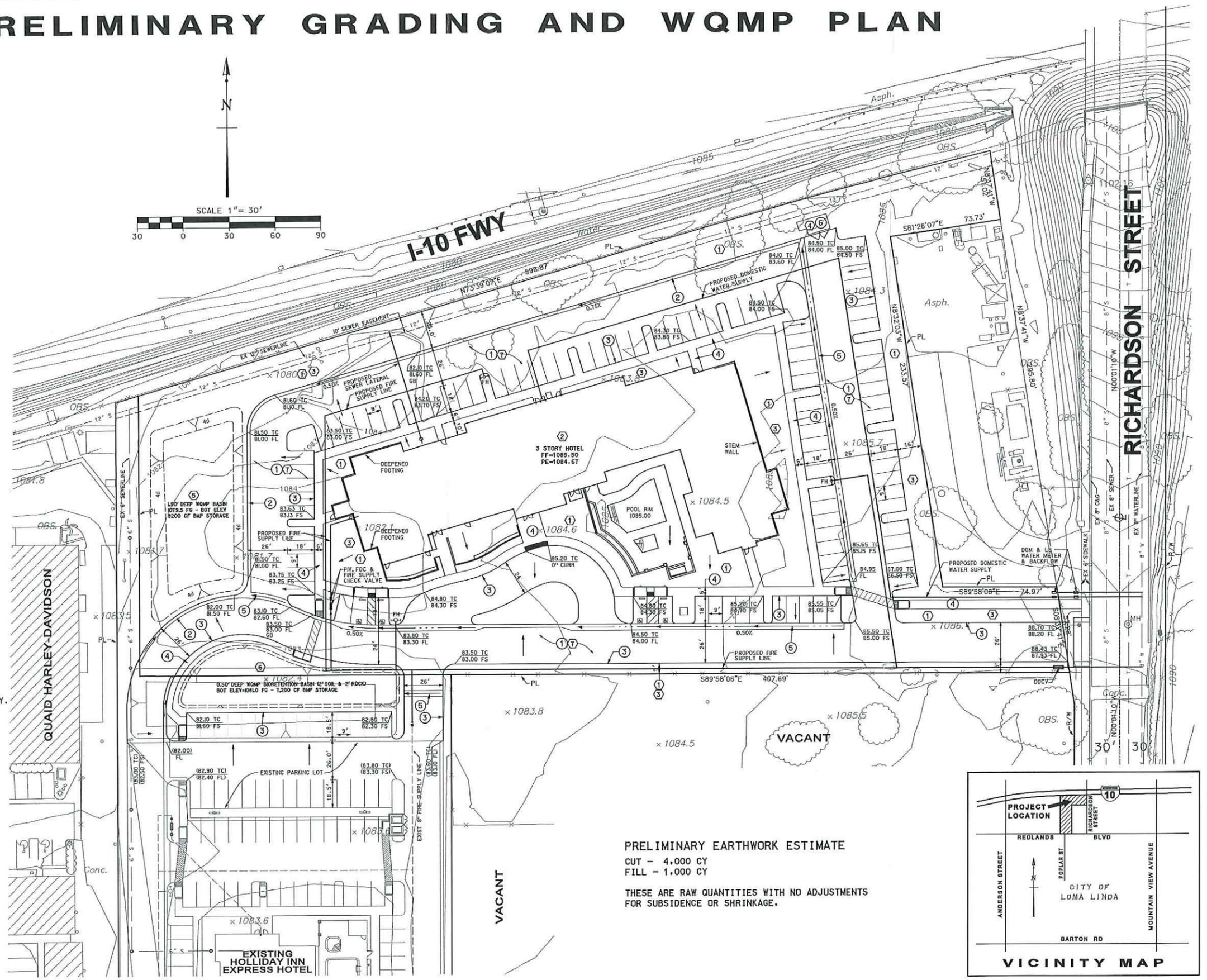
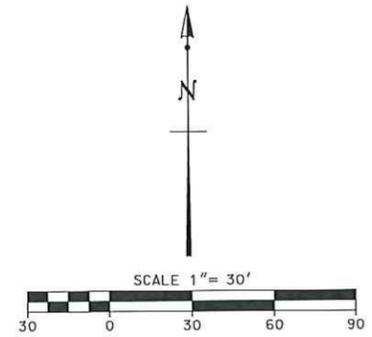
## LEGAL DESCRIPTION:

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCEL 2 OF PARCEL MAP NO. 19540, IN THE CITY OF LOMA LINDA, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 242, PAGES 39-41 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

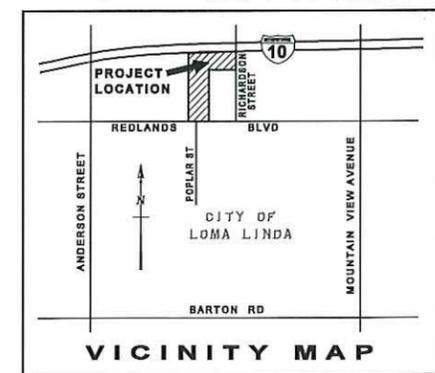
## LEGEND

FF - FINISH FLOOR	→ - DIRECTION OF FLOW
PE - PAD ELEVATION	(XXXX.X) - EXIST ELEV
TC - TOP OF CURB	XXXX.X - DESIGN ELEV
FS - FINISH SURFACE	
PL - PROPERTY LINE	
R/W - RIGHT OF WAY	
GB - GRADE BREAK	
MH - MANHOLE	
TG - TOP OF GRATE	
TW - TOP OF WALL	
BOW - BACK OF SIDEWALK	



## PRELIMINARY EARTHWORK ESTIMATE

CUT - 4,000 CY  
FILL - 1,000 CY  
THESE ARE RAW QUANTITIES WITH NO ADJUSTMENTS FOR SUBSIDENCE OR SHRINKAGE.



**Goodman & Associates**  
2079 SKY VIEW DRIVE  
COLTON, CALIFORNIA 92324  
(909) 824-2778

DOUGLAS L. GOODMAN R.C.E. 28500  
MY LICENSE EXPIRES 3-31-16

Undersigned Service Alert Call: TOLL FREE 1-800-227-2600	Designed by SH	Drawn by SH	Checked by DG
PLANS PREPARED UNDER THE SUPERVISION OF DOUGLAS L. GOODMAN	Date	By	REVISIONS
Date	R.C.E. 28500	App'd	

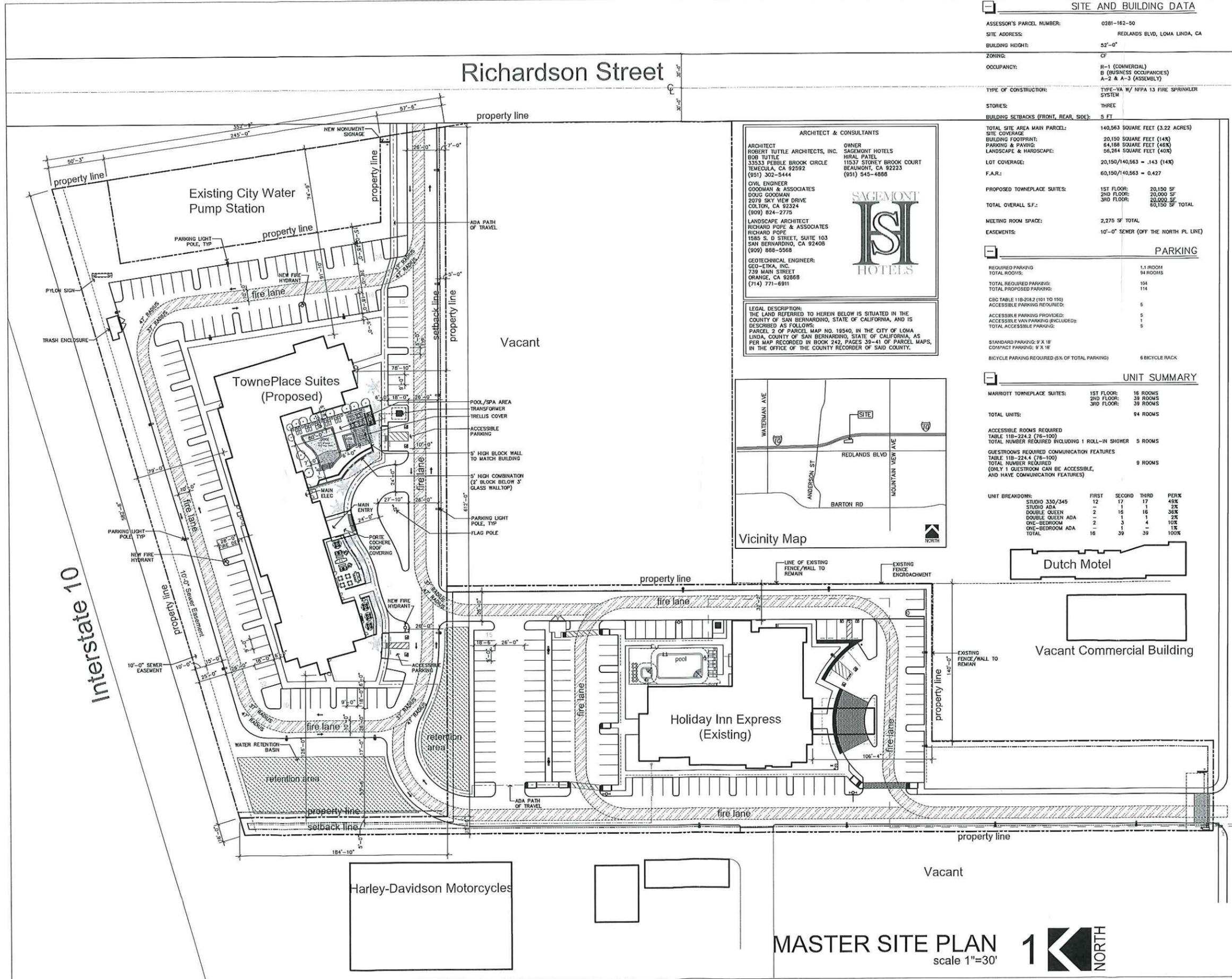
Reference Plans For These Improvements	Date	By

BENCH MARK - CITY OF LOMA LINDA BM 81-29  
BRASS CAP IN N.E. CORNER OF CONC. CATCH BASIN  
ON SOUTH SIDE OF REDLANDS BLVD, 1/2' EAST OF  
CL. INT. REDLANDS BLVD AND RICHARDSON ST.  
ELEVATION 1082.594  
Scale

APPROVED  
DIRECTOR OF PUBLIC WORKS / CITY ENGINEER RCE 47907  
DATE

CITY OF LOMA LINDA  
PRELIMINARY GRADING & WQMP PLAN  
TOWNE PLACE SUITES - LOMA LINDA  
RICHARDSON STREET, LOMA LINDA, CA 92354

Drawing No. 1  
SH. 1 of 1



Richardson Street

Interstate 10

Redlands Blvd

ARCHITECT & CONSULTANTS

ARCHITECT  
ROBERT TUTTLE ARCHITECTS, INC.  
BOB TUTTLE  
33533 PEBBLE BROOK CIRCLE  
TEMECULA, CA 92592  
(951) 302-5444

CIVIL ENGINEER  
GOODMAN & ASSOCIATES  
DOUG GOODMAN  
2079 SKY VIEW DRIVE  
COLTON, CA 92324  
(909) 824-2775

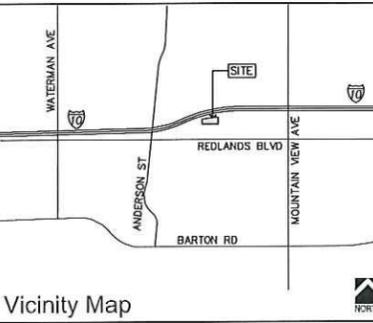
LANDSCAPE ARCHITECT  
RICHARD POPE & ASSOCIATES  
RICHARD POPE  
1585 S. D STREET, SUITE 103  
SAN BERNARDINO, CA 92408  
(909) 888-5568

GEOTECHNICAL ENGINEER  
GEO-ETKA, INC.  
739 MAIN STREET  
ORANGE, CA 92668  
(714) 771-6911

OWNER  
SAGEMONT HOTELS  
HIRAL PATEL  
11537 STOREY BROOK COURT  
BEAUMONT, CA 92223  
(951) 545-4888



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**SITE AND BUILDING DATA**

ASSESSOR'S PARCEL NUMBER: 0281-162-50  
 SITE ADDRESS: REDLANDS BLVD, LOMA LINDA, CA  
 BUILDING HEIGHT: 52'-0"  
 ZONING: CF  
 OCCUPANCY: R-1 (COMMERCIAL)  
 B (BUSINESS OCCUPANCIES)  
 A-2 & A-3 (ASSEMBLY)  
 TYPE OF CONSTRUCTION: TYPE-VA W/ NFPA 13 FIRE SPRINKLER SYSTEM  
 STORIES: THREE  
 BUILDING SETBACKS (FRONT, REAR, SIDE): 5 FT

TOTAL SITE AREA MAIN PARCEL: 140,563 SQUARE FEET (3.22 ACRES)  
 SITE COVERAGE: 20,150 SQUARE FEET (14%)  
 BUILDING FOOTPRINT: 64,188 SQUARE FEET (46%)  
 PARKING & PAVING: 56,384 SQUARE FEET (40%)  
 LANDSCAPE & HARDSCAPE:  
 LOT COVERAGE: 20,150/140,563 = .143 (14%)  
 F.A.R.: 60,150/140,563 = 0.427

PROPOSED TOWNEPLACE SUITES:  
 1ST FLOOR: 20,150 SF  
 2ND FLOOR: 20,000 SF  
 3RD FLOOR: 20,000 SF  
 TOTAL: 60,150 SF TOTAL

TOTAL OVERALL S.F.:  
 MEETING ROOM SPACE: 2,275 SF TOTAL  
 EASEMENTS: 10'-0" SEWER (OFF THE NORTH PL LINE)

**PARKING**

REQUIRED PARKING: 1:1 ROOM  
 TOTAL ROOMS: 94 ROOMS  
 TOTAL REQUIRED PARKING: 104  
 TOTAL PROPOSED PARKING: 114

CSO TABLE 11B-208.2 (101 TO 150)  
 ACCESSIBLE PARKING REQUIRED: 5  
 ACCESSIBLE PARKING PROVIDED: 5  
 ACCESSIBLE VAN PARKING INCLUDED: 1  
 TOTAL ACCESSIBLE PARKING: 5

STANDARD PARKING: 9' X 18'  
 COMPACT PARKING: 8' X 18'  
 BICYCLE PARKING REQUIRED (5% OF TOTAL PARKING): 6 BICYCLE RACK

**UNIT SUMMARY**

MARRIOTT TOWNEPLACE SUITES:  
 1ST FLOOR: 16 ROOMS  
 2ND FLOOR: 38 ROOMS  
 3RD FLOOR: 38 ROOMS

TOTAL UNITS: 94 ROOMS

ACCESSIBLE ROOMS REQUIRED  
 TABLE 11B-224.2 (76-100)  
 TOTAL NUMBER REQUIRED INCLUDING 1 ROLL-IN SHOWER: 5 ROOMS

QUESTROOMS REQUIRED COMMUNICATION FEATURES  
 TABLE 11B-224.4 (76-100)  
 TOTAL NUMBER REQUIRED: 9 ROOMS  
 (ONLY 1 QUESTROOM CAN BE ACCESSIBLE, AND HAVE COMMUNICATION FEATURES)

UNIT BREAKDOWN:

	FIRST	SECOND	THIRD	PER%
STUDIO 330/345	12	17	17	45%
STUDIO ADA	-	1	1	3%
DOUBLE QUEEN	2	16	16	36%
DOUBLE QUEEN ADA	2	2	2	5%
ONE-BEDROOM	2	3	4	10%
ONE-BEDROOM ADA	1	1	1	1%
TOTAL	16	39	39	100%

ROBERT F. TUTTLE ARCHITECTS, INC.  
 Phone (951) 302-5444  
 Fax (951) 302-4446  
 33533 Pebble Brook Circle  
 Temecula, California 92592  
 office@rtarch.com  
 www.rtarch.com

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TownePlace Suites - Loma Linda  
 Redlands Blvd / Richardson St, Loma Linda, Ca  
 Sagemont Hotels - Hiral Patel  
 Client Street

TOWNEPLACE SUITES  
 SET DATE: SEPTEMBER 14, 2015  
 REVISIONS:

SHEET NUMBER  
 A-1  
 OF SHEETS IN SERIES



FIRST FLOOR PLAN 1  
scale 1/16"=1'-0"

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**TownePlace Suites - Loma Linda**  
 Redlands Blvd / Richardson St, Loma Linda, Ca  
 Sagemont Hotels - Hiral Patel  
 Client: Street

TOWNEPLACE SUITES  
 SET DATE: SEPTEMBER 14, 2015  
 REVISIONS:

SHEET NUMBER  
**A-2**  
 OF SHEETS IN SERIES

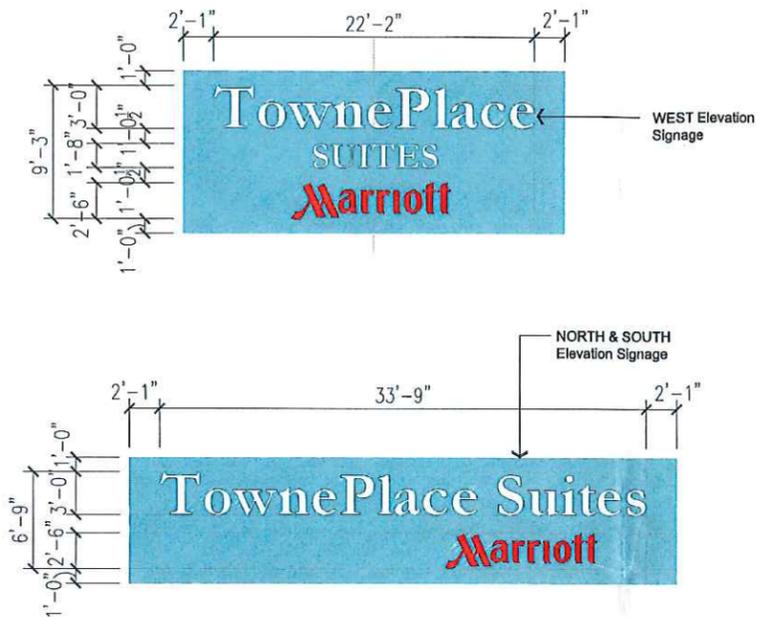




**CHANNEL LETTER SPECIFICATIONS**

**\*TownePlace Suites\***  
 Construction: 0.50" Aluminum channel letter with 0.63" aluminum backs  
 Face Material: 3/16" 2447 white acrylic  
 Decoration: 3M 3635-7152 teal dual-color film applied to 1st surface  
 Trim Cap: 1" Painted Matthews MP08339 teal, satin finish  
 Exterior Finish: paint Matthews MP08339 teal, satin finish  
 Interior Finish: Paint reflective white  
 Illumination: White LED's

**\*Marriott\***  
 Construction: 0.50" Aluminum channel letter with 0.63" aluminum backs  
 Face Material: 3/16" 2447 white acrylic  
 Decoration: 3M 3635-7152 teal red translucent film applied to 1st surface  
 Trim Cap: 1" Painted Matthews MP08937 red, satin finish  
 Exterior Finish: paint Matthews MP08937 red, satin finish  
 Interior Finish: Paint reflective white  
 Illumination: Red LED's

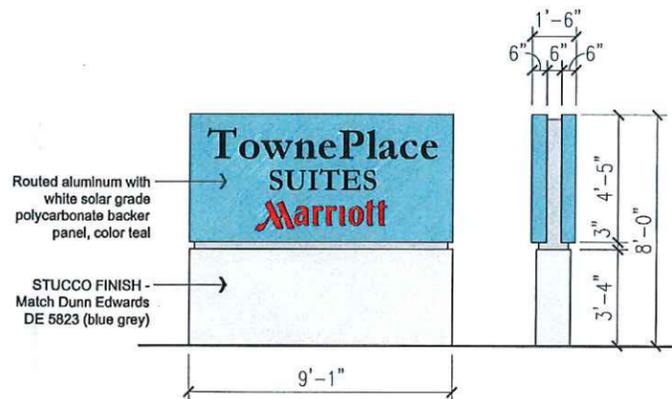


**EXT BUILDING SIGNS - CITY OF LOMA LINDA**

scale: N.T.S.

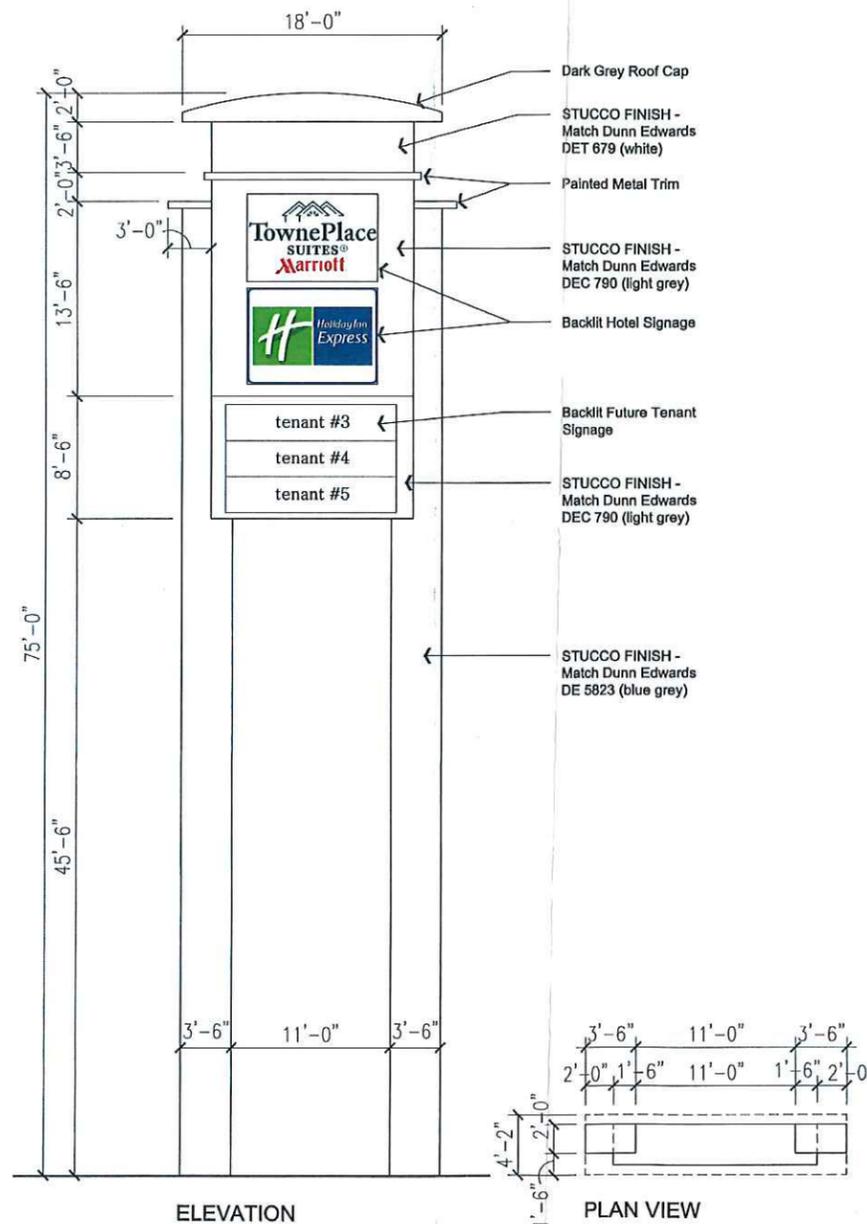
**MONUMENT SPECIFICATIONS**

Construction: Aluminum angle frame with .125" aluminum shoebox style faces, CMU block base  
 Face Construction: Routed aluminum with backer panel, paint color mathews MP08339 teal, stain finish, and Pantone 877 C Silver, satin finish  
 Backer panel: .118" white solar grade polycarbonate "TownePlace Suites" and "Marriott" to appear white during the day and "TownePlace Suites" to illuminate white and "Marriott" to illuminate red at nighttime  
 Illumination: white LED's for "TownePlace Suites and red LED's for "Marriott"  
 Interior finish: paint reflective white



**MONUMENT SIGN - CITY OF LOMA LINDA**

scale: N.T.S.



**PYLON SIGN - CITY OF LOMA LINDA**

scale: N.T.S.

**ROBERT F. TUTTLE ARCHITECTS, INC.**  
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 Redlands Blvd / Richardson St, Loma Linda, Ca  
 Sagemont Hotels - Hiral Patel  
 Client Street

**TOWNEPLACE SUITES**

SET DATE: SEPTEMBER 22, 2015

REVISIONS:

SHEET NUMBER  
**AS-2**  
 OF SHEETS IN SERIES

DRAWN BY:

FILE NAME:



# City of Loma Linda Official Report

Rhodes Rigsby, Mayor  
Phillip Dupper, Mayor pro tempore  
Ovidiu Popescu, Councilman  
Ron Dailey, Councilman  
John Lenart, Councilman

**COUNCIL AGENDA:** April 12, 2016  
**TO:** City Council  
**VIA:** T. Jarb Thaipejr, City Manager  
**FROM:** Konrad Bolowich, Assistance City Manager  
**SUBJECT:** Modification of LLUH Master Plan – Precise Plan of Design No. PPD 13-018

Approved/Continued/Denied  
By City Council  
Date \_\_\_\_\_

## SUMMARY

The applicant, Loma Linda University Adventist Health Sciences Center (LLUAHSC) dba Loma Linda University Health (LLUH) requests approval of minor modifications to their Campus Master Plan including changes to the height, square footage and surface parking for the new hospital building. An Addendum to the previously certified 2014 Program Environmental Impact Report (State Clearinghouse No. 2013051043) has been prepared by the City of Loma Linda Community Development Department to evaluate the proposed minor changes to the Campus Master Plan (PPD No. 13-018) (see Attachment – A).

## RECOMMENDATION

Staff recommends that the City Council:

1. Approve modifications to PPD No. 13-018 based on the Findings and Addendum (Attachment – B) for the LLUH Master Plan Project

## PERTINENT DATA

Property Owner/Applicant: Loma Linda University Adventist Health Sciences Center (LLUAHSC) dba Loma Linda University Health (LLUH)  
General Plan/Zoning: Healthcare, Institutional and Special Planning Area B  
Site: Approximate 23.8 acres  
Topography: Generally flat  
Vegetation: Urban landscaping including open grass areas, mature trees, shrubs and flower beds.  
Special Features: Currently developed as Loma Linda University Medical Center Campus.

## BACKGROUND

In 2014, the City prepared an EIR (SCH No. 2013051043) for the proposed LLUH Master Plan to construct and operate a multi-phased development including new facilities and improvements

to the existing campus facilities in order to accommodate existing demands in the services provided, and to meet regulatory requirements. The LLUH Master Plan Project analyzed in the EIR included the construction of new facilities, modernization of existing facilities, and replacement of a portion of the main hospital in response to California's SB 1953 Hospital Seismic Safety Act. It was determined that the principal areas of environmental impact were in the areas of: aesthetics, cultural resources, geology and soils, greenhouse gases, hazards and hazardous materials, noise, and utilities. The 2014 Program EIR identified that impacts from greenhouse gases would remain significant after implementation of mitigation measures, all other impacts would be reduced to a less than significant level with mitigation incorporated. The City Council of Loma Linda certified a Final EIR and adopted mitigation measures and a Statement of Overriding Considerations.

### **EXISTING SETTING**

The approximate 23.8-acre Project Site evaluated in the EIR is centrally located in the City of Loma Linda. Specifically, the Project Site encompasses the existing LLUH campus located on the north side of Barton Road, on the west side of Anderson Street, on the east side of Campus Street, and generally south of the Union Pacific Rail Road (UPRR). A portion of the Elmer Digneo City Park, located north of the UPRR was included in the Project Site as a potential site for a new SCE substation to serve the campus. The geographic coordinate location of the Project Site is 34.049347 north latitude and -117.264011 west longitude.

Major arterials in the vicinity of the Project Site include Barton Road, Anderson Street, Redlands Boulevard, Mountain View Avenue and I-10. The San Bernardino International Airport is approximately 3.2 miles northeast of the Project Site. The UPRR is adjacent to the northern boundary of the campus.

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

The California Environmental Quality Act (CEQA) provides for several types of Environmental Impact Reports (EIR), each applicable to its own unique project circumstances. The City will serve as Lead Agency for the CEQA review and has determined the need for an Addendum to the 2014 EIR to address minor changes proposed to the Master Plan's project description.

If only minor changes to a certified EIR are required, then a lead agency, may prepare an Addendum to an EIR as described in CEQA Section 15164:

- (a) The lead agency or responsible agency shall prepare an Addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.
- (b) An Addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR have occurred.
- (c) An Addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration.

- (d) The decision making body shall consider the Addendum with the final EIR or adopted negative declaration prior to making a decision on the project.
- (e) A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an Addendum to an EIR, the lead agency's findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.

The original parameters of the 2014 Program EIR for the LLUH Master Plan have not changed and the same significant impacts previously addressed are expected. To evaluate the Applicant's currently proposed increase in the height and stories of the hospital building and addition to the number of surface parking spaces on-site, the City acting as the Lead Agency pursuant to CEQA Guidelines, §15051, has determined that preparation of an Addendum to the certified 2014 Program EIR is the most appropriate action. It was further determined that the Addendum should focus only on the minor changes in aesthetic impacts that could potentially occur with the current hospital design. No other areas of environmental impacts that were addressed in the 2014 EIR are anticipated to change and no new impacts are anticipated to occur. Lilburn Corporation, under contract to the City, prepared an Addendum to the certified 2014 Program EIR in compliance with CEQA.

The City shall consider this Addendum with the final certified EIR prior to making a decision on the proposed changes to the Master Plan.

### **Public Review/Public Comments**

A Notice of Preparation (NOP) was prepared and circulated to all responsible agencies and interested parties on August 25, 2015 based on the then proposed changes to the LLUH Master Plan which were considered by the City to warrant the preparation of a Supplement to the 2014 EIR requiring public review. At the time the NOP was prepared the Applicant was proposing the following changes to the Master Plan: 1) an increase in the overall height of the hospital from 13 stories (215 feet) to 17 stories<sup>1</sup> (290 feet); 2) an increase in the hospital square footage from 732,000 square-feet (footprint of 130,000 square-feet) to 1,060,000 square-feet (footprint of 120,000 square-feet); 3) maintaining the current license bed capacity of 719 beds (the Certified EIR evaluated a decrease from 719 licensed bed to 650 licensed beds); 4) an increase in the size of the co-generation plant from 22 MV<sup>2</sup> to 32 MV; and 5) a change in the reuse of the existing hospital (Towers A and C) from sharing the 400,000 square-foot area between existing support services, out-patient services and potential future educational services to 400,000 square feet of out-patient services.

The lead agency determined at the time of the NOP release that the proposed revisions to the LLUH Master Plan could potentially result in significant environmental impacts in the resource areas of: Aesthetics, Air Quality; Greenhouse Gases; Traffic; and Utilities. The NOP was submitted to the State Clearinghouse and distributed to all responsible agencies and interested

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<sup>1</sup> 17 stories plus "half" story above (penthouse) and "half" story below (base isolation mechanical floor).

<sup>2</sup> As analyzed in the Certified EIR, two options would continue to be considered in the construction of the utility plant including Option 1: new 34,000 SF utility plan and Option 2: expansion of the existing co-generation plant including 3,000 SF walled courtyard. Both options were reviewed for a 22 MV facility and the existing facility is 13 MV.

parties as required by CEQA and City of Loma Linda CEQA procedures (see Attachment A: NOP). The following issues were raised in two comments letters received on the NOP:

- **South Coast Air Quality Management District (AQMD)**
  - Identify any potential adverse air quality impacts that could occur from all phases of the Project and all air pollutant sources related to the project.
  - Quantify criteria pollutant emissions and compare the results to the recommended regional significance thresholds found at: <http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2>.
  - Calculate localized air quality impacts and compare results to localized significance thresholds (LSTs).
  - In the event heavy-duty diesel-fueled vehicles may be generated, a mobile source health risk assessment should be performed.
  - In the event of air quality impacts, all feasible mitigation measures should be utilized.
  
- **California Public Utilities Commission**
  - According to the NOP, the project area includes active railroad tracks. The Commission Rail Crossing Engineering Branch (RCEB) recommends that the City add language to the EIR so that any future development adjacent to or near the rail right-of-way is planned with the safety of the rail corridor in mind.

Since the scope of the Proposed Project has changed and resource areas proposed for examination in the NOP are no longer required (i.e., Air Quality/GHG, Traffic, and Utilities), the comments provided by the two agencies are no longer relevant to the analysis for the proposed Master Plan changes. No impacts related to air quality or greenhouse gases would occur since the sizing of the utility plant remains as evaluated in the 2014 EIR, and the number of licensed beds (719) would not change and therefore traffic remains as accounted for in the South Coast Air Quality Management District's current Air Quality Management Plan (AQMP).

With regards to the comment received from the California Public Utilities Commission, the boundaries of the LLHU Master Plan extend north to, and do not include, the Union Pacific Railroad (UPRR) tracks. There are no campus buildings, parking or other facilities located within 300 feet of the railroad and no changes to the existing conditions are proposed. The extent of the construction of the hospital would be limited to the existing parking lot located at the corner of Barton Road and Anderson Street over 3,000 feet south of the existing railroad tracks. No impacts were addressed in the 2014 Program EIR with regard to railroad safety and no new impacts have been identified with regard to the minor changes proposed to the LLUH Master Plan.

The responding agencies identified above as well as other agencies that received information about the project from the California State Clearinghouse, will receive a copy of this Addendum and a revised NOC noting the change in the proposed Master Plan changes and the date of a public hearing before the City Council.

Under CEQA Section 15162 (c) an Addendum is not required to be circulated for public review. The Addendum shall be placed within the administrative record for the Campus Master Plan and is included with the Final EIR.

## **ANALYSIS**

### **Project Description**

The original 2014 Program EIR prepared and certified for the Master Plan, included review of the construction and operation of a new 13-story (approximately 215 feet in height), 732,000 square-foot hospital with 464 beds to replace a portion of the seismically-noncompliant existing hospital, and 80 parking spaces. After completion of the final design of the hospital, LLUH determined that it would require more square footage than originally envisioned. It was determined that the new hospital would need to be constructed as a 16-story (approximately 269 feet in height) (Attachment – C), approximately 1,000,000 square-foot hospital to replace a portion of the seismically non-compliant existing hospital, and an addition of approximately 157 parking spaces plus 11 designated ambulance parking spaces. The total licensed capacity of the facility was reviewed in the certified Program EIR as a proposed decrease from 719 beds to 650 beds. Based on currently projected needs, it has been determined by LLUH that the total licensed capacity should remain at 719 beds. (No approval of the previously proposed decrease in licensed beds was granted subsequent to the EIR by any hospital licensing agency/organization).

The additional square footage currently proposed would be achieved by adding three stories to the original design; there is no proposed change in the hospital footprint that was previously evaluated in the EIR. In addition maintaining the existing number of licensed beds would not result in additional traffic trips. The increase in surface parking from 80 spaces to 157 spaces plus 11 designated ambulance parking spaces is the result of reconfiguration of the hospital entry (PPD No. 14-162), which was reviewed and approved by the City Council in 2015 subsequent to the Master Plan approval. The proposed minor change in total stories and height (from 13 to 16 stories, an increase of 54 feet) would not result in any new impacts or require additional mitigation (see EIR Addendum Section 4.0).

Given these proposed changes to the LLUH Master Plan, the City, acting as the Lead Agency pursuant to CEQA Guidelines, §15051, has determined that an Addendum to the certified 2014 EIR is the appropriate document to address minor changes proposed for development of the hospital. Since only minor changes have occurred and proposed changes would not produce any additional impacts not previously addressed in the certified 2014 EIR, the City of Loma Linda finds that these minor changes can be addressed as an Addendum and do not require preparation of a subsequent EIR. Under CEQA Section 15162 (c) this Addendum is not required to be circulated for public review but can be included in or attached to the 2014 Final EIR.

### **Site Analysis**

Surrounding land uses, General Plan Land Use Designations and Zoning Districts for the existing campus site are shown below.

*Existing Land Use and General Plan/Zoning Designations*

Direction	Existing Land Use	General Plan Designation	Zoning Designation
Campus Site	LLUH	Healthcare, Institutional	Institutional
North	Vacant land, Union Pacific RR Tracks, Loma Linda Academy	Special Planning Area B, Institutional	Institutional
South	Barton Road, LLUH East Campus, Single-family Residential	Healthcare, Low Density Residential	Institutional, Single Residence (R-1)
East	Anderson Street, Commercial, LLUH related facilities	Special Planning Area C, Institutional	Institutional
West	Campus Street, LLUH parking, Multi-family residential	Institutional	Institutional, Duplex (R-2), Multi-Family Residence (R-3)

Proposed changes to the Campus Master Plan including additional stories, square footage and parking spaces are consistent with the City’s General Plan Land Use and Zoning designations and the Policies and Guidelines within the General Plan, and therefore do not represent a conflict.

**Measure V Compliance**

On November 7, 2006, the Loma Linda voters passed Measure V (the Residential and Hillside Development Control Measure). The LLUH Master Plan Project was analyzed using the adopted development guidelines in Chapter 19.16 of the Loma Linda Municipal Code (LLMC) and determined that the LLUH Master Plan complies with the requires of Measure V, as follows:

Section 1 (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; and Section 1 (F)(2), *Levels of Traffic Service Throughout the City Shall Be Maintained*, specifically:

*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.*

As stated in Section 2 (B) Exemption, the LLHU Master Plan Project is considered exempt from certain restrictions of the Principles of Managed Growth as follows:

*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.*

However, in a good faith effort, a TIA was prepared for the Master Plan by Kunzman Associates, Inc. in July 2013. The traffic analysis accounted for the redistribution of traffic volumes with the construction of the new parking areas and access points. It should be noted that the central utility plant and electrical substation were accounted for with the area-wide growth projection of future traffic volumes. The dental school addition and research building trip generation were based upon the number of students at the Loma Linda University and no new students were proposed. Proposed changes to the Campus Master Plan including three (3) additional stories resulting in an increased height, additional square footage and surface parking spaces would not result in additional traffic trips. In addition, maintaining the existing number of licensed beds, would not result in traffic trips greater than what was previously projected. The increase in surface parking from 80 spaces to 157 spaces plus 11 designated ambulance parking spaces is the result of reconfiguration of the hospital entry (PPD No. 14-162), which was reviewed and approved by the City Council in 2015 subsequent to the Master Plan approval. The proposed minor change in total stories and height from 13 to 16 stories (an increase of 54 feet) would not result in any new impacts or require additional mitigation.

## **FINDINGS**

### **Precise Plan of Design Findings**

According to LLMC Section 17.30.290, Precise Plan of Design (PPD), Application Procedure, PPD applications shall be processed using the procedure for a variance (as outlined in LLMC Section 17.30.030 through 17.30.060) but excluding the grounds (or findings). As such, no specific findings are required. However, LLMC Section 17.30.280, states the following:

“If a PPD 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, such plan shall be rejected or shall be so modified or conditioned before adoption as to remove the said objections.”

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

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

The Proposed Project located within the City of Loma Linda would be consistent with the City’s established land use designation and zoning designation for the Project Site. The Proposed Project would be consistent with the City of Loma Linda General Plan. The Proposed Project, which is defined as minor changes to the LLUH’s Campus Master Plan as it relates to the construction of the hospital, would be constructed within an existing urban area and specifically on a health care campus adjacent to other health care land uses which would not result in incompatible land uses in the area.

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

The Proposed Project is consistent with Institutional Guiding Policy 2.2.6.1 in the General Plan (May 26, 2009), which states that the City will increase the functionality, identity, and the appearance of Institutional development, through appropriate land uses and land use controls, site planning, and use of design elements. Proposed changes to the LLUH’s Master Plan include three stories to be added to the hospital from 13 stories to 16 stories, an increase in square footage from 732,000 square feet to 1,000,000 square feet, an increase in surface parking from 80 spaces to 157 spaces in addition to dedicated ambulance parking, and maintaining the existing number of licensed beds. As proposed, changes to the LLUH’s Master Plan would continue to strengthen the identity of the facility in the surrounding area.

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

Proposed changes to the Campus Master Plan would not affect the planned location or footprint of the hospital structure. The hospital would be constructed on an existing surface parking lot just east of the existing hospital and is adequate in size and shape to accommodate the Proposed Project. Therefore, changes to the Master Plan would not change any aspect of the Project Site

which was found to accommodate the proposed hospital and will be compatible with the existing and future land uses.

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

The Project Site has access from Barton Road and from Anderson Street, which will continue to accommodate the type and quantity of traffic generated by the LLUMC. The Project would not generate any new traffic but would result in the redistribution of traffic around the campus.

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

The public health, safety and general welfare will not be jeopardized with implementation of the proposed modification to the LLUH's Campus Master Plan. No additional Conditions of Approval are required for the Campus Master Plan and the proposed changes to the plan would remain compatible with the surrounding uses and neighborhood.

## **LLUH Master Plan CEQA Findings**

### Findings on the Addendum

In determining that the 2014 Program EIR was adequate for the City's consideration of the proposed minor changes to the Campus Master Plan, the City considered whether further environmental review was needed based upon the requirements of CEQA Guidelines §15162 and 15163. In accordance with CEQA Section 15164, since only minor changes to the certified EIR are required, planning staff determined that an Addendum to the EIR is the appropriate environmental documentation for the City's consideration of the Proposed Project.

### Findings on Recirculation

In accordance with CEQA Section 15164(c), an addendum does not need to be circulated for public review but can be included in or attached to the Final EIR. The Addendum (see Attachment A) contains modifications related to the new information. Since the minor changes would only affect the visual aspects of the Master Plan, only the aesthetics section of the EIR was reviewed. The Addendum is herein provided to the City Council and has been noticed as available to the public. The minor revisions proposed do not include any significant changes to the Campus Master Plan or the environmental setting in which the Proposed Project is to be undertaken and no additional discretionary approvals are required as a result of the changes. Therefore, preparation of a subsequent EIR and/or recirculation of the Draft EIR was determined to not be necessary.

### Environmental Impact Findings

The City's staff report, addendum, and written and oral testimony at public hearings serves as the basis for the City's environmental determination. The addendum addresses minor changes proposed to the LLUH's Campus Master Plan and finds that proposed changes to the proposed

stories, height, square footage and surface parking spaces, and number of licensed beds, would not create a significant impact not previously identified within the certified 2014 Program EIR. A detailed analysis of the aesthetic resources at the campus and within the vicinity of the Proposed Project as it relates to the proposed changes of the Campus Master Plan is presented in the addendum.

## **CONCLUSION**

Staff recommends approval of the modification of the Campus Master Plan because it is consistent with the General Plan (as amended by Measure V) and in compliance with the LLMC Code requirements. The changes to the Master Plan will occur within the boundaries of the existing LLUH campus and therefore, will not divide an established community. Proposed changes will assist in the expansion of services that are key to Loma Linda's growth and compatible with the community vision. Changes to the Campus Master Plan are consistent with the City's General Plan Land Use and Zoning designations and the Policies and Guidelines within the General Plan, and therefore do not represent a conflict.

City Council does not need to take action on the addendum. In accordance with CEQA Section 15164, the addendum shall become a part of the administrative record and will be available for public review in the event it is requested.

Report prepared by:

Guillermo Arreola  
Senior Planner

## **ATTACHMENTS**

- A. Campus Master Plan – Modified
- B. Addendum
- C. Massing Attachment



LOMA LINDA UNIVERSITY

# Loma Linda University

Campus Transformation Project - Master Plan

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## **LANDSCAPING**

## **SITE ACCESS**

## **HELISTOPS**

## **TRAFFIC**

## **HOSPITAL CONCEPTS**

Building Design Study

November 2013

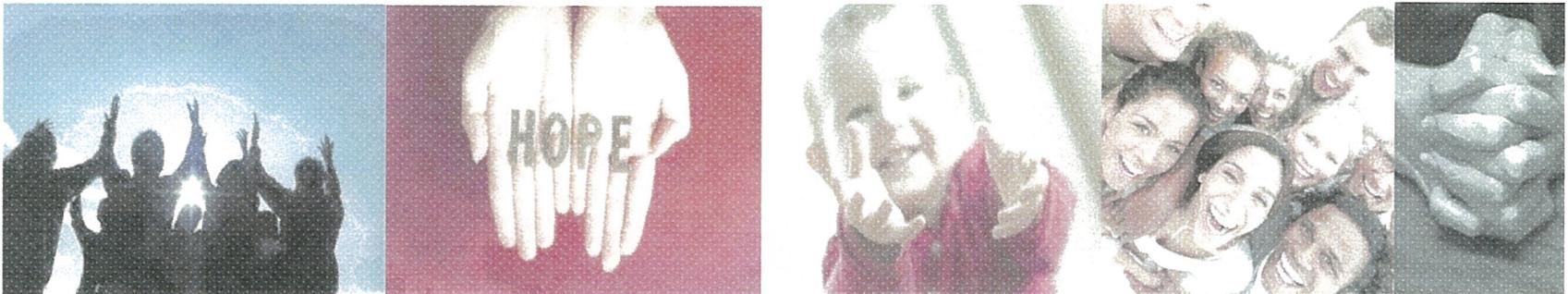


LOMA LINDA UNIVERSITY

ATTACHMENT A



Mission – Continue the teaching and healing ministry of Jesus Christ



Vision – Innovating excellence in Christ-centered health care



Value – Compassion, Integrity, Excellence, Teamwork and Wholeness

November 2013



## VISION

*Our vision is to create a landmark destination for an educational, collaborative, inter-professional, whole-person care model that provides the flexibility for our journey into the 22<sup>nd</sup> Century.*

## GOALS and GUIDING PRINCIPLES

### **Culture and Mission**

- Importance of communicating an integrated message of Teaching, Healing and Faith to the community
- Reflecting a culture characterized by collaboration and sense of practicality

### **Standard of Care**

- Provide the optimal environment and care pathways that supports **whole person care** for patients, students and staff
- Support the distinct identities of the Children's Hospital and the University Hospital
- Reflect Planetree approach (friendly and appropriate) to patient- and family-centered care
- Support the continuum of care that integrates the healing care with wellness care
- Provide flexibility that allows and encourages the ongoing evolution of the care model



# Vision

## **Operational**

- Envision new model of care that improves patient outcomes while using less resources - change how people work
- Support sustainable efficiencies and cost-effective operations that support continuous improvement and operational redesign
- Cutting edge research, advanced therapies by superstars who integrate intelligence at intersection of disciplines

## **Design**

- Iconic building that makes a statement
- Should support the distinct identities of the Children's Hospital as well as the University Hospital
- Design should be inviting (encourage faculty/students to spend time), de-stress, not cold and governmental
- Create a sense of sacred spaces that is distinct from other environments, that potentially draws from faith-based expressions
- Provide the highest and best use of space and most flexible solution that meets the fixed budget and schedule
- Strategies to effectively use backfill space should be identified and explored

## **Teaching and Research**

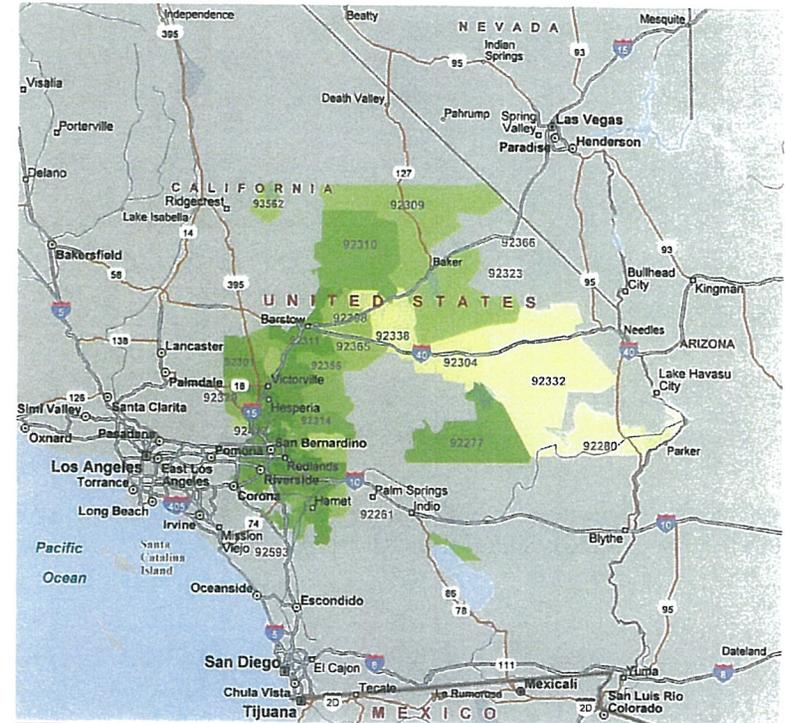
- Increase engagement of SOM in the clinical environment –translational medicine
- Support multi-disciplinary collaborative teaching models
- Support inter-professional education and learning
- Create an environment that fosters discovery and cross-pollination that is essential to advancing innovation and research



# Service area

Approximately 4,500 students study in eight schools and the Faculty of Religion and Faculty of Graduate Studies located on the campus. More than 55 programs are offered by the schools of Allied Health Professions, Dentistry, Medicine, Nursing, Pharmacy, Public Health, and Behavioral Health. Curricula offered range from certificates of completion and associate in science degrees to doctor of philosophy and professional doctoral degrees.

Loma Linda University Medical Center (LLUMC) and Children's Hospital (LLUCH) has one of the largest academic teaching and clinical programs in the United States. Regionally LLUMC is the only tertiary care hospital and the only Level 1 Regional Trauma Center for Inyo, Mono, Riverside, and San Bernardino counties. The Children's Hospital is only one of eight Children's Hospitals in the State of California. LLUMC's primary service area comprises a quarter of the State of California's total land area with a population of approximately 3.5 million people. Each year, LLUMC treats over 58,000 emergency cases, admits more than 33,000 inpatients, and serves over 500,000 outpatients. LLUMC is in the process of separately licensing the Children's Hospital from the Adult Hospital



Loma Linda University Children's Hospital is the sole children's hospital for almost 1.3 million of California's youth (San Bernardino, Riverside, Inyo, and Mono Counties). With over 275 beds solely for children, the American Board of Surgeons has designated the Children's Hospital as a Level 1 Trauma Center, providing the highest level of trauma care within the Inland Empire four-county area. Each year, more than 15,000 children stay at the hospital and over 130,000 children visit the hospital for ambulatory care. The only medical facility in the Inland Empire specializing in the care of children, the Loma Linda Children's Hospital transports over 1,100 critically ill or injured children each year from surrounding hospitals.

# Project Summary

LLUH is proposing a Master Plan to include the renovation of its campus. The Project consists of a multi-phased development to construct new facilities and improvements to the existing campus in order to accommodate existing demand for the services provided and to meet regulatory requirements. The Proposed Project would provide construction of new facilities, modernization of existing facilities, and replacement of a portion of the main hospital in response to California's SB 1953 Hospital Seismic Safety Act. It is anticipated that the Master Plan would be built out in two phases over an estimated ten-year period

The LLUMC is composed of a number of different structures that are connected including: the original 1967 building (round towers and buildings below them), the radiology building known as the Schuman Pavilion built in the mid 1980's, and the Children's Hospital built in the late 1980's. Only the 1967 portion of the hospital would be non-compliant in 2020. It is this portion of the hospital that would be vacated and a new hospital is proposed to replace existing uses. Since certain operations of the Children's Hospital occur within the 1967 structure, the new hospital would include a designated area for children as well as adults. Upon appropriate separation from the 1967 building, the current Children's Hospital would remain in compliance with SB 1953.

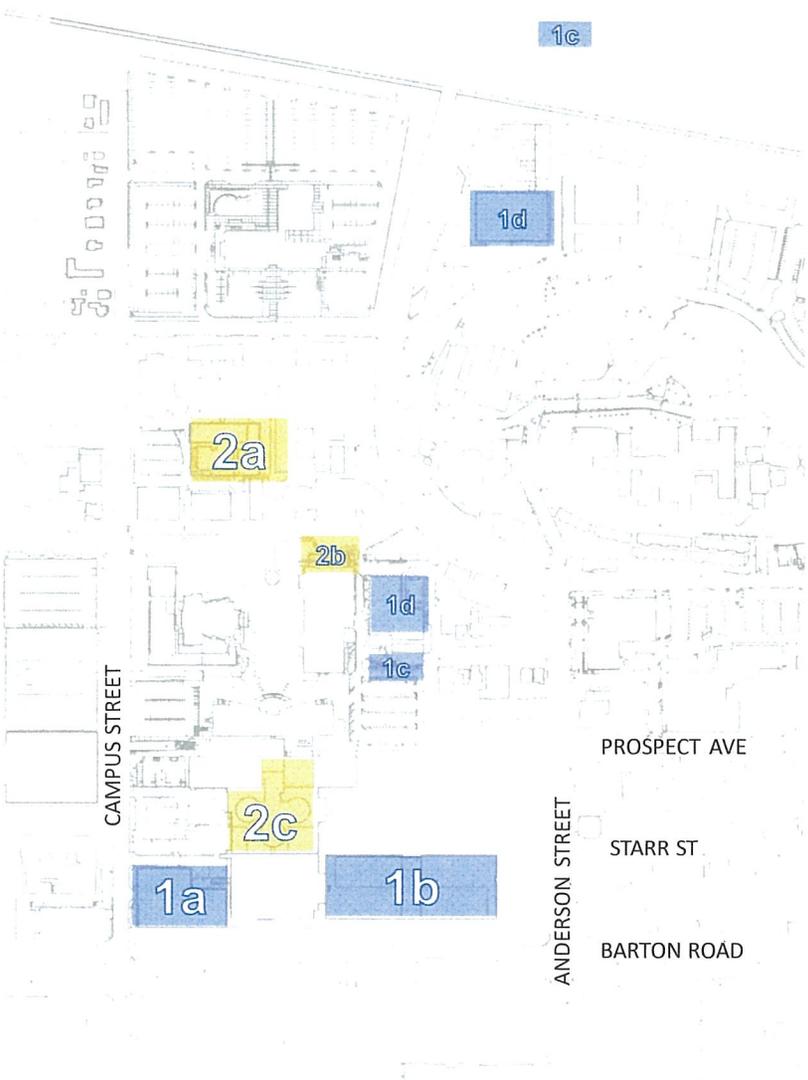
Proposed facilities and improvements associated with the Master Plan include:

- 1) a seven-story, approximately 250,000 square-foot, 760-space patient and visitor parking structure;
- 2) a 13-story approximately 732,000 square-foot hospital with 464 beds and 80 parking spaces;
- 3) an approximate 34,000 square-foot new or upgraded central utility plant;
- 4) an approximate 14,000 square-foot Southern California Edison (SCE) on-site or off-site electrical substation;
- 5) a two-story, approximately 9,000 square-foot addition to the existing dental school;
- 6) a four-story approximately 90,000 square-foot research building; and
- 7) tenant improvements and adaptive reuse of the vacated portions of the existing hospital

Improvements and upgrades at the campus would also include potential expansion of utility lines or other infrastructure updates within streets that occur within the Project Site (i.e., Anderson Street, Campus Street, etc.).



# Phases



## Phase 1

1a - Parking Structure

1b - New Hospital and Site Development

1c - Electrical Substation

- Option 1 – Elmer Digneo Park
- Option 2 – Dental Parking Lot

1d - Utility Plant

- Option 1 - New Building at TES tank
- Option 2 – Renovation of Existing Cogen Building

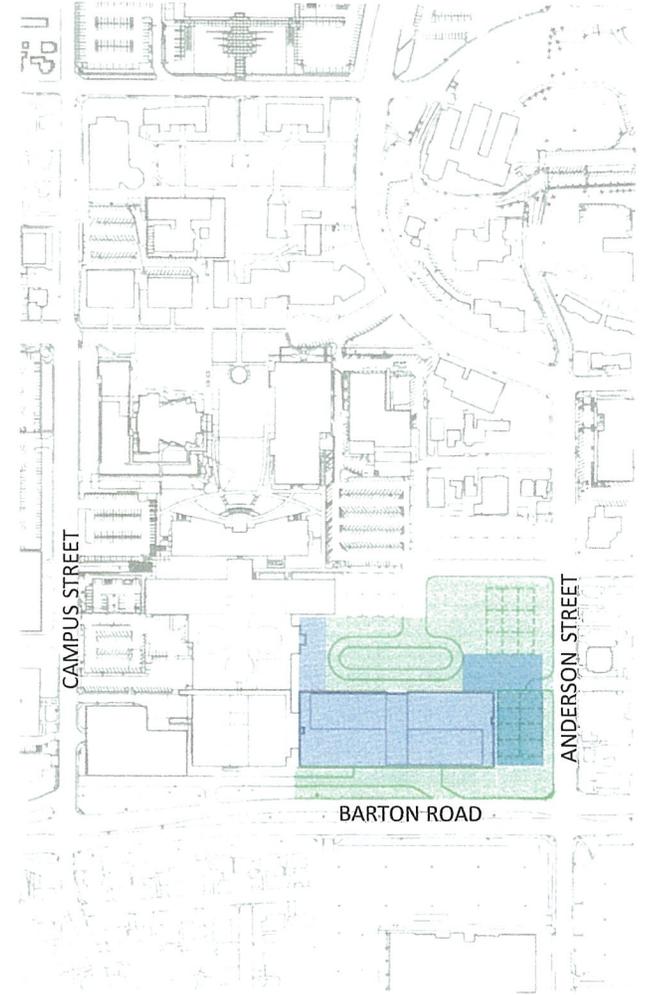
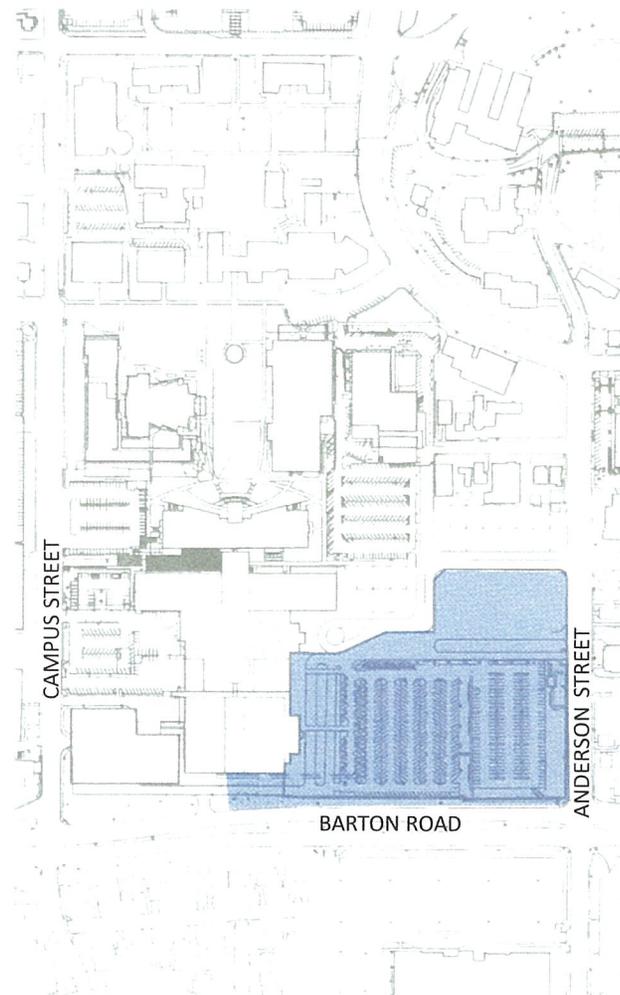
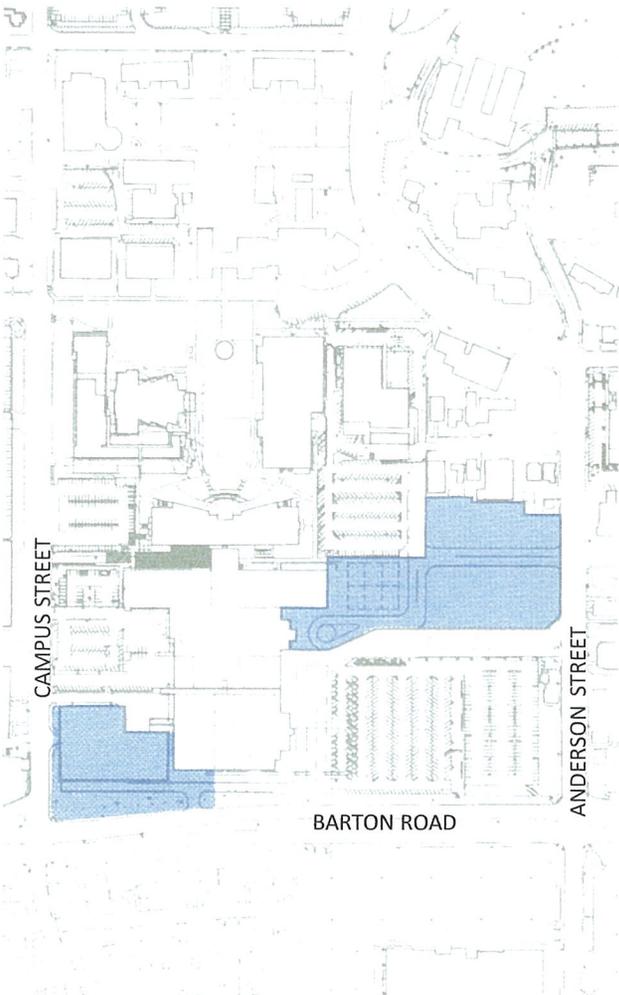
## Phase 2

2a - Research Building

2b - Dental School Addition

2c - Existing Building Re-use

# Phase 1 sub phases



2015 - Parking structure and main entrance relocation and alignment to Prospect

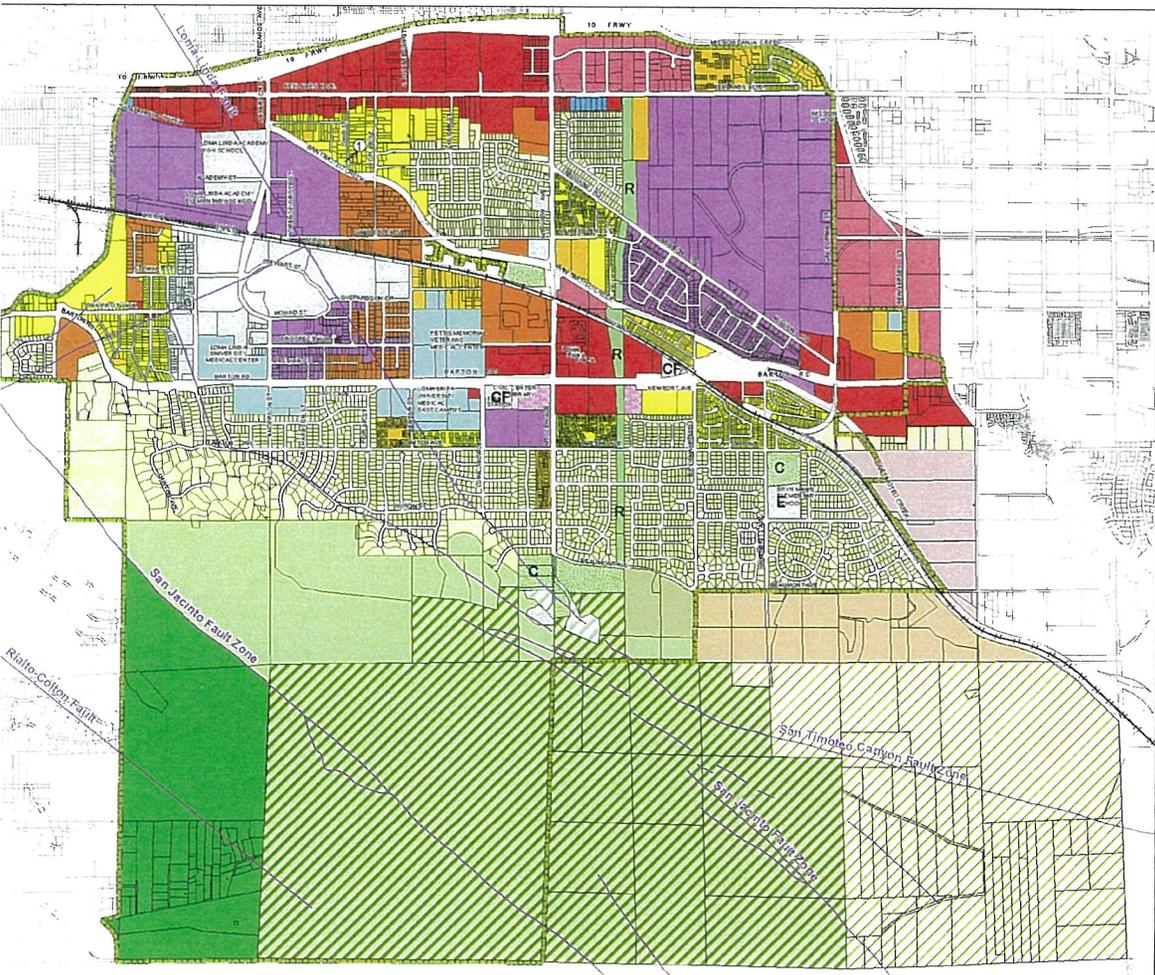
2016 – Main building construction

2019 – Main building move in, final site work, and ED entrance alignment to Starr Street

November 2013



# General Plan Land Use Map



**Land Use**

- Rural Estate (0 to 1 du/ac)
- Very Low Density Residential (0 to 2 du/ac)\*\*\*
- Low Density Residential (0 to 4 du/ac)
- Medium Density Residential (0 to 9 du/ac)
- High Density Residential (0 to 13 du/ac)
- Very High Density Residential (0 to 20 du/ac)
- Senior Citizen Housing (0 to 25 du/ac)\*\*\*
- South Hills
- South Hills Preserve
- 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
- Commercial
- Business Park
- Office
- Special Planning Area
- Health Care
- Industrial
- City Facilities
- Institutional
- Park
- Public Open Space

**Public and Quasi Public**

- E Elementary School
- R Riding & Hiking Trails
- C Community Park
- CF Community Facilities

**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.  
 \*\*\*Future residential land uses not specified on the map.

Scale: 0 0.237 0.475 0.950 1.425 1.800 Feet

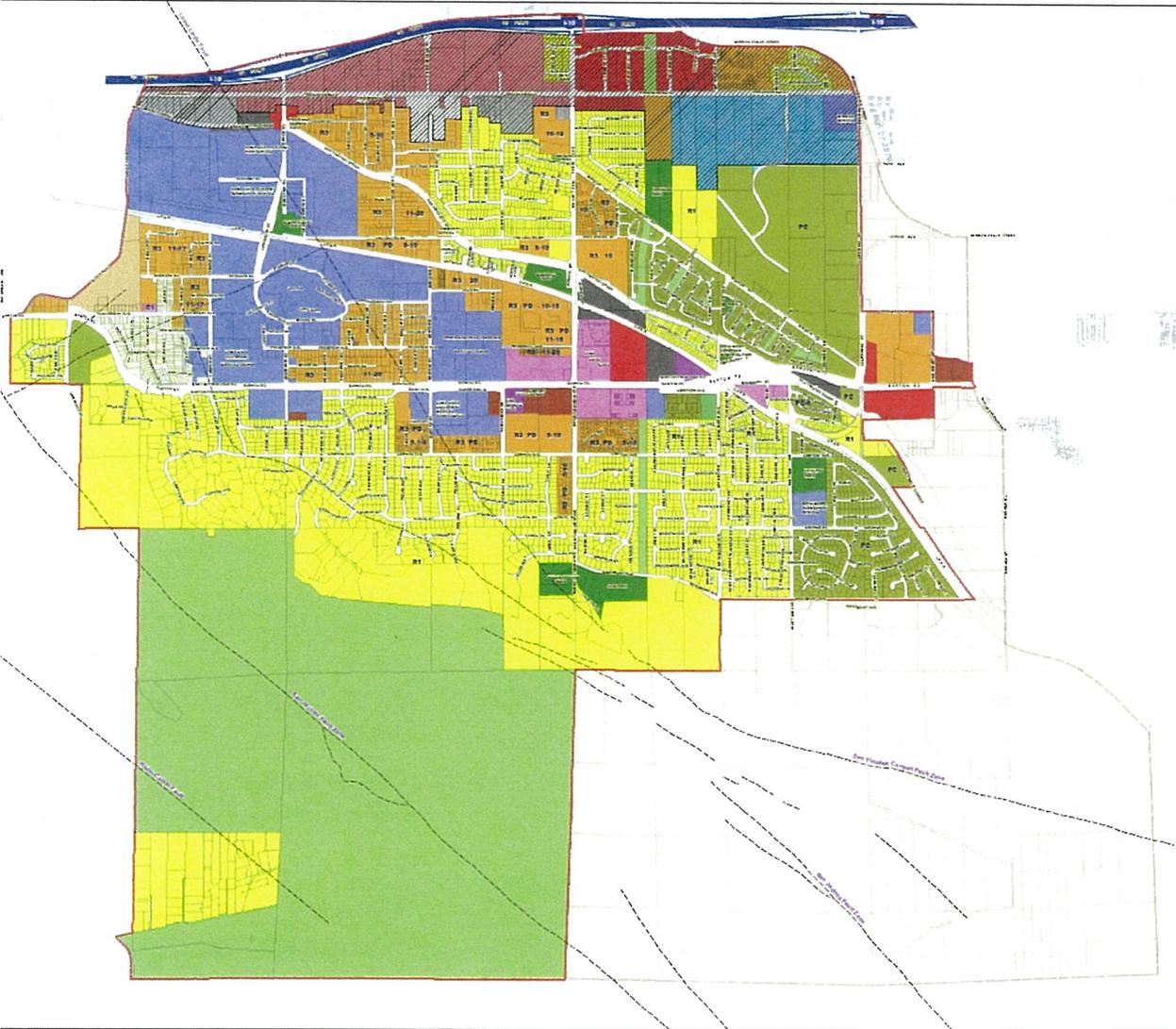
**Amendments**

City of Loma Linda  
 Adopted  
 General Plan  
 Land Use  
 Adopted May 26, 2009

## Loma Linda General Plan Use

All proposed projects are located on sites listed as Institutional and Health Care land use under the city's current general plan adopted in May, 2009. The project will not require any change in land use for any of the proposed developments. All development will occur on private property owned by LLUASCH.

# Zoning



**Zoning Legend**

- City Sphere of Influence
- CITY HALL / CORP YARD
- INSTITUTIONAL (I)
- ADMIN. PROFESSIONAL OFFICES (AP)
- NEIGHBORHOOD BUSINESS (C1)
- GENERAL BUSINESS (C2)
- COMMERCIAL MANUFACTURING (CM)
- COMMERCIAL INDUSTRIAL
- RESTRICTED MANUFACTURING (MR)
- SINGLE RESIDENCE (R1)
- DUPLEX (R2)
- MULTI FAMILY RESIDENCE (R3)
- MOBILEHOME PARK (R4)
- AGRICULTURAL (A1)
- PLANNED COMMUNITY (PC)
- PARK
- PARK - OPEN SPACE
- HILLSIDE

RS ..... SINGLE FAMILY RESIDENTIAL  
 2500-RM ..... MULTI-FAMILY RES 15 DU MAX.  
 IC ..... COMMERCIAL INDUST  
 CG ..... GENERAL COMMERCIAL  
 SD ..... SPECIAL DEVELOPMENT  
 PI ..... PUBLIC INSTITUTIONAL

**East Valley Corridor Legend**

- EAST VALLEY CORRIDOR
- EVC-INSTITUTIONAL
- EVC-GENERAL BUSINESS
- EVC-GENERAL COMMERCIAL
- EVC- SINGLE FAMILY RESIDENTIAL
- EVC-MULTI FAMILY RESIDENCE
- EVC-SPECIAL DEVELOPMENT

--- FAULT LINES  
 --- CITY LIMITS

0 355 710 1420 2130 2840 Feet



**City of Loma Linda**  
**Zoning Map**

The project will not require any changes in zoning. The Institutional (I) Zone has no restrictions on area or height.

**Setbacks for I zoned properties:**

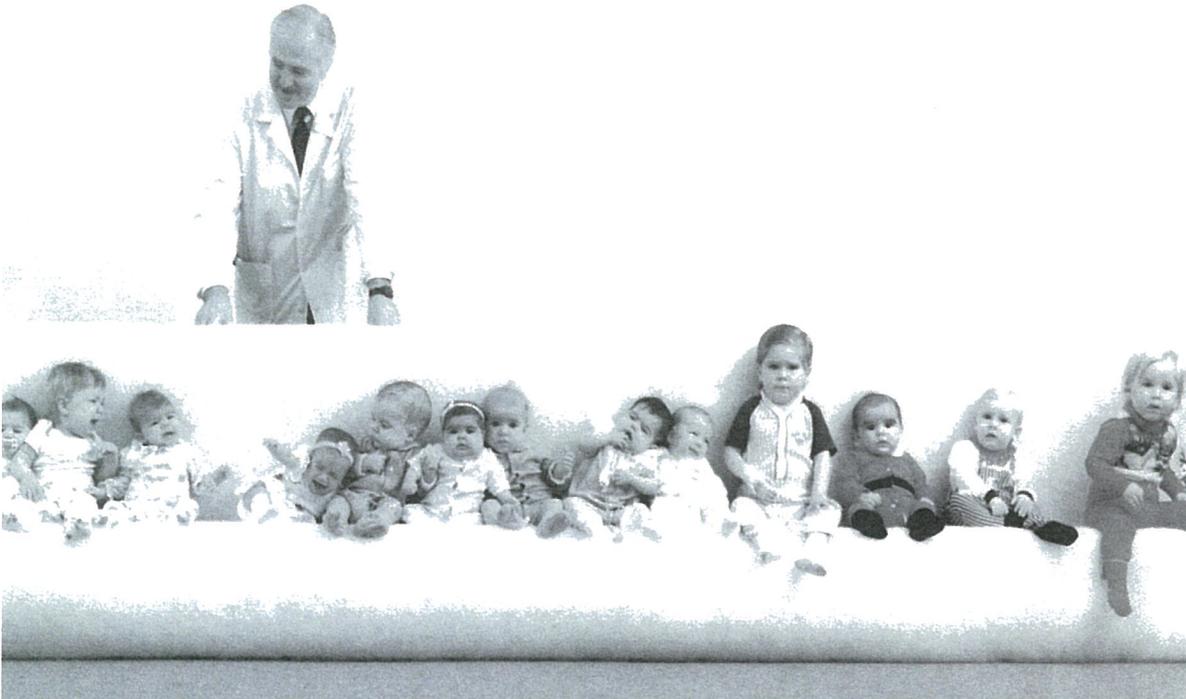
- Front yard: 25 feet
- Side and Rear yard: 10 feet

# Parking

## Parking monitoring agreement

Given the complexity of uses over the campus, LLUAHSC currently has an agreement to monitor and manage the parking supply to ensure adequate spaces are available to the users and the public. Under this agreement LLUAHSC monitors and records all parking inventory weekly to ensure open space availability.

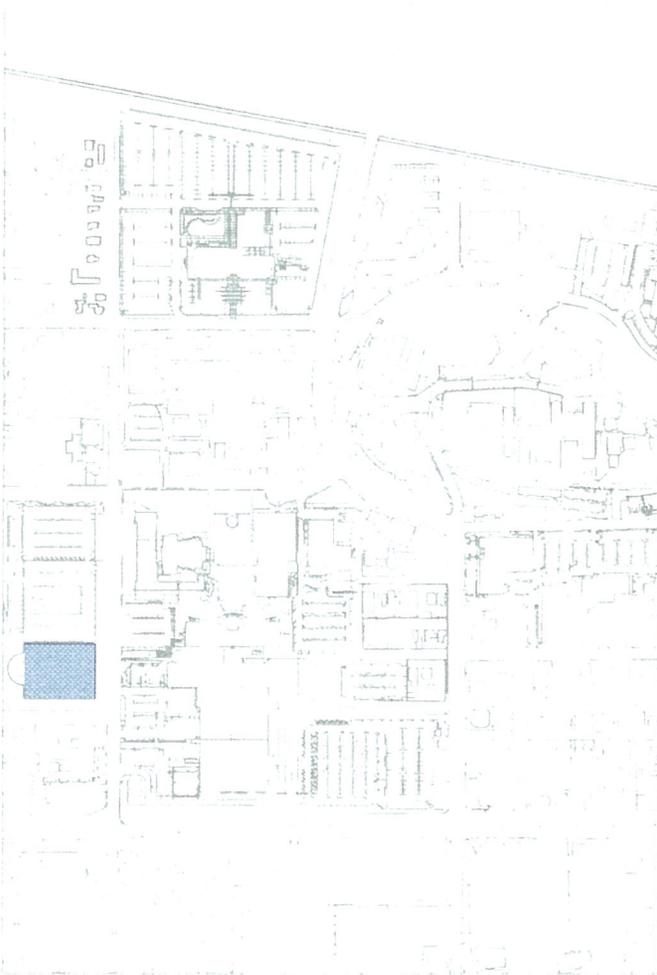
This agreement will be maintained throughout the development of the master plan.



07/10/2013 09:30

LLUAHSC Parking Survey Form 12/21/2011		Total of # Spaces	# Spaces Unoccupied	# Spaces Filled	Notes
A-annex	Patient Overflow	118	1		
A-east	MC Patient /Visitor	176	10		
A-Main	MC Patient /Visitor	273	34		
B	Admin	58	14		
C	MC Emergency	35	2		
D	MC North Loading Dock	18	7		
E	MC Service & Loading	52	6		
E North	MC West of Research Wing	10	0		
F North	West Hall - North	79			
F South	West Hall - South	50	19		
F West	West Hall - West of F North	48			
G	Parking Structure	1,598	33		
G East	Physician Parking	83	6		
G West	MC Contractor Parking	44	1		
J1	FMO Employee Lot	522	13		
J2	Ronald McDonald House	26	16		
DP	Dental Patient Parking	197	6		
K	Power Plant	68	6		
L (L 1, 2, 3)	Student Apts.	108	43		
M	Old Mortuary	12	0		
P South	University Arts	35	2		
N	Market, PO, CU, etc.	317	7		
N-6	Fdn Employees	49	28		
Q North	Nichol Hall	198	32		
Q West	Nichol Hall	62	23		
Q South	Nichol Hall	35	13		
P-1	Central Bldg	63	19		
P-2*	Central Bldg	19	13		
P-2*	Old Motel	18	11		
S	Nichol Hall	67	1		
T	Campu Hill Church	44	2		
U	Physical Plant Overflow	140	79		
V	Mortensen & Risley	114	12		
W	Block Bldg	30	24		
X	Centennial Lot	810	77		
X1	Centennial - East Lot	120	73		
X2	Centennial Lot (SW)	102	3		
Z	Student Center	5	3		
DC-1	Drayson Center (West)	109	2		
DC-2	Drayson Center (East)	101	0		
DC-3	Drayson Center (West)	109	26		
DC-4	Drayson Center (East)	101	72		
DY	Dialysis Center	42	33		
O	FMO Patients & Staff	505	147		
MT	Campus Engin/Printing	11	7		
SK	Speech Therapy Trailer	4	1		
SP	Starr St. Parking (Valet)	31	10		
ST	Landscape & Const.	26	13		
SB	Shepardson - Benton	256	135		
SB - Gravel	Shepardson - Benton	230	230		
LLUAHSC 101	LLUAHSC Svcs 101	545	635		
			709		
	Total Spaces Avail.	7,739			
	LLU Parking Utilization				

# Campus Parking Modifications



2014

## Parking modifications and total counts

### 2013 Existing Conditions

The current parking space count campus wide is 7,739 and is actively managed by LLU staff.

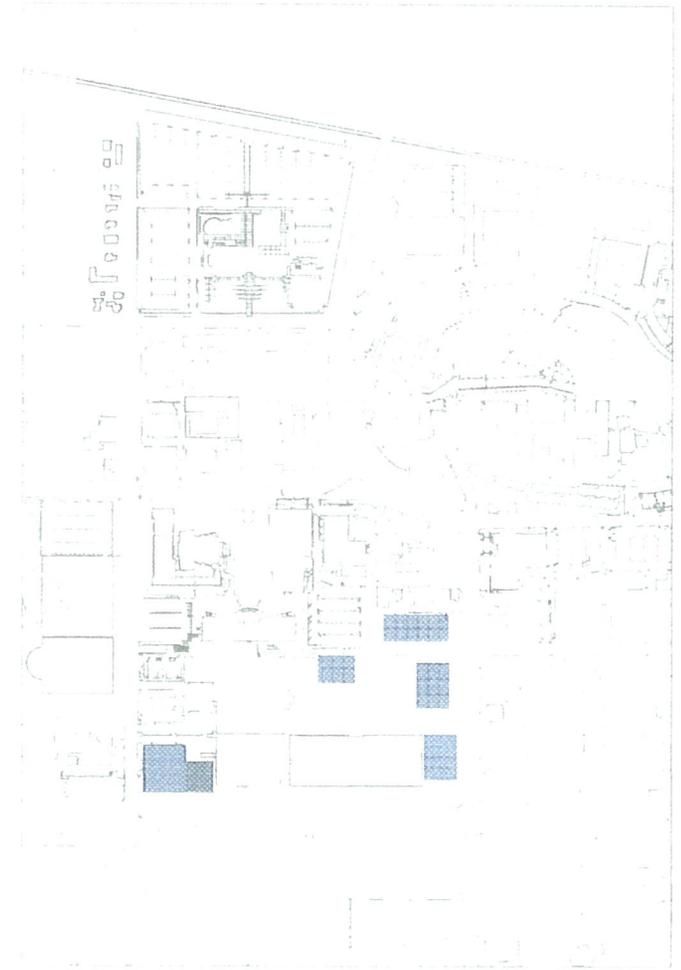
### 2014

With the opening of the West hall parking structure currently under construction, the total parking count in 2014 will be 8938 spaces.

### 2020 Final development

During construction parking will be managed under the parking agreement with the city to maintain operational level of parking and usability to patients, students, staff and the public.

At final build out the campus will have 9300 spaces in 2020.



2020

# Landscaping

## Landscape Master Plan 2008

- LLU has previously adopted a Landscaping master plan developed in 2008 by Gruen associates.

## Development of campus landscape plans

- Future designs and developments will adhere to the spirit of this document and review any revisions with the city to ensure conformance to standards.

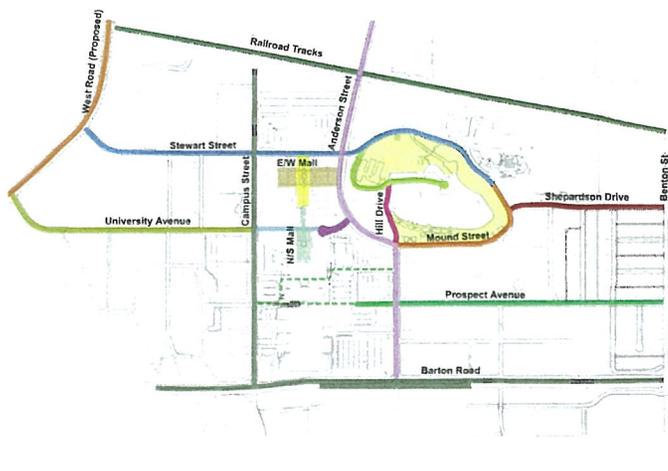
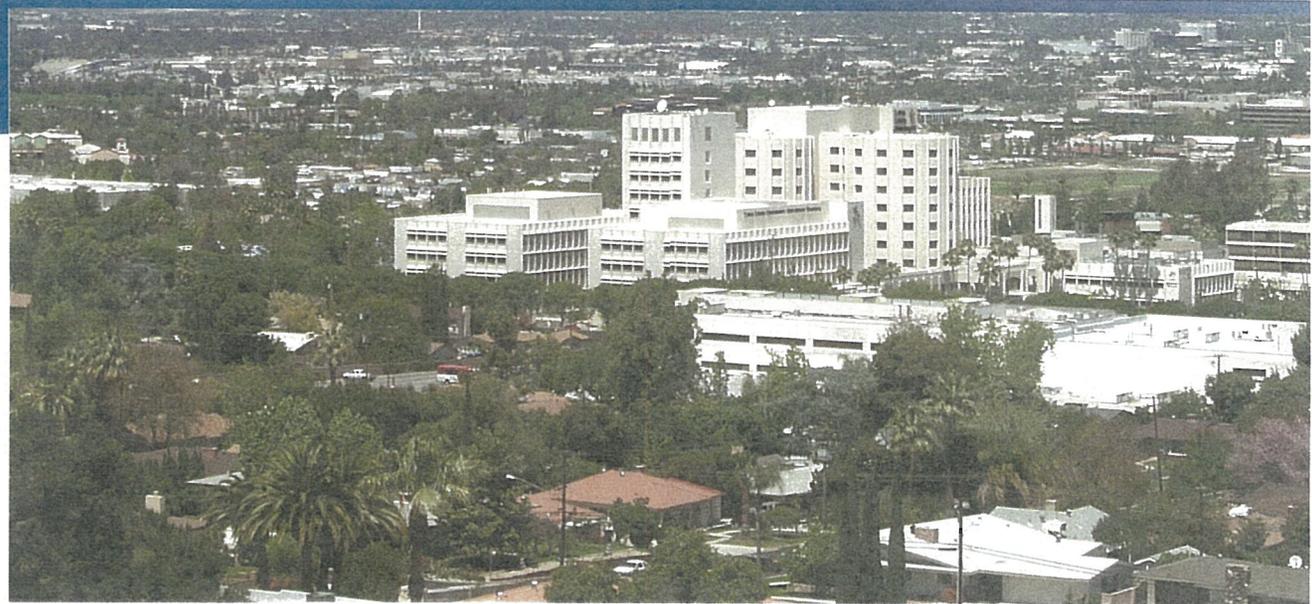


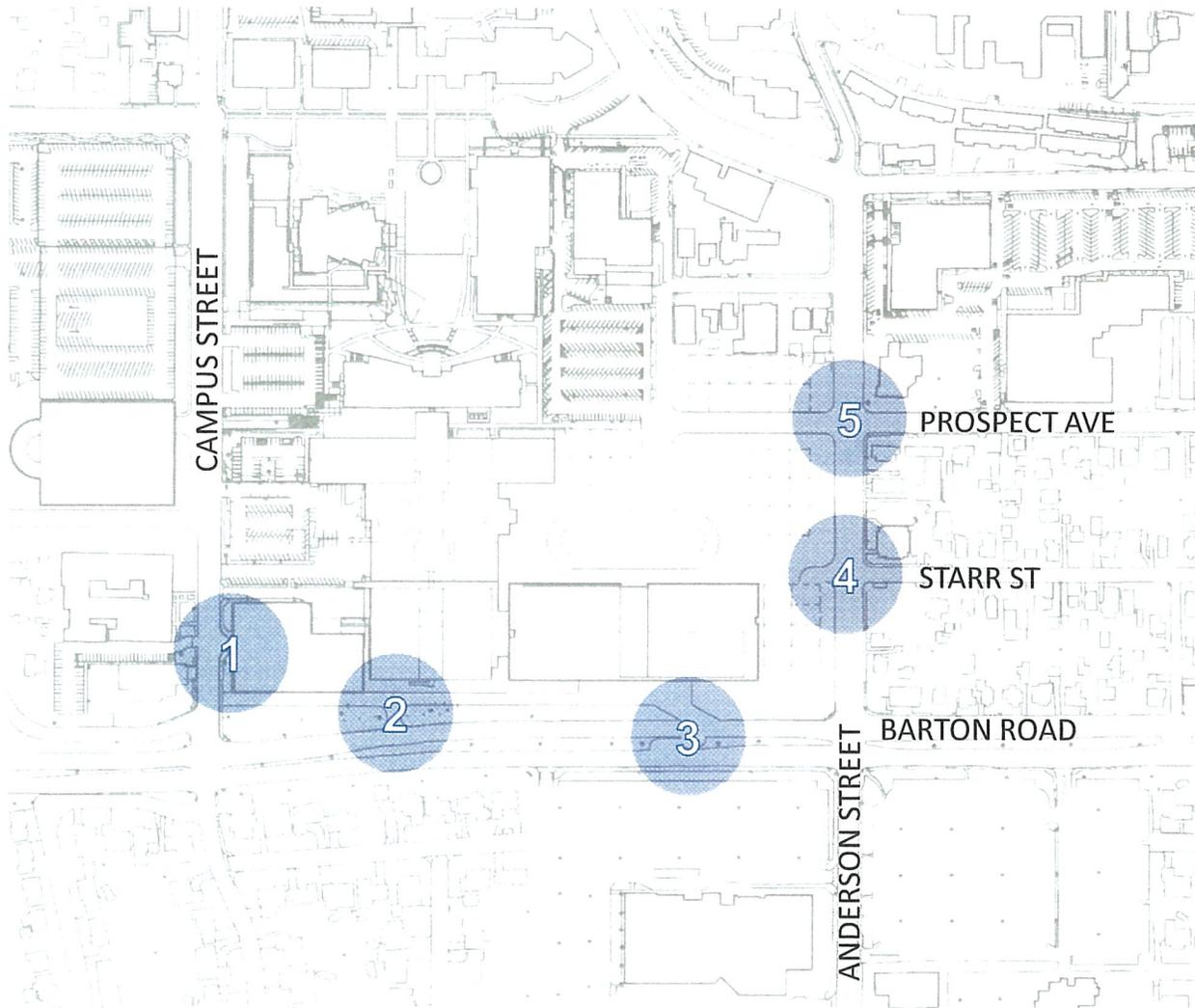
Figure 1: Location of Proposed Trees



Figure 2: Master Tree Planting Plan for Central Campus Malls



# Site Access



The new buildings will require modifications and additional points of entry to the project sites and allow for alignments to existing streets that will provide better traffic control.

1. Realigned entrance on Campus Street to access new parking structure
2. New entrance on Barton Road to allow for direct access to parking structure
3. New ambulance only access across westbound Barton Road
4. New access for dedicated ED parking alignment at Starr Street
5. New main entrance alignment at Prospect Avenue

# Helistops

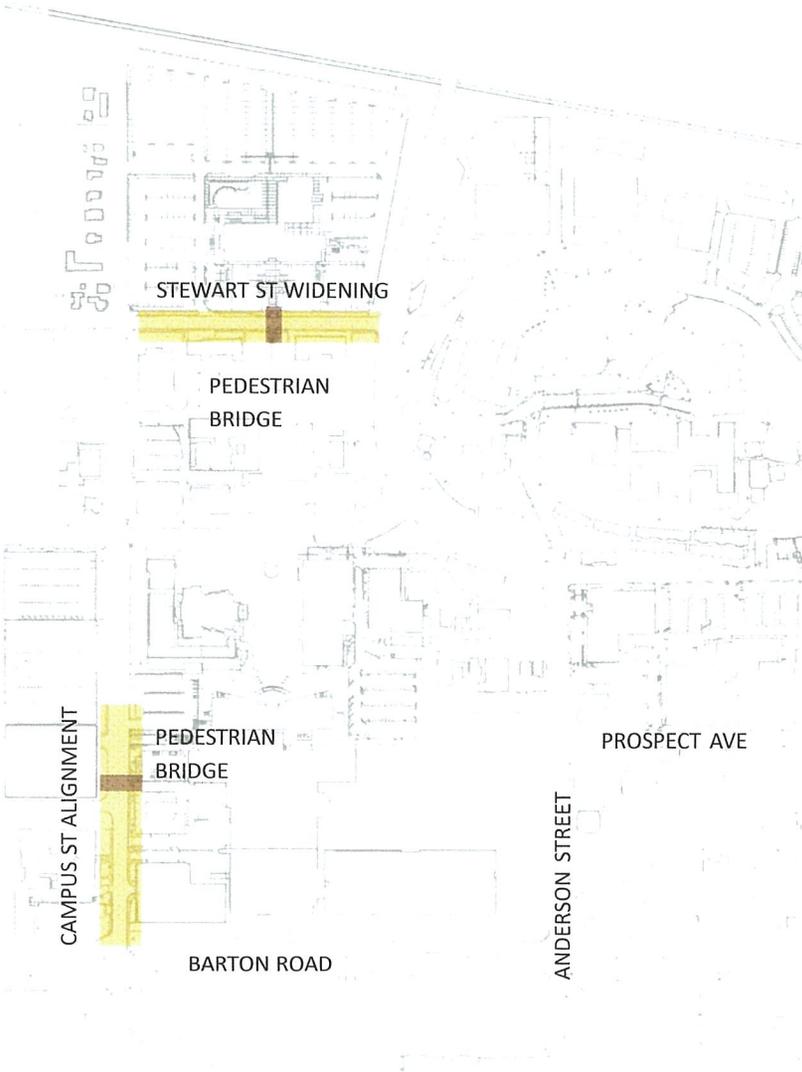


## Locations

- Existing alternate location at campus quad to remain throughout development
- Current helistop on children's tower to be evaluated for re-use and access
- New helistop proposed at top of new Adult tower

## Future study and approvals

- A number of organizations must be notified and consulted in the development of new helistops
  - FAA
  - Caltrans
  - Local air control board or AHJ



## Traffic Impacts

A traffic study was performed as part of the EIR process. While no new major street improvements will be needed for the campus transformation project, a number of initiatives are underway that will enhance traffic flow and consolidate parking along Campus Street to create a more pedestrian friendly campus.

## Current construction

### Stewart Street Widening

Stewart Street is currently under construction to widen the road to allow four lanes of traffic. To connect the main campus and the centennial Complex, a pedestrian bridge will cross over the street.

### Campus Street Alignment

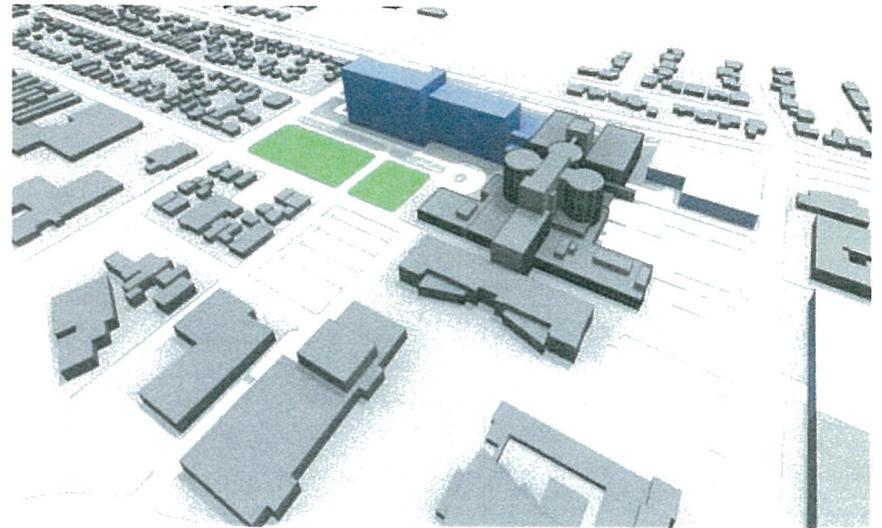
With the completion of the West parking structure, Campus street will undergo a number of revisions including: street widening with turn lanes, realignment of entrances and Molnar way, a new side road. A new pedestrian bridge is currently being permitted that will safely link the second story of the new parking structure currently under construction to the West side of Campus street.

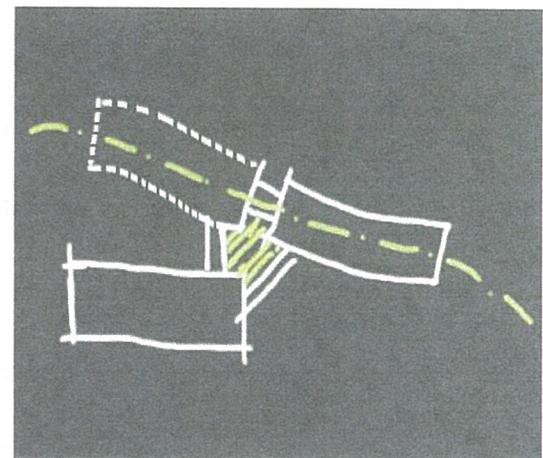
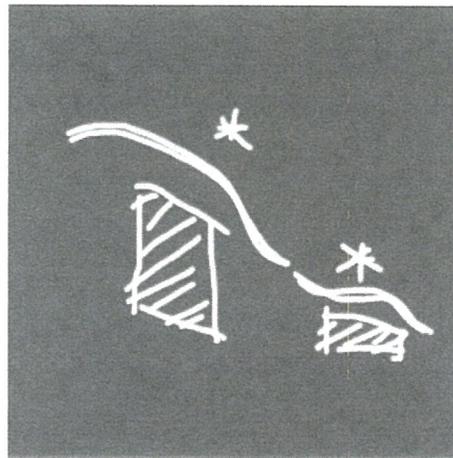
# New Hospital Concepts

Currently Loma Linda University Medical Center has 719 licensed beds including the University Hospital (UH) [referred to as Medical Center Hospital (MC) in the Functional and Space Program documents included in this report] serving adult patients and the Children's Hospital (CH). The California Seismic Code SB1953, modified by SB90, requires all inpatient 'basic' and 'supplementary' hospital functions to be relocated to code-compliant buildings by Year 2020. Currently 325 out of 350 University Hospital beds and 137 out of 369 Children's Hospital beds (both pediatric and obstetrical) are located in towers above buildings A & C which will be non-compliant in Year 2020.

The Campus Transformation project is tasked with providing replacement bed capacity and space for any other 'basic' and 'supplementary' hospital functions that are currently in non-compliant space. All adult and some pediatric acute care functions currently in non-conforming buildings into new construction – leaving most of the pediatric hospital in its existing conforming location with minimal renovation. This alternative strategy for the Campus Transformation project was approved by the LLUMC Board in December 2012.

The site of new expansion building of the Campus Transformation project is located on the existing east parking lot. A new replacement parking garage is proposed to the west of the existing building 7. Both buildings 7 and 8, which house a majority of the pediatric beds, are compliant and will be maintained, as will the beds. Renovations of select units (4700 and 3800) within buildings 7 & 8 are included as part of the Campus Transformation project to expand/preserve bed capacity. The future of the non-compliant buildings A and C with its associated towers remains to be determined, pending a complete technical assessment of the costs associated with maintaining and expanding uses in the buildings. The working assumption during programming is that those buildings and the services within them would be maintained, however no additional backfill would be programmed into future vacated space.





Inspiration

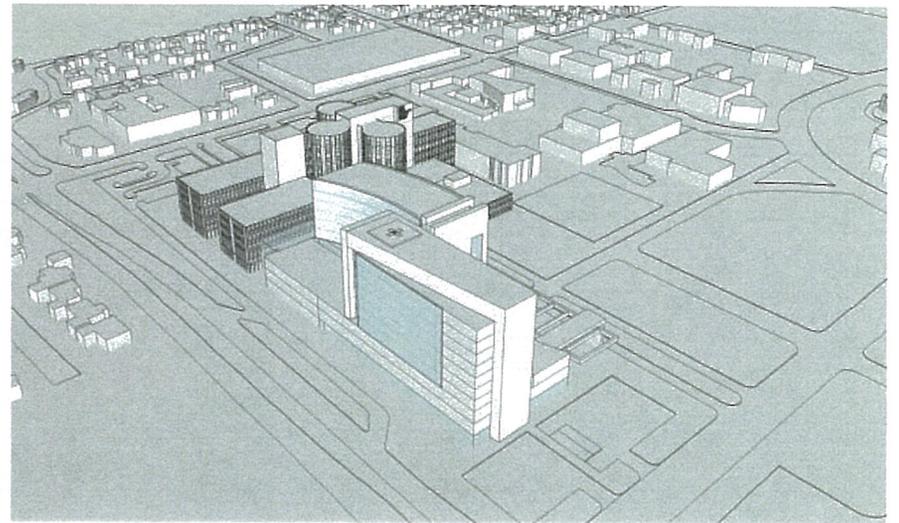
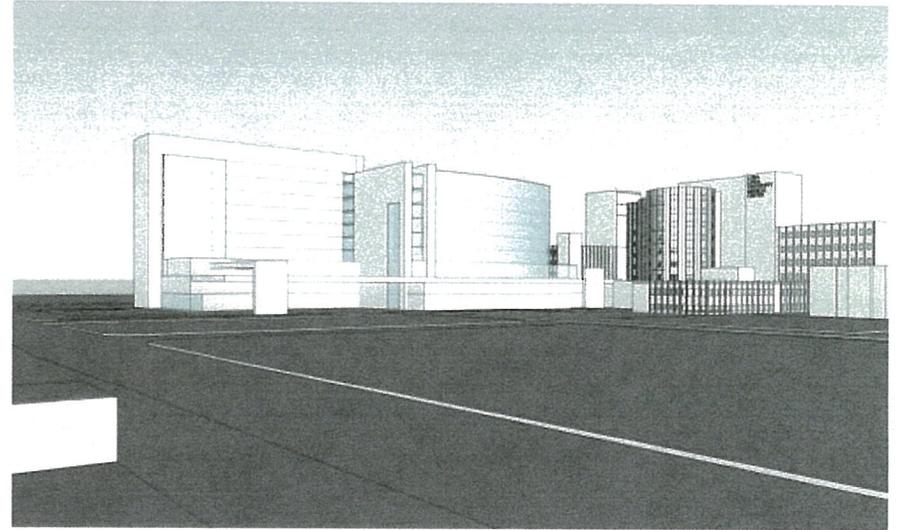
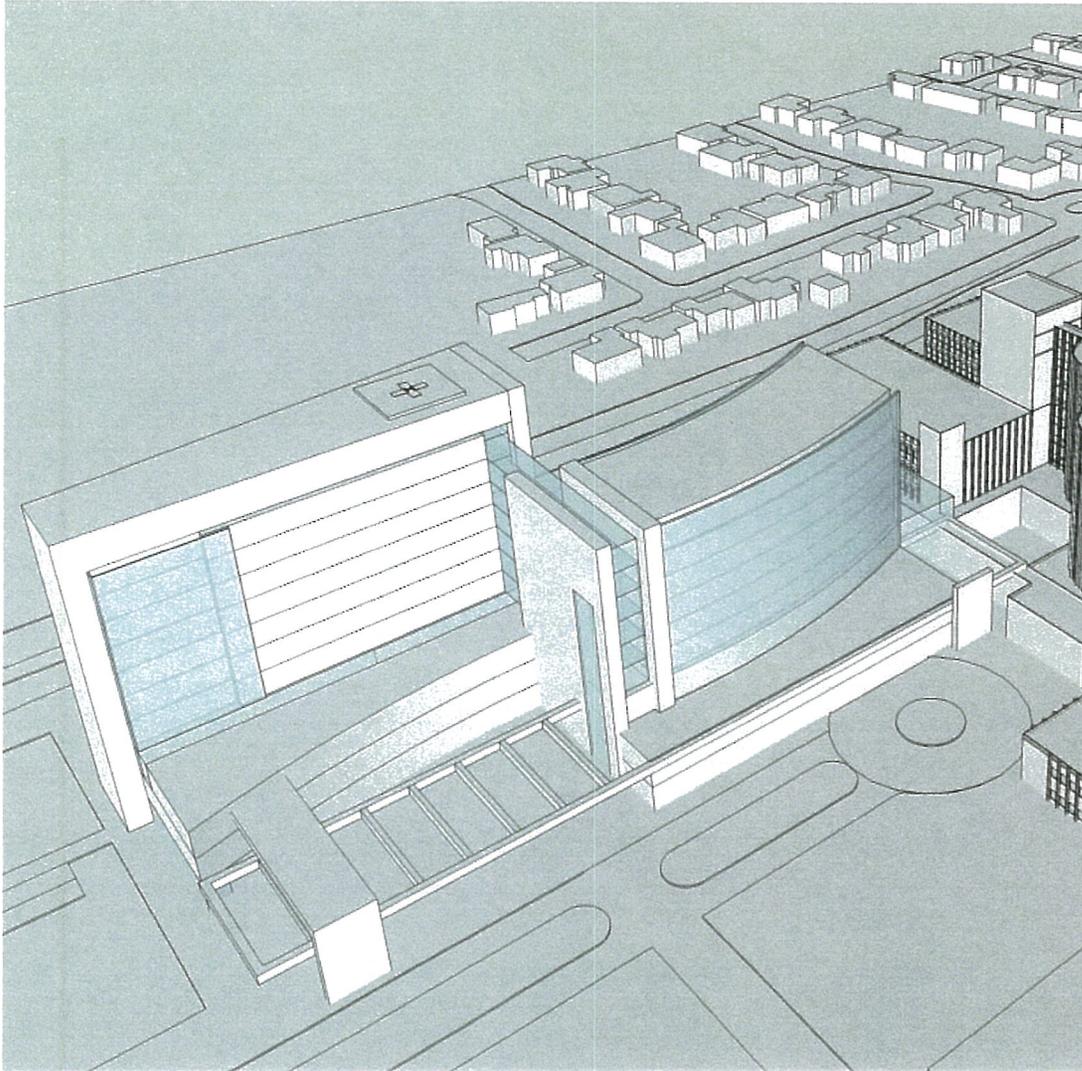


Design  
Concept

Nurture

# Building Design Study

# Nurture



# **Addendum**

## **Loma Linda University Health CAMPUS MASTER PLAN**

### **CITY OF LOMA LINDA**

#### *Submitted to:*

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

#### **Prepared by:**

**LILBURN**  
CORPORATION

The logo for Lilburn Corporation features the word "LILBURN" in a large, bold, serif font, with "CORPORATION" in a smaller, all-caps, sans-serif font below it. A horizontal bar with a gradient from dark grey to gold is positioned under the word "CORPORATION".

**1905 Business Center Drive  
San Bernardino, CA 92408**

**March 2016**

**ATTACHMENT - B**

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## 1.0 INTRODUCTION

This Addendum to the previously certified 2014 Program Environmental Impact Report (State Clearinghouse No. 2013051043) has been prepared by the City of Loma Linda Community Development Department (City) to evaluate the proposed minor changes to the Loma Linda University Health (LLUH) Campus Master Plan (PPD No. 13-018) at the existing Loma Linda University Medical Center (LLUMC).

In 2014, the City prepared an EIR (SCH No. 2013051043) for the proposed LLUH Master Plan to provide for the renovation of its campus. The Project Applicant/Project Proponent is the Loma Linda University Adventist Health Sciences Center (LLUAHSC) doing business as (LLUH). The Master Plan includes the construction and operation of a multi-phased development including new facilities and improvements to the existing campus facilities in order to accommodate existing demands in the services provided, and to meet regulatory requirements. The LLUH Master Plan Project analyzed in the EIR included the construction of new facilities, modernization of existing facilities, and replacement of a portion of the main hospital in response to California's SB 1953 Hospital Seismic Safety Act. The City Council of Loma Linda determined that the LLUH Master Plan Project as designed would have a significant effect upon the environment, certified a Final EIR, and adopted mitigation measures and a Statement of Overriding Considerations. It was determined that the principal areas of environmental impact were in the areas of: aesthetics, cultural resources, geology and soils, greenhouse gases, hazards and hazardous materials, noise, and utilities. The 2014 Program EIR identified that impacts from greenhouse gases would remain significant after implementation of mitigation measures, all other impacts would be reduced to a less than significant level with mitigation incorporated.

The California Environmental Quality Act (CEQA) provides for several types of Environmental Impact Reports (EIR), each applicable to its own unique project circumstances. The City will serve as Lead Agency for the CEQA review and has determined the need for an Addendum to the 2014 EIR to address minor changes proposed to the Master Plan's project description.

If only minor changes to a certified EIR are required, then a lead agency, may prepare an Addendum to an EIR as described in CEQA Section 15164:

- (a) The lead agency or responsible agency shall prepare an Addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.
- (b) An Addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR have occurred.
- (c) An Addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration.
- (d) The decision making body shall consider the Addendum with the final EIR or adopted negative declaration prior to making a decision on the project.
- (e) A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an Addendum to an EIR, the lead agency's findings

---

on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.

The original 2014 Program EIR prepared and certified for the project, included the review of the construction and operation of a new 13-story (approximately 215 feet in height), 732,000 square-foot hospital with 464 beds to replace a portion of the seismically-noncompliant existing hospital, and 80 parking spaces. After completion of the final design of the hospital, LLUH determined that it would require more square footage than originally envisioned. It was determined that the new hospital would need to be constructed as a 16-story (approximately 269 feet in height), approximately 1,000,000 square-foot hospital to replace a portion of the seismically non-compliant existing hospital, and an addition of approximately 157 parking spaces plus 11 designated ambulance parking spaces. The total licensed capacity of the facility was reviewed in the certified Program EIR as a proposed decrease from 719 beds to 650 beds. Based on currently projected needs, it has been determined by LLUH that the total licensed capacity should remain at 719 beds. (No approval of the previously proposed decrease in licensed beds was granted subsequent to the EIR, by any hospital licensing agency/organization).

The additional square footage is achieved by three added stories and is not due to a change in the hospital footprint that was previously proposed in the Master Plan. In addition, the change in beds, reverting back to the original number of licensed beds, would not result in traffic trips greater than what was previously projected. The increase in surface parking from 80 spaces to 157 spaces plus 11 designated ambulance parking spaces is the result of reconfiguration of the hospital entry (PPD No. 14-162), which was reviewed and approved by the City Council in 2015 subsequent to the Master Plan approval. The proposed minor change in total stories and height from 13 to 16 stories (an increase of 54 feet) would not result in any new impacts or require additional mitigation (see Section 4.0).

Given these proposed changes to the LLUH Master Plan, the City, acting as the Lead Agency pursuant to CEQA Guidelines, §15051, has determined that an Addendum to the certified 2014 EIR is the appropriate document to address minor changes proposed for development of the hospital. Since only minor changes have occurred and proposed changes would not produce any additional impacts not previously addressed in the certified 2014 EIR, the City of Loma Linda finds that these minor changes can be address as an Addendum and do not require preparation of a subsequent EIR. Under CEQA Section 15162 (c) this Addendum is not required to be circulated for public review but can be included in or attached to the 2014 Final EIR.

## **1.1 PROJECT UNDER REVIEW**

This Addendum to the certified 2014 Program EIR is being prepared to address minor changes to the LLUH Master Plan including changes to: 1) total stories of the hospital from 13 stories to 16 stories; 2) total height from 215 feet to 269 feet; 3) hospital square footage from 732,000 square feet to approximately 1,000,000 square feet, 3) total licensed beds from 650 to 719; and 4) surface parking from 80 spaces to 157 spaces plus 11 designated ambulance parking spaces. The total licensed capacity of the facility was reviewed in the Program EIR as a proposed decrease from 719 beds to 650 beds. Based on currently projected needs it has been determined by LLUH that the total licensed capacity should remain at 719 beds.

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The hospital is proposed within the existing LLUH Master Plan Project area which encompasses approximately 23.8 acres and is centrally located in the City of Loma Linda. Specifically, the LLUH Master Plan area is located on the north side of Barton Road, on the west side of Anderson Street, on the east side of Campus Street, and generally south of the Union Pacific Railroad (UPRR). The proposed hospital would be constructed adjacent to the existing hospital within an existing surface parking lot located immediately north of Barton Road and west of Anderson Street.

## **1.2 PURPOSE OF THE ADDENDUM**

The original parameters of the 2014 Program EIR for the LLUH Master Plan have not changed and the same significant impacts previously addressed are expected. Given the change in stories and height and increase in square footage of the hospital and surface parking spaces, the City acting as the Lead Agency pursuant to CEQA Guidelines, §15051, has determined that preparation of an Addendum to the certified 2014 Program EIR is the most adequate action that would address the minor changes in aesthetics associated with the hospital. No other areas of environmental impacts are anticipated to occur.

The City shall consider this Addendum with the final certified EIR prior to making a decision on the proposed changes to the Master Plan.

### **1.2.1 Lead Agency**

The City of Loma Linda Community Development Department is the lead agency as defined in section 15051(b) of the Guidelines for implementing the California Environmental Quality Act (CEQA) which states “If the project is to be carried out by a non-governmental person, the Lead Agency shall be the public agency with the greatest responsibility for supervising or approving the project as a whole.” Additionally, other agencies may have authority over resources that may be affected by the project, or may be required to issue permits or give other input on implementation of the project. These “responsible agencies” include the County of San Bernardino, California Regional Water Quality Control Board (RWQCB), the South Coast Air Quality Management District (SCAQMD), and the California Office of Statewide Health Planning and Development (OSHPD) which is responsible for enforcing building standards and regulating the design and construction of health care facilities. The document may also be used by the Federal Aviation Administration in the consideration of an Airspace Determination Letter.

In accordance within CEQA §Section 15164 (c), an Addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration. Therefore this Addendum shall become a part of the administrative record and on file with the City of Loma Linda.

### **1.2.2 Required Permits and Approvals**

The discretionary actions listed below are required prior to implementation of the minor changes to the LLUH Master Plan Project and are in addition to those listed in the certified EIR for the Master Plan. The lead agency and responsible agencies will use the Addendum in their

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consideration of LLUH’s application for the various permits and approvals. The document may also be used by other agencies in their review of the project for issuance of other determinations or approvals outside the purview of CEQA.

### **City of Loma Linda**

- Precise Plans of Design (PPD)
- Finding of consistency with the County’s adopted Airports Comprehensive Land Use Plan

## **1.3 ENVIRONMENTAL REVIEW PROCESS**

### **1.3.1 Notice of Preparation**

At the time the Notice of Preparation (NOP) was prepared and circulated to all responsible agencies and interested parties on August 25, 2015, the then proposed changes to the LLUH Master Plan were considered by the City to include major changes to the LLUH Master Plan. The proposed changes at the time the NOP was prepared included the following: 1) an increase in the overall height of the hospital from 13 stories (215 feet) to 17 stories<sup>1</sup> (290 feet); 2) an increase in the hospital square footage from 732,000 square-feet (footprint of 130,000 square-feet) to 1,060,000 square-feet (footprint of 120,000 square-feet); 3) maintaining the current license bed capacity of 719 beds (the Certified EIR evaluated a decrease from 719 licensed bed to 650 licensed beds); 4) an increase in the size of the co-generation plant from 22 MV<sup>2</sup> to 32 MV; and 5) a change in the reuse of the existing hospital (Towers A and C) from sharing the 400,000 square-foot area between existing support services, out-patient services and potential future educational services to 400,000 square feet of out-patient services.

The lead agency determined at the time of the NOP release that the proposed revisions to the LLUH Master Plan could potentially result in significant environmental impacts. As such, preparation of a Supplement to the EIR was appropriate, and the resource areas proposed for examination in the Supplemental EIR included: Aesthetics, Air Quality; Greenhouse Gases; Traffic; and Utilities. The NOP was distributed to all responsible agencies and interested parties as required by CEQA and City of Loma Linda CEQA procedures (see Attachment A: NOP). The following issues were raised in two comments letters received on the NOP:

- **South Coast Air Quality Management District (AQMD)**
  - Identify any potential adverse air quality impacts that could occur from all phases of the Project and all air pollutant sources related to the project.
  - Quantify criteria pollutant emissions and compare the results to the recommended regional significance thresholds found at: <http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2>.

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<sup>1</sup> 17 stories plus “half” story above (penthouse) and below (base isolation mechanical floor).

<sup>2</sup> As analyzed in the Certified EIR, two options would continue to be considered in the construction of the utility plant including Option 1: new 34,000 SF utility plan and Option 2: expansion of the existing co-generation plant including 3,000 SF walled courtyard. Both options were reviewed for a 22 MV facility and the existing facility is 13 MV.

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- Calculate localized air quality impacts and compare results to localized significance thresholds (LSTs).
  - In the event heavy-duty diesel-fueled vehicles may be generated, a mobile source health risk assessment should be performed.
  - In the event of air quality impacts, all feasible mitigation measures should be utilized.
- **California Public Utilities Commission**
    - According to the NOP, the project area includes active railroad tracks. The Commission Rail Crossing Engineering Branch (RCEB) recommends that the City add language to the EIR so that any future development adjacent to or near the rail right-of-way is planned with the safety of the rail corridor in mind.

Since the scope of the project has changed and resource areas proposed for examination in the NOP are no longer required (i.e., Air Quality and Utilities), the comments provided by the two agencies are no longer relevant to the analysis included herein for the proposed Master Plan changes. No impacts related to air quality or greenhouse gases would occur since the sizing of the utility plant remains as evaluated in the 2014 EIR and the traffic generated by the 719 licensed beds has been accounted for in the South Coast Air Quality Management District's AQMP proposed to the LLHU Master Plan.

With regards to the comment received from the California Public Utilities Commission, the boundaries of the LLHU Master Plan extend north to the Union Pacific Railroad (UPRR) tracks. However, there are no buildings, parking or other facilities located within 300 feet of the railroad and no changes to the existing conditions are proposed. The extent of the construction of the hospital would be limited to the existing parking lot located at the corner of Barton Road and Anderson Street over 3,000 feet south of the existing railroad tracks. No impacts were addressed in the 2014 Program EIR with regard to railroad safety and no new impacts have been identified with regard to the minor changes proposed to the LLUH Master Plan.

The responding agencies identified above as well as other agencies that received information about the project from the California State Clearinghouse, will receive a copy of this Addendum and a revised NOP noting the change in the proposed Master Plan changes and the date of a public hearing before the City Council.

## **1.4 ORGANIZATION OF THE ADDENDUM**

This Addendum is organized into the following chapters:

Chapter 1.0 - Introduction: Provides an introduction and overview that describes the intended use of the document and the lead agency authority under CEQA. Also provides a list of acronyms and a glossary of terms used to describe and evaluate the project.

Chapter 2.0 - Summary: Summarizes the proposed minor changes to the Master Plan,

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Chapter 3.0 - Project Description: Provides a detailed description of conditions on the project site and vicinity and the various components of the Master Plan changes. This chapter also includes a list of permits required to implement the project and responsible agencies that would issue those permits.

Chapter 4.0 - Environmental Evaluation: Describes the existing environmental conditions on the site and in the vicinity of the project site, and the regulatory environment. Describes the project's characteristics related aesthetics and the proposed minor changes the LLUH Master Plan.

Chapter 5.0 - References: Includes a list of lead agency staff members who participated in the preparation of the Addendum as well as the consultants who prepared the analysis.

### **1.4.1 Type and Purpose of the EIR**

As previously stated, this Addendum will address the minor changes proposed to the LLUH Master Plan. Proposed changes would only need to be addressed in aesthetics; no other environmental effects associated with the changes to the LLUH Master Plan would result. The original Program EIR was certified in January 2014 and concluded that the LLUH Master Plan would create significant environmental impacts. However, given the critical need for the proposed project, the City Council of Loma Linda adopted mitigation measures in order to reduce the potential impacts. Mitigation measures could not reduce all impacts of the proposed project to a less than significant level and therefore, the City Council adopted Findings and a Statement of Overriding Considerations.

It is anticipated that all of the previously identified impacts in the 2014 Program EIR would still occur during the course of the construction and operation of the LLUH Master Plan. In accordance with Section 15162 and 15164 of the CEQA Guidelines, the minor changes proposed to the LLUH Master Plan may be addressed as an Addendum to the EIR. Therefore, this Addendum to the 2014 Program EIR will be used to incorporate minor changes to the LLUH Master Plan. In addition, as stated in CEQA Section 15164, "A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an Addendum to an EIR, the lead agency's findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence."

### **1.5 INCORPORATION BY REFERENCE**

As permitted by section 15150 of the CEQA Guidelines, this Addendum has referenced previous analyses included in the 2014 Program EIR. Information from the EIR and its appendices, and other documents incorporated by reference has been summarized in the appropriate section(s) that follow.

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## 1.6 ACRONYMS

The following list of acronyms defined may be used in this Addendum or its appendices.

<b>CEQA</b>	California Environmental Quality Act
<b>EIR</b>	Environmental Impact Report
<b>FAA</b>	Federal Aviation Administration
<b>GHG</b>	Greenhouse gases
<b>LLU</b>	Loma Linda University
<b>LLUAHSC</b>	Loma Linda University Adventist Health Science Center
<b>LLUH</b>	Loma Linda University Health
<b>LLUMC</b>	Loma Linda University Medical Center
<b>MMRP</b>	Mitigation Monitoring and Reporting Program
<b>MSL</b>	Mean sea level
<b>NOC</b>	Notice of Completion
<b>NOI</b>	Notice of Intent
<b>NOP</b>	Notice of Preparation
<b>OPR</b>	Office of Planning and Research (California)
<b>OSHPD</b>	Office of Statewide Health Planning and Development
<b>SBC</b>	San Bernardino County
<b>SBIA</b>	San Bernardino International Airport
<b>SR</b>	State Route
<b>UPRR</b>	Union Pacific Railroad

## 1.7 GLOSSARY OF TERMS

**California Environmental Quality Act (CEQA):** Policies enacted in 1970, and subsequently amended (through September 2004), the intent of which is the maintenance of a quality environment for the people of California now and in the future.

**Environmental Impact Report (EIR):** Document in which the impacts of any state or local, public or private project action which may have a significant environmental effect are evaluated prior to its approval and subsequent construction or implementation, as required by the California Environmental Quality Act.

**Lead Agency:** The public agency which has the principal responsibility for carrying out or approving a project.

**Notice of Preparation (NOP):** A brief notice sent by the public agency with principal responsibility for carrying out or approving a project to notify other agencies that an EIR is being prepared.

**Responsible agency:** A public agency which proposes to carry out or approve a project for which a lead agency has prepared an EIR. A responsible agency is any agency with discretionary approval over a project.

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**Significant environmental impact:** As defined by CEQA, Chapter 3, Article 1, Section 15002(g), “a substantial adverse change in the physical conditions which exist in the area affected by the proposed project.”

**Trustee Agency:** A state agency having jurisdiction over natural resources that may be affected by the project, which are held in trust by the state. These include the California Department of Fish and Game, State Lands Commission, and State Department of Parks and Recreation.

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## **2.0 SUMMARY**

### **2.1 PROJECT UNDER REVIEW**

Proposed facilities and improvements evaluated within this Addendum include: 1) a 16-story (approximately 269 feet in height), approximately 1,000,000 square-foot hospital to replace a portion of the seismically-noncompliant existing hospital, and 157 parking spaces plus 11 designated ambulance parking spaces. The total licensed capacity of the facility was reviewed in the certified 2014 Program EIR as a proposed decrease from 719 beds to 650 beds. Based on current needs it has been determined by LLUH that the total licensed capacity should remain at 719 beds.

#### **2.1.1 Project Location**

The LLUH Master Plan includes the existing campus and its entireties (i.e., Medical Center, University, Dental School, etc.). The hospital is proposed adjacent to the existing 1967 hospital and 1988 Children's hospital at the northwest corner of Barton Road and Anderson Street. The location is not proposed to change from that identified in the 2014 EIR.

### **2.2 EIR IMPACT EVALUATION FORMAT**

Chapter 4.0 of this Addendum contains an evaluation of environmental impacts with regards to the proposed changes to the LLUH Master Plan. Proposed minor changes to the hospital include a change in stories, height, square footage and surface parking. As determined by the City, proposed changes would only need to be evaluated for potential impacts in the area of aesthetics. The aesthetics section of Chapter 4.0 herein begins with an introduction, followed by a description of the environmental setting. A discussion of the minor Master Plan changes associated with the hospital follows, and a determination that the proposed changes would not result in any new impacts or mitigation measures is made.

### **2.3 SUMMARY OF THE ENVIRONMENTAL EVALUATION**

An evaluation of the 2014 Program EIR for the LLUH Master Plan was completed by the City of Loma Linda Community Development Department staff, and the determination that an Addendum would be suitable to address the changes to aesthetics was made. All other impacts and mitigation measures identified in the Final EIR as certified by the City of Loma Linda were determined to be adequate.

### **2.4 SUMMARY OF ENVIRONMENTAL IMPACTS**

#### **2.4.1 Findings of No or Less Than Significant Impacts**

The 2014 Program EIR determined that the proposed Master Plan project would have no impact in certain environmental resources areas. The currently proposed Master Plan changes do not have the potential to result in any impacts in those areas which included: Air Quality, Biological

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Resources, Mineral Resources, Public Services, Agricultural Resources, Hydrology/Water Quality, Recreation, Land Use/Planning, Population/Housing, and Transportation/Traffic.

#### **2.4.2 Findings of Less Than Significant Impacts After Mitigation Measures Have Been Implemented**

All mitigation measures adopted within the 2014 Mitigation Monitoring and Reporting Program (MMRP) as addressed in the 2014 Program EIR shall remain in effect with implementation of the proposed changes to the LLUH Master Plan. Impacts in the following resources areas were determined to be less than significant after implementation of mitigation measures: Aesthetics, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, Noise and Utilities. Since only minor changes to the LLUH Master Plan are proposed, no additional mitigation beyond those listed in the 2014 MMRP is warranted.

#### **2.4.3 Findings of Significant Impacts After Mitigation Measures Have Been Implemented**

The 2014 Program EIR determined that impacts from greenhouse gas emissions associated with an increase in the co-generation plant capacity would remain significant after mitigation. The City Council of Loma Linda determined that the proposed project as designed would have a significant effect upon the environment, certified a Final EIR, and adopted mitigation measures and a Statement of Overriding Considerations.

A review of greenhouse gases was not required as no changes to any facilities that would generate greenhouse gases are proposed to the LLUH Master Plan.

There are no impacts identified within this Addendum that would remain significant after implementation of mitigation measures.

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### **3.0 PROJECT DESCRIPTION**

The following discussion includes a general overview of the proposed changes to the Master Plan including changes to the new hospital, number of parking spaces onsite and total number of licensed beds, and the Project's environment and a focused description of the Project and its objectives.

The original 2014 Program EIR prepared and certified for the project, included the review of the construction and operation of a new 13-story (approximately 215 feet in height), 732,000 square-foot hospital with 464 beds to replace a portion of the seismically-noncompliant existing hospital, and 80 parking spaces. After completion of the final design of the hospital, LLUH determined that it would require more square footage than originally envisioned. It was determined that the new hospital would need to be constructed as a 16-story (approximately 269 feet in height), approximately 1,000,000 square-foot hospital to replace a portion of the seismically non-compliant existing hospital, and an addition of approximately 157 parking spaces plus 11 designated ambulance parking spaces. The total licensed capacity of the facility was reviewed in the certified Program EIR as a proposed decrease from 719 beds to 650 beds. Based on currently projected needs, it has been determined by LLUH that the total licensed capacity should remain at 719 beds. (No approval of the previously proposed decrease in licensed beds was granted subsequent to the EIR, by any hospital licensing agency/organization).

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## 4.0 ENVIRONMENTAL CONSEQUENCES

With the exception of Aesthetics, there are no other areas of environmental consequences associated with current changes proposed to the LLUH Master Plan. This Addendum will address changes to aesthetics; however as demonstrated within this Addendum, no new impacts beyond that which was originally determined in the 2014 Program EIR would result. Similarly, no new mitigation will be required beyond that which was adopted in the 2014 MMRP for the LLUH Master Plan.

### 4.1 AESTHETICS

#### 4.1.1 Introduction

This section of the Addendum addresses visual setting of the area of the campus planned for the new hospital structure and the general scenic quality of the surrounding area that may be impacted by the proposed changes for the new hospital and related surface parking. All of the previous impacts identified in the 2014 Program EIR have remained the same and this Addendum has been focused to address any additional impacts that the proposed minor changes to the LLUH Master Plan may create.

#### 4.1.2 Environmental Setting

##### Area-Wide Visual Character

The hospital site occurs within the existing LLUMC and is located north of Barton Road between Anderson Street and Campus Street. The campus is centrally located in the City of Loma Linda. Specifically, the new hospital is proposed within an existing surface parking lot located near the northwest corner of Barton Road and Anderson Street, et within the existing LLUH Master Plan.

##### Views from LLUH Campus

North – The view looking north from the Hospital site consists of the campus followed by the UPRR and vacant land in the foreground, scattered commercial development, the Loma Linda Academy, the I-10 Freeway in the middle ground, followed by the San Bernardino Mountains in the background.

South – The view from the Hospital site to the south consists of parkway landscaping, sidewalk and Barton Road (a four-lane roadway with a landscaped center median) in the foreground, followed by additional parkway landscaping and fencing associated with the backyards of single-family residences located on the south side of Barton Road. Infrastructure along Barton Road consists of typical curb and gutter, sidewalks, a landscaped center median, above-ground power lines on the south side of Barton Road and a designated Class I bike lane on both the north and south sides of the road.

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East The primary view from the hospital site to the east includes Anderson Street. Single-family residences are viewed on the east side of Anderson Street from Barton Road to Prospect Avenue. The middle ground views include trees and streets within the residential areas, surface parking within the commercial areas, and interior drives and parking space associated with the LLUH facilities. Background views from the east include distant view of the San Bernardino Mountains and foothills within Redlands and Yucaipa.

West – Views west of the hospital site are mainly composed of LLUH facilities and related parking areas spanning the area from the northwest corner of Barton Road and Campus Street to the southwest corner of Shepardson Drive and Campus Street. North of Shepardson Drive to the UPRR is mainly composed of single-family and multi-family residences. The area is landscaped with typical residential lawns and mature trees; there are no overhead power or telephone lines.

### **Views of the Hospital Site**

North – From the hospital site’s northern boundary looking south, the existing hospital and surface parking is in the foreground ground, following by Barton Road and residential development in the middle ground and the Loma Linda Badlands (foothills) in the background.

Hospital Site – The four-lane Barton Road with a center landscaped median and east- and west-bound Class I bike lanes is visible in the immediate foreground. The LLUH Children’s Hospital and the towers of the existing hospital are visible in the middle ground as well as surface parking, parking structures, other LLUH buildings and landscape. Portions of San Bernardino Valley and the San Bernardino Mountains are visible in the background.

East – Views of the hospital site looking east, from Campus Street include LLUH buildings including the existing hospital as well as related surface parking and landscaping in the foreground and middle ground. Views of San Gorgonio Mountain and foothills within Redlands and Yucaipa are visible in the background.

West – From Anderson Street looking west at the hospital site, surface parking up as well as related campus lighting and landscape are visible in the foreground. The existing hospital structures (including both the Children’s and the 1967 structure) are most visible from the east, and makes up the middle ground. Reche Canyon and Grand Terrace are visible in the southwest background.

### **4.1.3 Impacts and Mitigation Measures**

#### **Thresholds of Significance**

Significant impacts related to aesthetics are determined from criteria stated with the CEQA Checklist. The Checklist identifies the primary thresholds of significance relating to CEQA issues. Potential impacts to scenic vistas, historic buildings, state scenic highways, and impacts from light or glare are addressed in the CEQA process to identify and evaluate possible impacts to aesthetic resources that could potentially result from implementation of the Proposed Project.

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The minor changes in the new hospital stories and height, and total number of licensed beds and increase in surface parking would have a significant effect on Aesthetics if it would:

- Have a substantial adverse effect on a scenic vista as identified in the City's General Plan.
- Substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.
- Substantially degrade the existing visual character or quality of the site and its surroundings.
- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

#### **4.1.3.1 Issues Identified to Have No Impact or Less Than Significant Impact**

The proposed changes to the LLUH Master Plan would not have the potential to result in significant impacts in the issue area listed below. An explanation of the impact and a determination of no need for mitigation measures is provided.

##### **Have a substantial adverse effect on a scenic vista as identified in the City's General Plan.**

Local conservation groups within the City passed the Hillside Preservation Initiative in 1993 to preserve the natural hillside amenities within the City boundaries. According to City's General Plan, 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. Since minor changes to the LLUH Master Plan would occur within the boundaries of the LLUH campus, specifically near the northwest corner of Barton Road and Anderson Street, no portion of the changes to the Master Plan would result in significant impacts to a scenic vista including the South Hills area.

##### **Substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.**

As determined in the 2014 Project EIR, the LLUH Master Plan Project was found to potentially result in a significant impact with the development of new construction and improvements that would require the removal of trees. Minor changes proposed to the LLUH Master Plan would still require the removal of trees to allow for the construction of the new hospital. Since the proposed changes to the new hospital would not result in a change to the original footprint of the new hospital that was originally evaluated in the 2014 Program EIR, no new impacts to trees not previously identified in the 2014 Program EIR would result.

The proposed change in the new hospital and increase in surface parking would not result in any additional impacts that would not be mitigated with implementation of Mitigation Measure AES-2 as contained in the MMRP that was adopted by the Loma Linda City Council. No additional mitigation is warranted.

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#### 4.1.3.2 Issues Determined to Have Potentially Significant Impacts

As determined in the 2014 Project EIR, the LLUH Master Plan Project was found to potentially result in a significant impact in the issue area listed below. Proposed changes to the height of the hospital and increase in surface parking would continue to result in a potentially significant impact to the areas listed below. The impact is provided in a numbered impact statement, followed by analysis, and mitigation measures if the impact is determined to remain significant after the analysis.

**Substantially degrade the existing visual character or quality of the site and its surroundings.**

##### **Massing Analysis**

In order to evaluate the visual impact of the proposed Master Plan changes to a massing analysis was prepared. The massing analysis illustrates the location and scale but not the conceptual appearance of the new hospital as seen from Anderson Street just northeast of the existing hospital (see Figure 4.1-1).

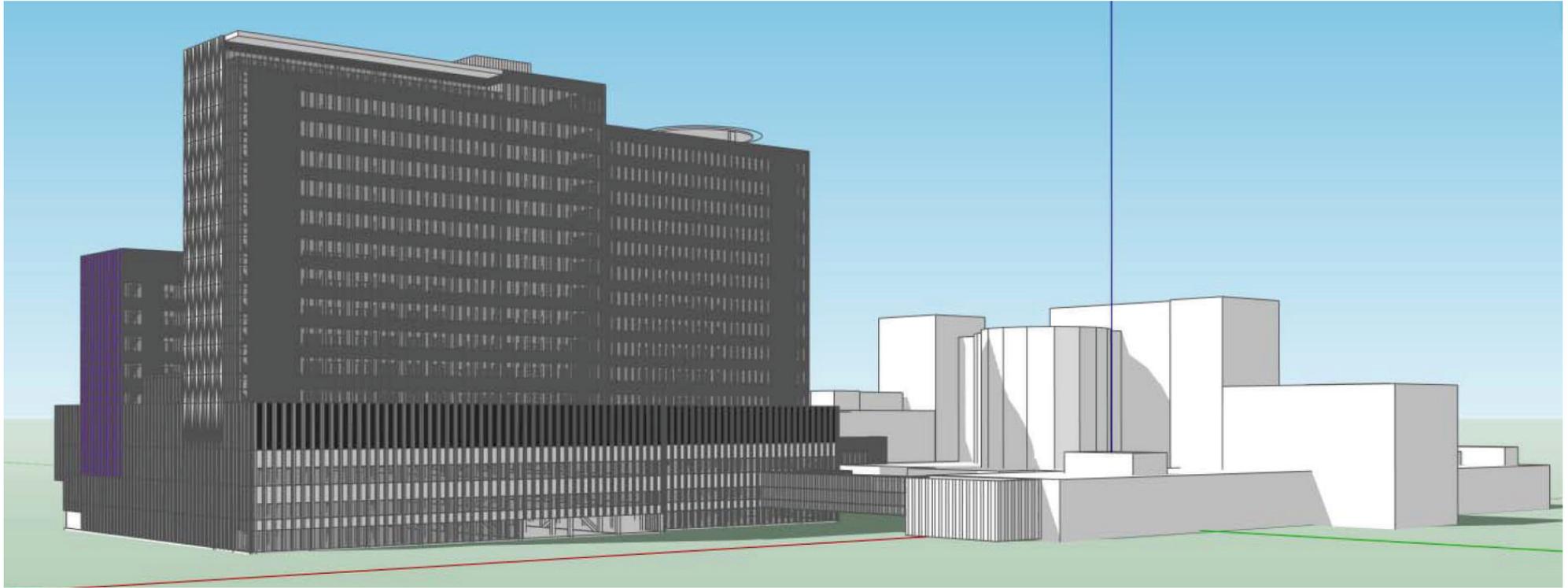
The objectives of the massing analysis were to: 1) illustrate the change from existing conditions following construction of the new hospital; and 2) show the location and scale of the hospital as currently proposed.

##### *New Hospital*

The new hospital construction would consist of approximately 1,000,000 square-feet of new building to be located southeast of the existing hospital within an existing parking lot. As analyzed in the 2014 Program EIR, the footprint of the base level was reviewed as being 130,000 square feet. Proposed changes to the new hospital do not include an increase in the footprint. The Adult Tower would be expanded in height from what was evaluated in the 2014 EIR (13 stories) to 16 stories. The existing hospital has a number of different structures. The tallest of the structures is the original hospital (Tower A) which is nine (9) stories above grade. The Children's Hospital to the south of the existing hospital has a small tower that aligns with the nine-story Tower A of the existing hospital, but the majority of the existing Children's Hospital is five stories in height. The existing hospital has a number of smaller structures that make up the complex including: six stories for the support building to the north, five stories for the office and research building to the west (Tower B), and two stories for the Schuman pavilion to the East.

##### *Views of the New Hospital from the South*

As identified in the 2014 Program EIR, the massing of the new hospital illustrates two separate towers including an Adult Tower and a Children's Tower. The new hospital would extend east at levels two and three, connecting to the existing Children's Hospital (see Figure 4.1-2). Grades for the site of the new hospital (like the existing hospital) are below the street grade of Barton



## **MASSING SIMULATION**

**LLUH MASTER PLAN PROJECT - ADDENDUM**

**Environmental Impact Report**

City of Loma Linda, California

**FIGURE 4.1-1**

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Road to the south and the new hospital would sit at a slightly lower elevation (similar to the existing hospital) as viewed from Barton Road. However, even at a lower grade, views of the San Bernardino Mountains to the north would be obscured for users of the existing surface parking lot south of Barton Road. Figure 4.1-2 illustrates views of the new hospital for residents that occur within the south hills. As shown in the simulation, the San Bernardino Mountains would still be visible and visual impacts would remain less than significant with implementation of the proposed minor changes to the hospital. As shown in the simulation prepared for residents that occur south of Barton Road, immediately across from the existing hospital (see Figure 4.1-3), views of the mountains to the north would still be visible. As shown in the simulation, the new hospital would be a visual extension of the existing Children's Hospital (both including towers that are nine (9) stories in height). At a maximum height, the Adult Tower of the new hospital (proposed east of the new Children's Tower) would be 16 stories in height, extending five (5) stories above the existing hospital (Tower A). However, the existing hospital is considered a landmark for the City and the extension of the facilities within this location would further denote the presence of the LLUH campus and facilities. Since there is a substantial setback occurring between the proposed Adult Tower and residential structures to the south, the proposed changes to the new hospital would continue to have no significant impacts as previously identified in the 2014 Program EIR.



**Figure 4.1-2 - View of the New Hospital Looking North from the South Hills**



**Figure 4.1-3 - Simulation of Proposed New Hospital as Viewed from the Southeast Looking Northwest at the Site**

*Views of the New Hospital from the West*

From the west, views of the new hospital would be visible behind the existing Children’s Hospital. As identified in the 2014 Program EIR, since there are only LLUH facilities to the west, no significant impact would result and no simulations from this area was created. Proposed changes to the LLUH Master Plan including changes to the new hospital design and an increase in surface parking spaces would not result in any new impacts or require additional mitigation beyond that which was identified in the 2014 MMRP as there are no sensitive receptors that would be significantly impacted.

*Views of the New Hospital from the East*

Residential development occurs intermittently between surface parking on the east side of Anderson Street from Barton Road to Prospect. The nearest residences would be located approximately 250 feet east of the proposed new hospital (specifically the Adult Tower). The existing hospital has been at the site since 1967, and residential development east the hospital site has viewed the existing hospital and related facilities/infrastructure since that time. Construction of the new hospital would be an expansion of the existing visual hospital

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environment at the site. Proposed changes to the new hospital including the increase in total stories from 13 stories to 16 stories, change in height from 215 feet to 269 feet, and a change in square footage from 732,000 square feet to 1,000,000 square feet would result. Simulations of the new hospital, Figures 4.1-4 and 4.1-5, illustrate the proposed views from the west. As can be seen in the renderings, there are no mountains or other scenic vistas in the background to the west that would be obscured with development of the new hospital, and there is a substantial setback from Anderson Street (approximately 175 feet) which is designated for landscaped open space. Since the corner of Barton Road and Anderson Street has been used as surface parking for decades, the change in surface parking from 80 spaces to 157 spaces plus 11 designated ambulance parking spaces would not result in any significant impacts. Therefore, changes to the LLUH Master Plan would not result in any new impacts from the east not previously identified in the 2014 Program EIR.



**Figure 4.1-4 - Simulation of New Hospital as Viewed Looking Directly West at the Site**



**Figure 4.1-5 – View of the New Hospital as seen from the West**

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### Views of the New Hospital from the North

As identified in the 2014 Program EIR, there are no sensitive receptors to the north that would be visually impacted by the development of the new hospital. A simulation was prepared for the new hospital that illustrates the new view from the north looking south (see Figure 4.1-6). Rolling hills occur in the south but would still be visible. Proposed changes to the LLUH Master Plan including changes to the new hospital design and an increase in surface parking spaces would not result in any new impacts or require additional mitigation beyond that which was identified in the 2014 MMRP as existing LLUH facilities occur north of the proposed hospital and therefore no sensitive receptors would be significantly impacted.



**Figure 4.1-6 - Simulation of New Hospital as Viewed Looking South at the Site**

## **4.2 Findings**

The City of Loma Linda finds that this Addendum has addressed the minor changes proposed to the LLUH Master Plan. Proposed changes were addressed in aesthetics and no other environmental effects associated with the changes to the LLUH Master Plan would result. The original Program EIR was certified in January 2014 and concluded that the LLUH Master Plan would create significant environmental impacts. The City Council of Loma Linda adopted mitigation measures in order to reduce most of the potential impacts to levels of less than significant. However, mitigation measures could not reduce significant impacts related to greenhouse gas emissions to a less than significant level and the impacts remained adverse and unavoidable. Given the crucial need for the proposed project, the City Council adopted Findings and a Statement of Overriding Considerations.

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It is anticipated that all of the previously identified impacts in the 2014 Program EIR would still occur during the course of the construction and operation of the LLHU Master Plan. In accordance with Section 15162 and 15164 of the CEQA Guidelines, the minor changes currently proposed for the hospital portion of the LLUH Master Plan were addressed within this Addendum that shall become a part of the administrative record and attached to the certified 2014 Program EIR. In accordance with CEQA Section 15164, a subsequent EIR pursuant to Section 15162 is not required as only minor changes to the project have occurred and no new impacts would result and no additional mitigation measures are warranted.

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## **5.0 REFERENCES**

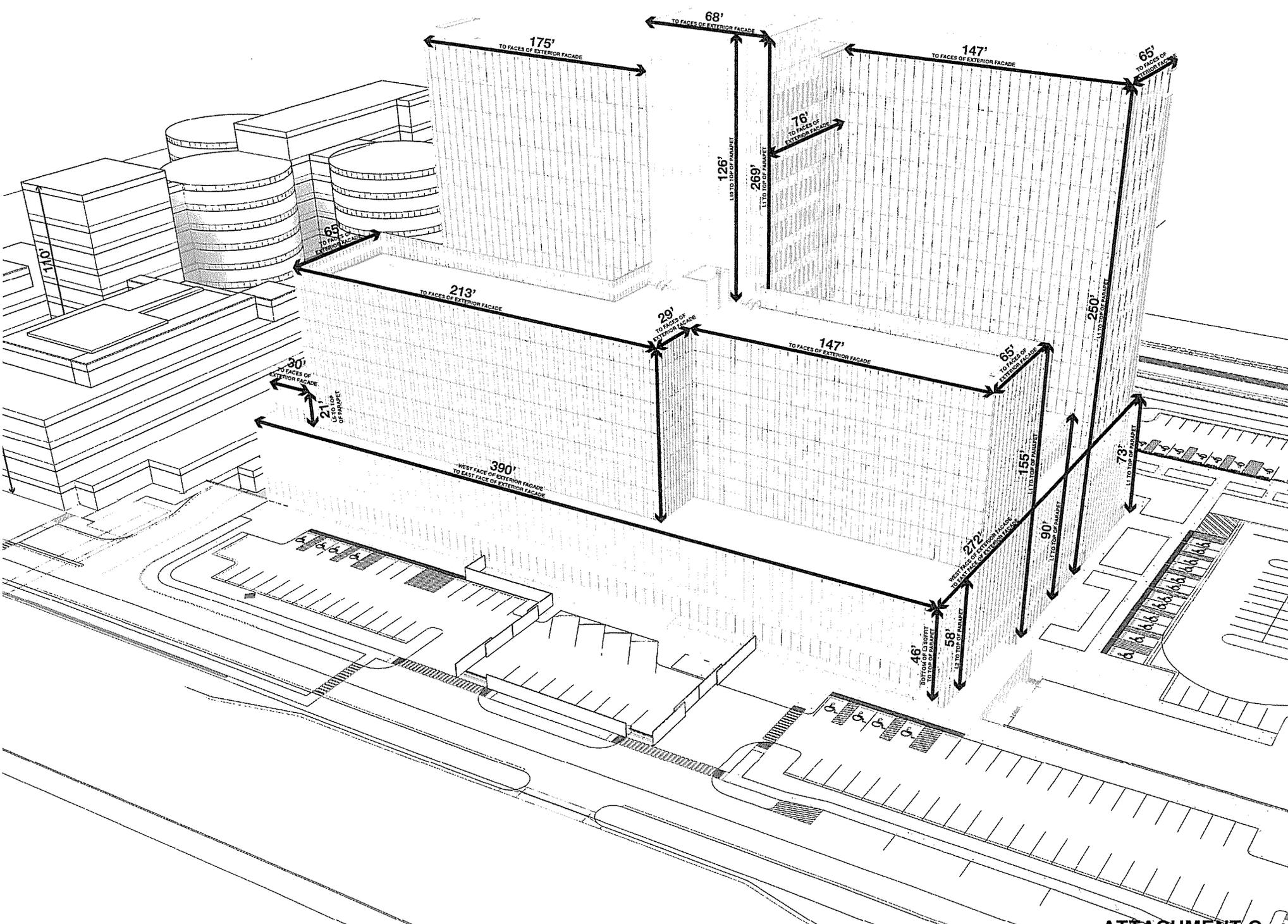
### **5.1 LIST OF PREPARERS**

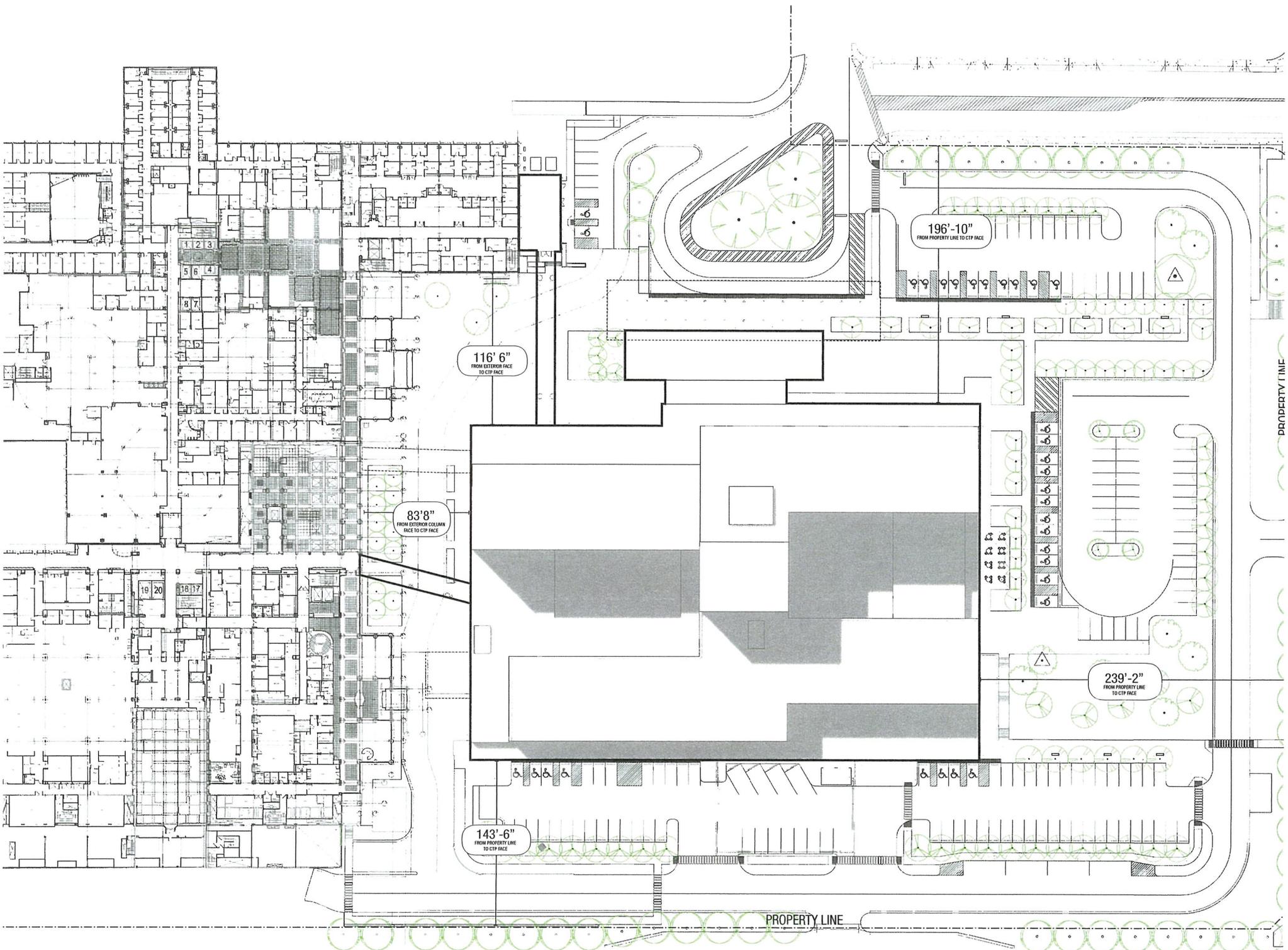
#### **City of Loma Linda**

Guillermo Arreola, Senior Planner  
Konrad Bolowich, Community Development Director

#### **Lilburn Corporation**

Cheryl A. Tubbs, Principal In-Charge  
Natalie Patty, Project Manager  
Frank Amendola, Environmental Analyst  
Troy Goodwalt, Graphic Artist/CADD Operator  
Mary Jones, Word Processor





116'-6"  
FROM EXTERIOR FACE  
TO CIP FACE

83'-8"  
FROM EXTERIOR COLUMN  
FACE TO CIP FACE

196'-10"  
FROM PROPERTY LINE TO CIP FACE

239'-2"  
FROM PROPERTY LINE  
TO CIP FACE

143'-6"  
FROM PROPERTY LINE  
TO CIP FACE

PROPERTY LINE

PROPERTY LINE



# City of Loma Linda Official Report

Rhodes Rigsby, Mayor  
Phillip Dupper, Mayor pro tempore  
Ovidiu Popescu, Councilman  
Ronald Dailey, Councilman  
John Lenart, Councilman

COUNCIL AGENDA: April 12, 2016  
TO: City Council  
FROM: Pamela Byrnes-O'Camb, City Clerk *pb*  
VIA: T. Jarb Thaipejr, City Manager  
SUBJECT: Council Bill #O-2016-02 – (First Reading/Set Second Reading for May 10) – Amending Section 2.12.020 of the Municipal Code pertaining to salary for Councilmen

Approved/Continued/Denied  
By City Council  
Date \_\_\_\_\_

## RECOMMENDATION

It is recommended that the City Council introduce Council Bill #O-2016-02 on First Reading and set the Second Reading for May 10.

## BACKGROUND

City Council adopted Ordinance No. 652 in 2006 pursuant to Government Code §36516 which increased its salary from \$377.13 to \$711.13 effective upon the seating of the new Council.

Government Code §36516(a)(4) allows a 5 percent increase per year (not compounded) for each calendar year since the operative date of the last adjustment.

Applying the 5 percent each year since 2006, the maximum new salary allowed is \$1,066.73. (5% per year x \$711.13 = \$35.56 per year, times 10 years = \$355.60 total allowable increase, + current salary of \$711.13 = \$1,066.73 maximum increased salary.)

Any amount between \$711.13 and the maximum of \$1,066.73 may be selected, understanding that the new rate becomes the new base salary.

Pursuant to the Government Code, any salary increase cannot go into effect until after the June 7, 2016 General Municipal Election and only upon the seating of Council Members. Seating of new Council Members is scheduled for June 14, 2016.

Councilmembers are optional members of CalPERS; all current councilmembers have elected membership and pay the member 7% contribution. Councilmembers also receive the City's cafeteria plan contribution provided to regular employees; currently \$1,100 per month. With this \$1,100 per month, Councilmembers can elect to purchase health, dental and/or vision insurance or have the amount deposited to an account with ICMA RC, the City's 457 deferred compensation plan. If the deposit to deferred compensation is elected, the amount deposited cannot equal more than 100% of City Council salary. All current Councilmembers have waived insurance coverage and have the cafeteria plan dollars deposited into a 457 deferred compensation account with ICMA RC.

With the 2009-2010 fiscal year budget, City Councilmembers elected to impose a 20% voluntary reduction in benefits, which reduced their cafeteria plan contribution to \$568.93 (20% less than the maximum of \$711.13). That 20% reduction has not been restored.

In order to utilize either \$1,100 or 100% of the new salary, whichever is less, rescission of the 20 percent reduction in the benefit amount is required.

**FINANCIAL IMPACT**

The full amount of the increase would cost the City an additional \$21,336.00 per year, plus employer's share of taxes, etc.

ORDINANCE NO.

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LOMA LINDA AMENDING SECTION 2.12.020 OF THE MUNICIPAL CODE PERTAINING TO SALARY FOR COUNCILMEN AND REPEALING ORDINANCE NO. 652

WHEREAS, Government Code Section 36516 provides that City Councilmen's salaries in cities of up to and including 35,000 in population shall be limited to a base of \$300.00 per month, with subsequent increases; and

WHEREAS, Government Code Section 36516(a)(1)(c) allows for compensation of councilmen to be increased above \$300.00 per month by an amount not to exceed five percent (5%) for each calendar year from the operative date of the last adjustment of salary; and

WHEREAS, Government Code Section 36516.5 prohibits an adjustment of the compensation of City Council members until one or more members of such City Council begins a new term of office; and

WHEREAS in 2006, the City Council last adjusted its salary to \$711.13; and

WHEREAS, the City council has not adjusted its salary since 2006.

NOW, THEREFORE, BE IT ORDAINED by the City Council of the City of Loma Linda as follows:

**Section 1.** Section 2.12.020 shall be amended to read as follows:

**2.12.020 Adjusted Compensation**

When a member of the City Council begins a new term of office, the compensation of all City Councilmen shall be increased to \$1,066.73 per month, effective the first day of the month after commencement of the new term.

**Section 2. Repealer.**

Ordinance No. 652 is hereby repealed.

**Section 3. Validity.** If any section, subsection, sentence, clause or phrase of this Ordinance is for any reason held to be invalid, such holding or holdings shall not affect the validity of the remaining portions of this Ordinance. The City Council hereby declares that it would have passed this Ordinance and each section, subsection, sentence, clause and phrase thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses or phrases be declared invalid.

**Section 4. Posting:** Prior to the expiration of fifteen (15) days from its passage, the City Clerk shall cause this Ordinance to be posted pursuant to law in three (3) public places designated for such purpose by the City Council.

This Ordinance was introduced at the regular meeting of the City Council of the City of Loma Linda, California, held on the 12th day of April 2016, and was adopted on the \_\_\_\_\_ day of \_\_\_\_\_  
\_\_\_\_\_ 2016 by the following vote to wit:

Ayes:

Noes:

Abstain:

Absent:

\_\_\_\_\_  
Rhodes Rigsby, Mayor

Attest:

\_\_\_\_\_  
Pamela Byrnes-O'Camb, City Clerk



# City of Loma Linda Official Report

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Rhodes Rigsby, Mayor  
Phillip Dupper, Mayor pro tempore  
Ovidiu Popescu, Councilman  
Ronald Dailey, Councilman  
John Lenart, Councilman

COUNCIL AGENDA: April 12, 2016

TO: City Council

VIA: T. Jarb Thaipejr, City Manager

FROM: Pamela Byrnes-O'Camb, City Clerk

SUBJECT: Minutes of March 22, 2016

Approved/Continued/Denied By City Council Date _____
--

## RECOMMENDATION

It is recommended that the City Council approve the minutes of March 22, 2016

City of Loma Linda

City Council Minutes

Regular Meeting of March 22, 2016

A regular meeting of the City Council was called to order by Mayor Rigsby at 7:09 p.m., Tuesday, March 22, 2016, in the Council Chamber, 25541 Barton Road, Loma Linda, California.

Councilmen Present: Mayor Rhodes Rigsby  
Ovidiu Popescu  
Ron Dailey  
John Lenart

Councilmen Absent: Mayor pro tempore Phill Dupper

Others Present: City Manager T. Jarb Thaipejr  
City Attorney Richard Holdaway

Councilman Popescu led the Invocation and Pledge of Allegiance. No items were added or deleted, and no public participation comments were offered upon invitation of the Mayor.

**Conflicts of Interest**

See Item CC-2016-029.

**CC-2016-028 - Consent Calendar**

**Motion by Popescu, seconded by Lenart and unanimously carried to approve the following items. Mayor pro tempore Dupper absent.**

The Demands Register dated March 22, 2016 with commercial demands totaling \$258,761.45; payroll demands for February 25, 2016 totaling \$238,118.70 and for March 10 totaling \$262,812.10.

The Minutes of March 8, 2016 as presented.

**New Business**

**CC-2016-029 – Council Bill #R-2016-11 – Cancelling the June 7, 2016 General Municipal Election and appointing to the office the persons who have been nominated – Elections Code §10229**

City Attorney Holdaway stated that pursuant to the Elections Code, there were two options: 1) appoint to the office the three incumbents who have been nominated or, 2) hold the election. In the absence of any other competitive nomination, he recommended appointing the three incumbents to new four-year terms. In order to avoid any of the three to vote for themselves, each will be considered individually, with the person nominated recusing themselves.

Councilman Dailey chaired the item.

**Motion by Popescu, seconded by Lenart and unanimously carried to appoint Councilman Rigsby to a four-year term. Councilman Rigsby abstained; Mayor pro tempore Dupper absent.**

**Motion by Rigsby, seconded by Popescu and unanimously carried to appoint Councilman Lenart to a four-year term. Councilman Lenart abstained; Mayor pro tempore Dupper absent.**

**Motion by Rigsby, seconded by Lenart and unanimously carried to appoint Councilman Popescu to a four-year term. Councilman Popescu abstained; Mayor pro tempore Dupper absent.**

The City Attorney explained that the resolution to cancel the election summarized and documented the previous action to re-appoint the three incumbents to new four-year terms, and so all Councilmen could participate in the vote.

**Motion by Lenart, seconded by Popescu and unanimously carried to adopt Council Bill #R-2016-11. Mayor pro tempore Dupper absent.**

**Resolution No. 2883**

A Resolution of the City Council of the City of Loma Linda, California, providing for the appointment to the offices of this city the persons that were to be elected on Tuesday, June 7, 2016

**Reports of Councilmen**

**CC-2016-030 – Discussion and direction to staff regarding City Council Salary**

Mayor Rigsby assumed the chair and noted that the City Council had not received a salary adjustment since 2006, and asked the appropriateness of increasing the City Council's salary which would become effective with the seating of council members for a new term.

City Attorney Holdaway provided an explanation for the calculation of City Council salaries pursuant to the Government Code, noting that the maximum salary allowed was \$1,066.73. City Manager Thaipejr noted that any amount between the current salary and the maximum could be chosen; however, the new amount then became the new base salary.

Extensive discussion ensued with Councilman Popescu asking about benefits and the affect of an increase on benefits.

The City Attorney suggested staff prepare an ordinance with the maximum amount allowed and that the ordinance along with benefit information be presented at the next meeting.

\* \* \* \* \*

Councilman Dailey commented on the number of unmaintained yards since the State's imposition of stringent water restrictions and the necessity to maintain yards from weeds and overgrown shrubbery, citing a few locations for staff to look into. Councilman Popescu also provided locations for review.

Councilman Lenart commented on the timing of the traffic signals at Campus Street and Barton Road, noting that adjustment was needed.

There was general discussion concerning the construction schedule of the LLUMC and FMO parking structures, valet parking until the LLUMC parking structure was completed, and traffic concerns during the hospital construction period.

The meeting adjourned at 7:49 p.m.

Approved at the meeting of \_\_\_\_\_.

\_\_\_\_\_  
City Clerk



# City of Loma Linda Official Report

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Rhodes Rigsby, Mayor  
Phillip Dupper, Mayor pro tempore  
Ovidiu Popescu, Councilman  
Ronald Dailey, Councilman  
John Lenart, Councilman

COUNCIL AGENDA: April 12, 2016  
TO: City Council  
VIA: T. Jarb Thaipejr, City Manager  
FROM: Diana De Anda, Finance Director/City Treasurer  
SUBJECT: February 2016 Treasurer's Report

Approved/Continued/Denied By City Council Date _____
--

## **RECOMMENDATION**

It is recommended that the City Council receive the report for filing.

**CITY OF LOMA LINDA  
COMPOSITION OF CASH  
FEBRUARY 2016**

**DEMAND DEPOSIT ACCOUNTS**

CITY - BANK OF AMERICA - MAIN CHECKING ACCOUNT	\$	1,098,923.88
Outstanding Checks as of month-end		(421,023.60)
<b>CITY - MAIN CHECKING ACCOUNT AVAILABLE BALANCE</b>	<b>\$</b>	<b>677,900.28</b>
<b>BANK OF AMERICA - PAYROLL</b>	<b>\$</b>	<b>14,026.79</b>
HOUSING AUTHORITY - BANK OF AMERICA - CHECKING ACCOUNT		255,150.90
Outstanding Checks as of month-end		-
<b>HOUSING AUTHORITY - CHECKING ACCOUNT AVAILABLE BALANCE</b>	<b>\$</b>	<b>255,150.90</b>
SUCCESSOR AGENCY - BANK OF AMERICA - CHECKING ACCOUNT		1,288,953.32
Outstanding Checks as of month-end		(5,600.00)
<b>SUCCESSOR AGENCY - CHECKING ACCOUNT AVAILABLE BALANCE</b>	<b>\$</b>	<b>1,283,353.32</b>
<b>DEMAND DEPOSIT ACCOUNTS - TOTAL</b>	<b>\$</b>	<b><u>2,230,431.29</u></b>

**INVESTMENTS**

**YIELD**

LOCAL AGENCY INVESTMENT FUND (LAIF)

CITY	0.467%		\$	18,454,648.75
SUCCESSOR RDA	0.467%	1,683,272.02		
SUCCESSOR RDA - Bond Proceeds		4,632,238.73		
SUCCESSOR RDA -Total				6,315,510.75
HOUSING AUTHORITY	0.467%			371,895.76

**INVESTMENTS TOTALS** **\$ 25,142,055.26**

**OTHER CASH**

IMPREST ACCOUNT	\$	500.00
CASH ON HAND		1,350.00

**OTHER CASH TOTAL** **\$ 1,850.00**

**CASH AND INVESTMENTS - GRAND TOTAL** **27,374,336.55**

PREVIOUS MONTH 27,580,367.96

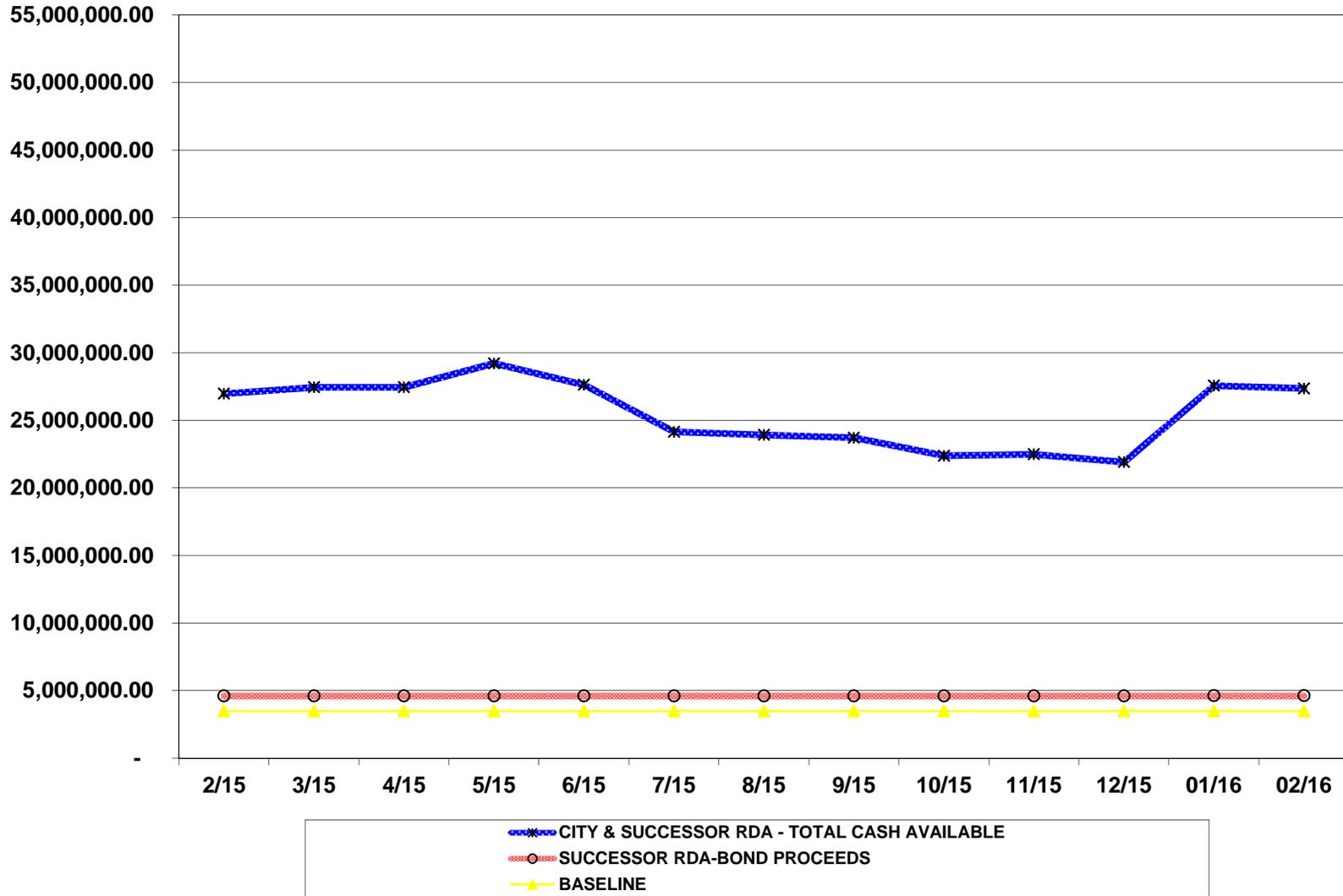
CHANGE +/- \$ (206,031.41)

All investments are in accordance with the City Investment Policy, and as such, sufficient funds are available to meet the cash flow requirements of Loma Linda, including the next thirty days' obligations. City and Agency funds are pooled.



Treasurer

CITY OF LOMA LINDA  
MONTHLY TREASURER'S REPORT 2/15 - 2/16





# City of Loma Linda Official Report

Rhodes Rigsby, Mayor  
Phillip Dupper, Mayor pro tempore  
Ronald Dailey, Councilman  
John Lenart, Councilman  
Ovidiu Popescu, Councilman

COUNCIL AGENDA: April 12, 2016

TO: City Council

FROM: T. Jarb Thaipejr, City Manager/Public Works Director *T.J.T.*

SUBJECT: Award Contract for Tree Planting (CIP 15-728)

Approved/Continued/Denied By City Council Date _____
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## RECOMMENDATION

It is recommended that City Council award a contract for tree planting to West Coast Arborist, Inc. of Anaheim, CA in an amount not to exceed \$7,400.00 and authorize a contingency allocation of \$1,100.00.

## BACKGROUND

The City Council approved the annual budget which included tree planting at various locations. Spring is the best time of year for successful tree planting. Staff prepared specifications for this project and invited qualified firms to submit bids.

## ANALYSIS

Four (4) bids were received, reviewed and evaluated. Bids ranged from a low of \$7,375.00 to a high of \$14,375.00 (see attached). The low bidder, West Coast Arborist, Inc. of Anaheim, CA, has been checked for references and license. This contractor has previously performed satisfactorily in the City. It is not unusual for a construction project to experience the need to add or reduce the quantities of work items or the scope of work as field conditions dictate. This is generally caused by unforeseen circumstances or work needed to maintain the integrity of the project. Therefore, Staff recommends an allocation of \$1,100.00 ( $\pm 15\%$  of contract) for such circumstances. City staff will provide inspection and management services.

## FINANCIAL IMPACT

Funding is available in Account No. 04-5320-8500.

**City of Loma Linda**

04/04/2016

Tree Planting

ITEM	DESCRIPTION	UNIT	QUANTITY	Engineering Estimate		West Coast Arborist		Golden West Landscape		Signature Landscape	
				UNIT	TOTAL	UNIT	TOTAL	UNIT	TOTAL	UNIT	TOTAL
<b>1</b>	Magnolia	EA.	8	\$600.00	\$4,800.00	295.00	2,360.00	347.00	2,776.00	399.00	3,192.00
<b>2</b>	Camphor	EA.	8	\$600.00	\$4,800.00	295.00	2,360.00	347.00	2,776.00	399.00	3,192.00
<b>3</b>	Crape Myrtle	EA.	9	\$600.00	\$5,400.00	295.00	2,655.00	347.00	3,123.00	399.00	3,591.00
	<b>TOTAL</b>				<b>\$15,000.00</b>		<b>7,375.00</b>		<b>8,675.00</b>		<b>9,975.00</b>



# City of Loma Linda Official Report

Rhodes Rigsby, Mayor  
Phillip Dupper, Mayor pro tempore  
Ronald Dailey, Councilman  
John Lenart, Councilman  
Ovidiu Popescu, Councilman

COUNCIL AGENDA: April 12, 2016  
TO: City Council  
FROM: T. Jarb Thaipejr, City Manager/Public Works Director *T. J. T.*  
SUBJECT: Award of Contracts for Curtis Fisk House Renovation (CIP 15-835)

Approved/Continued/Denied  
By City Council  
Date \_\_\_\_\_

## **RECOMMENDATION**

It is recommended that City Council award contracts to the following:

- A) Redlands Door and Supplies – Doors and windows, \$10,905.13;
- B) Lemay Construction – Electrical, \$13,480.00 and Insulation, \$5,660.00;
- C) Henry Bush Heating and Air Conditioning – Heating and Air Conditioning, \$10,345.26

## **BACKGROUND**

The City has conditioned developers within the Mission District to relocate certain historic homes to Heritage Park. Thus far the Cole House and the Curtis Fisk House are on-site. As funding is made available improvement/renovations have been performed to the homes to make them habitable. Funding sources include insurance claims and develop impact fees. The Cole House is complete and currently has a tenant.

## **ANALYSIS:**

Staff, providing project management services, has followed the informal bid procedures to determine the lowest qualified bidder to provide supplies and/or perform services for the renovation of the Curtis Fisk House. A minimum of 3 bids were requested for each specialty, service or product, then evaluated and lowest bid determined.

## **FINANCIAL IMPACT:**

Funding is available from Account No. 18-2450-8550.

*I:\Public Works Admin\Staff Reports\Award of Contract\Curtis Fisk House Renovation.docx*



# City of Loma Linda Official Report

Rhodes Rigsby, Mayor  
Phillip Dupper, Mayor pro tempore  
Ronald Dailey, Councilman  
John Lenart, Councilman  
Ovidiu Popescu, Councilman

COUNCIL AGENDA: April 12, 2016

TO: City Council

FROM: T. Jarb Thaipejr, City Manager/Public Works Director *T.J.T.*

SUBJECT: Award of Contracts for Corporation Yard Improvements (CIP 15-840)

Approved/Continued/Denied  
By City Council  
Date \_\_\_\_\_

## **RECOMMENDATION**

It is recommended that City Council award contracts to the following:

- A) Barr Door, Inc. – Fleet Maintenance Shop Doors, \$9,790.65;
- B) Kenaston Flooring– Flooring, various areas, \$16,500.00;
- C) Burgeson’s Heating and Air Conditioning, Inc. – Air Conditioning, Water Dept., \$3,550.00
- D) Henry Bush Heating and Air Conditioning –Air Conditioning, Server Room, \$3,815.00

## **BACKGROUND**

The City Council approves an annual budget that includes maintenance of city facilities. These items are a part of that ongoing effort.

## **ANALYSIS:**

We have followed the informal bid procedure to provide maintenance and improvements at the City Corporation Yard. A minimum of 3 bids were requested for each specialty then evaluated and lowest bid determined. Staff will provide project management services.

## **FINANCIAL IMPACT:**

Funding is available from Accounts 01-3200-1300, 01-3400-1300, 01-3030-1300, and 01-4200-1300.



# City of Loma Linda Official Report

Rhodes Rigsby, Mayor  
Phillip Dupper, Mayor pro tempore  
Ronald Dailey, Councilman  
Ovidiu Popescu, Councilman  
John Lenart, Councilman

COUNCIL AGENDA: April 12, 2016

TO: City Council

FROM: T. Jarb Thaipejr, City Manager T.J.T.

SUBJECT: Waste Delivery Agreement Amendment Number 6 between the County and the City effective July 1, 2016 Through June 30, 2021

Approved/Continued/Denied By City Council Date _____
--

## **RECOMMENDATION**

It is recommended that the City Council approve amendment number 6 to the Waste Delivery Agreement effective July 1, 2016, through June 30, 2021, with the County of San Bernardino and authorize the Mayor to execute the amendment.

## **BACKGROUND**

On August 25, 1998, the City of Loma Linda and the County of San Bernardino, who operates the landfill, entered into a Waste Delivery Agreement (WDA). The agreement sets the rates and conditions for disposing waste at the landfill. The current agreement expires June 30, 2016. Approximately 40% or 8,000 tons per year of the solid waste generated in Loma Linda is sent to the landfill. The WDA sets the obligations and benefits for the participating parties.

## **ANALYSIS**

The amendment addresses current conditions at the landfill including a new operator, Athens Disposal. The amendment identifies an extension of time, fee and method for fee adjustments. The proposed tonnage rate included in the amendment is \$37.82 per ton, the existing rate is \$39.38 per ton. This is a pass through fee per agreement with the franchise hauler and is incorporated into the annual rate adjustment request. The cost savings will be used to offset the expected CPI based annual rate increase per the franchise agreement.

## **FISCAL IMPACT**

Funding for this service is provided in Account No. 01-3600-1830.

Attachment

**WASTE DISPOSAL AGREEMENT**  
**BETWEEN**  
**THE COUNTY OF SAN BERNARDINO, CALIFORNIA**  
**AND**  
**THE CITY OF LOMA LINDA**  
**DATED: AUGUST 25, 1998**

County Authorization Date:

\_\_\_\_\_

City Authorization Date:

\_\_\_\_\_

County Notice Address:

Solid Waste Management Division  
222 Hospitality Lane, 2<sup>nd</sup> Floor  
San Bernardino, CA 92415-0017

City Notice Address:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Emergency Contact:

Arthur L. Rivera  
Deputy Director  
(909) 386-8703

Emergency Contact:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

AMENDMENT NO. 6 TO THE  
WASTE DISPOSAL AGREEMENT

On August 25, 1998, the City of Loma Linda ("City") and the County of San Bernardino ("County") entered into a Waste Disposal Agreement ("WDA"). The parties hereby amend the WDA, on the Effective Date as provided herein, by their respective execution of this agreement (hereinafter "Amendment").

Recitals

- A. The parties have previously entered into the following amendments to the WDA. Amendment No. 1 to the WDA was to implement the "Article 19 Solid Waste" component of the County's waste management system and define the City's share of that revenue. Amendment No. 2 was to increase the annual maximum limits of "Article 19 Solid Waste" in the County landfill system. Amendment No. 3 allowed the County to charge the fee of \$10.00 per ton (prorated) for identified controllable waste of the City (e.g., roll off container trucks and other County/City vehicles such as pickups and dump trucks) and have such waste subject to being processed in the recycling program. Amendment No. 4 allowed the County to calculate the annual cost of living adjustment earlier in the calendar year. Amendment No. 5 extended the end date of the WDA to June 30, 2016.
- B. In connection with the ongoing administration of the WDA, the parties have determined it is now in their best interests to change the termination date to June 30, 2021.
- C. This change in the termination date will assist both the City and the County in planning for future fiscal years' budgeting of solid waste disposal services and costs.
- D. The parties have determined it is in their best interests to apply an annual fixed WDA renewal discount adjustment of \$0.82 per ton for the term of the WDA.
- E. In March 2002, an amendment to the WDA was approved to acknowledge the right of the County to accept in-County waste from Burrtec Waste Industries, Inc. (Burrtec), known as Article 19 Solid Waste, at a rate lower than the WDA Contract Rate in exchange for the County sharing the net revenue generated from the Article 19 Solid Waste with the WDA cities based on a formula outlined in the amendment.
- F. On June 30, 2013, the County's Operations Contract with Burrtec expired and the Article 19 Solid Waste ceased to be disposed in the County's Disposal System, thereby ending the revenue sharing of Article 19 Solid Waste with the WDA cities.
- G. The parties agree that there will be benefits to the Disposal System and accordingly to the County, as the owner/operator of the Disposal System, and to the City, as a user of the Disposal System, of accepting in-County waste from other non-WDA users of the Disposal System at a rate lower than the WDA Contract Rate in exchange for the County sharing the net revenue of in-County waste generated with the WDA cities based on the revenue sharing formula from the previous Article 19 Solid Waste.

NOW THEREFORE, in consideration of the forgoing recitals and the following covenants and promises the Parties agree as follows:

1. Amended Section 4.2 CONTRACT RATE. (A) Generally. This section is amended in its entirety to read:

SECTION 4.2. CONTRACT RATE. (A) Generally. Effective January 1, 1998, the Contract Rate payable by each Franchise Hauler shall be \$28.50 per ton, subject to potential adjustment necessary to reflect the circumstances set forth below:

- (i) increased costs incurred by the County (in excess of available insurance proceeds) due to the occurrence of one or more Uncontrollable Circumstances, including Changes in Law; and
- (ii) escalation during the Term of this Agreement calculated in accordance with Section 4.2(B).

Prior to adjusting the Contract Rate as a result of any of the circumstances described in Section 4.2(A)(i), the County shall utilize the following remedy: reduce the costs of operating the Disposal System to the extent practicable.

Any adjustments to the Contract Rate permitted by Section 4.2(A)(i) shall be calculated by the County to reflect the actual costs or expenses of addressing the circumstance or circumstances pursuant to which the adjustment is authorized, and shall also reflect, where applicable, the then remaining capacity in the Disposal System. Such adjustment may not reflect circumstances other than the circumstances described in Section 4.2(A)(i).

2. Amended Section 4.2. CONTRACT RATE. (B) Calculation of Escalation. This section is amended in its entirety to read:

SECTION 4.2. CONTRACT RATE. (B) Calculation of Escalation. For purposes of Section 4.2(A)(ii), the Contract Rate shall be adjusted in accordance with the formula described in this Section each July 1 during the term hereof, commencing July 1, 1999. The adjustment shall be calculated in accordance with the following formula:

$$\text{Contract Rate} = \text{Fixed Portion} + [\text{Escalating Portion} \times \text{Index}]$$

Where,

$$\text{Fixed Portion} = \$10.87$$

$$\text{Escalating Portion} = \$17.63$$

Index = Price Index, which shall be determined in accordance with the following formula:

$$I = .7[\text{PPI}_1/\text{PPI}_2] + .3[\text{EI}_1/\text{EI}_2]$$

$\text{PPI}_1$  = The Producer Price Index, Industrial Commodities, as published by the United States Department of Labor Statistics in the publication Producer Price Indices, Table 6, for the month of February in the year the

adjustment is being made (e.g., the first adjustment will use the February, 1999 value)

$PPI_2$  = Producer Price Index, Industrial Commodities for the month of February, 1998

$EI_1$  = Employment Cost Index, Compensation, Private Industry Workers, as published by the United States Department of Labor Statistics in the publication *Monthly Labor Review*, Table 22, for the last quarter of the year preceding the year the adjustment is being made (e.g., the first adjustment will use the last quarter, 1998 value)

$EI_2$  = Employment Cost Index, Compensation, Private Industry Workers established for the last quarter of 1997

The adjustment effective on July 1, 2011, and all subsequent adjustments, will be calculated as provided above, except that the parameters of the Index (i.e., I) shall be defined as follows:

$PPI_1$  = The Producer Price Index, Industrial Commodities Commodity Data, as published at the United States Department of Labor, Bureau of Labor Statistics web site, Series ID WPU03 thru 15 for the month of September in the year prior to the year for which the adjustment is being made (e.g., the adjustment effective July 1, 2011 will use the September 2010 value)

$PPI_2$  = Producer Price Index, Industrial Commodities Commodity Data for the month of September, 1997

$EI_1$  = Employment Cost Index, Total Compensation, Private Industry All Workers, as published at the United States Department of Labor, Bureau of Labor Statistics web site, Series ID: CIU20100000000001 for the last quarter of the year preceding the year for which the adjustment is being made (e.g., the adjustment effective July 1, 2011 will use the third quarter, 2010 value)

$EI_2$  = Employment Cost Index, Compensation, Private Industry All Workers, as published at the United States Department of Labor, Bureau of Labor Statistics web site, Table 3, established for the third quarter of 1997

Effective July 1, 2016, and each July 1 thereafter during the term of the Agreement, the Contract Rate adjustment will be calculated as provided above, except that an annual fixed WDA renewal discount adjustment of \$0.82 per ton will be applied after the annual Cost of Living Adjustment (COLA) adjustment. The Calculation of Escalation for July 1, 2016 through June 30, 2017 results in a \$37.82 per ton rate. After including the WDA renewal discount adjustment of \$0.82 per ton, the Contract Rate will be \$37.00 per ton, effective July 1, 2016 through June 30, 2017.

If at any time either the Employment Cost Index or the Producer Price Index is no longer published, or are otherwise unavailable, then the COLA shall be determined by using standard official statistics measuring changes to, respectively, labor costs and cost of materials, as the parties shall mutually agree.

3. Add Section 4.6 to the WDA to read:

SECTION 4.6. COUNTY DISPOSAL SYSTEM REPORT OF ANNUAL FINANCIAL STATEMENTS. Beginning July 1, 2016, the County will conduct an annual meeting, inviting all WDA Cities/Towns to participate, within 45 days of receipt of the San Bernardino County Department of Public Works - Solid Waste Management Division Annual Financial Statements from the County's Auditor-Controller/Treasurer/Tax Collector's Office (typically submitted to the Solid Waste Management Division no later than 45 days after the first of each calendar year) to provide annual revenue and expense statements, fund balance and net asset values, from the prior fiscal year, related to the County's Disposal System. The first meeting is anticipated to be held in February 2017, to review the Fiscal Year 2015-2016 Financial Statements.

4. Amended Section 6.1 EFFECTIVE DATE AND TERM. (A) Term. This section is amended in its entirety to read:

SECTION 6.1. EFFECTIVE DATE AND TERM. (A) Term. This Agreement shall become effective, shall be in full force and effect and shall be legally binding upon the City and the County from the Contract Date and shall continue in full force and effect until June 30, 2021, unless earlier terminated in accordance with its terms.

5. Add Section 8 to the WDA to read:

SECTION 8. IN-COUNTY NON-WDA SOLID WASTE.

SECTION 8.1. Definition of In-County Non-WDA Solid Waste. "In-County Non-WDA Solid Waste" is defined as the solid waste which may be delivered to the Disposal System by other Non-WDA users ("In-County Users") of the Disposal System, including, but not limited to, other Non-WDA cities in the County, sanitary districts, Transfer Stations or Independent Haulers, that is:

- (i) allowed to be disposed of in the Disposal System pursuant to federal, state and local laws and regulations;
- (ii) not being delivered to the Disposal System as of June 30, 2016; and
- (iii) delivered to the Disposal System in transfer trailers.

SECTION 8.2. Limited Waiver of City's Rights Under Waste Delivery Agreement and Right of County to Accept In-County Non-WDA Solid Waste. The parties agree that, for the term of any contract with In-County Users (including any extensions of term) the County may accept In-County Non-WDA Solid Waste from In-County Users for disposal in the Disposal System in the amount determined by the County. Upon payment of the In-County City Fee (the WDA cities' portion of the In-County Non-WDA Disposal Fee charged to the In-County Users) and satisfaction of the other requirements of this Section 8, the County will not be required to offer City a Contract Rate equal to the In-County Non-WDA Disposal Fee (defined as the disposal fee paid by the Non-WDA In-County Users with disposal agreements with the County) in accordance with Section 3.5(A) of the WDA, *provided that* such acceptance of In-County Non-WDA Solid Waste

will not impair the rights of the WDA Cities under the provisions of Section 3.5(B) of the WDA.

SECTION 8.3. Limited Waiver of County's Rights Under Waste Delivery Agreement and Right of County to Accept In-County Non-WDA Solid Waste. The parties agree that, for the term of any contract with In-County Users (including any extensions of term) the County agrees to accept In-County Non-WDA Solid Waste from In-County Users for disposal in the Disposal System only upon payment of the In-County City Fee and satisfaction of the other requirements of this Section 8 of the WDA.

SECTION 8.4. Calculation of Net Per Ton In-County Non-WDA Disposal Fee. For purposes of this Section, the Net Per Ton In-County Non-WDA Disposal Fee shall consist of the In-County Non-WDA Disposal Fee, then in effect, under the terms of any contract with In-County Users, less the following payments:

- (i) the amount of the required payment to the County's Operations Contractor for disposing of such In-County Non-WDA Solid Waste then in effect under the terms of the County's Waste Disposal System Operations Contract (if the County's Operations Contractor exceeds the Annual Baseline Tonnage of 1,260,236 tons for disposal, then the Operations Contractor's disposal rate of \$6.40 per ton as of July 1, 2016, and adjusted annually thereafter, will be included in the calculation of the Net Per Ton In-County Non-WDA Disposal Fee);
- (ii) the other specified payments to governmental agencies in the amounts then required (including any newly required payment or any payment made in substitution of an identified payment); and
- (iii) the amounts representing the allocation of costs for closure and postclosure maintenance and expansion costs (in the amounts set forth on Exhibit B, such amounts to be adjusted for Cost of Living increases in the same percentage amount as the actual change made to the per ton disposal fee charged by the County to the Cities which have a WDA with the County pursuant to the "Calculation for Escalation" contained in Section 4.2(B) of the WDA).

Formula: In-County Non-WDA Disposal Fee

Less Payment under the Waste Disposal System Operations Contract to the Operations Contractor (if the County's Operations Contractor exceeds the Annual Baseline Tonnage of 1,260,236 tons for disposal, then the Operations Contractor's disposal rate of \$6.40 per ton as of July 1, 2016, and adjusted annually thereafter, will be included in the calculation of the Net Per Ton In-County Non-WDA Disposal Fee).  
Payment to CalRecycle  
Payment to the Local Enforcement Agency  
Host Fee Payment to the City of Fontana  
Host Fee Payment to the City of Rialto  
Any other payment required to be made to local, State or Federal Agencies relative to the disposal of solid waste or fees collected relative to such disposal

Allocation of costs for Closure and Postclosure  
Allocation of costs for expansion (construction of additional capacity)

Equals Net Per Ton In-County Non-WDA Disposal Fee

Exhibit B attached hereto is a draft example of the distribution of the WDA Cities' share of the Net Per Ton In-County Non-WDA Disposal Fee County revenue generated from Non-WDA In-County Users based on an example of a \$27.00 per ton In-County Non-WDA Disposal Fee. Exhibit B also outlines the current adjustments used to calculate the Net Per Ton In-County Non-WDA Disposal Fee. These adjustment amounts are subject to annual COLA adjustments effective July 1, 2016 and each July 1<sup>st</sup> thereafter during the term of this Agreement.

SECTION 8.5. Allocation of In-County City Fee. In consideration of the agreements of the City hereunder, the County will pay to the WDA Cities, in the aggregate, 50% of the Net Per Ton In-County Non-WDA Disposal Fee for each ton of In-County Non-WDA Solid Waste accepted for disposal at the Disposal System. Such fee is referred to herein as the "In-County City Fee". The remaining 50% of the Net Per Ton In-County Non-WDA Disposal Fee is being retained by the County. The In-County City Fee may be used by each city/town as it shall deem appropriate, in its sole discretion.

The In-County City Fee shall be further allocated among each of the WDA Cities on the basis of two separate criteria:

- (i) 50% of the In-County City Fee shall be divided equally among the WDA Cities, without regard for any other criteria; and
- (ii) 50% of the In-County City Fee shall be divided among the WDA Cities based on population, on a per capita basis, as published by the California Department of Finance, as of each May 1, each year during the term of the WDA.

The City's share of the In-County City Fee shall be paid to City in quarterly payments, within forty-five (45) days after the end of the calendar quarter (i.e., March, June, September, and December).

This Section 8 refers only to those waste disposal agreements with In-County Users that have a Contract Rate less than the WDA Contract Rate.

This Section 8 shall be in effect beginning July 1, 2016.

6. Effective Date. This Amendment shall be effective if and only when all fifteen cities/towns listed on Exhibit A have each adopted and executed a counterpart of this Amendment No. 6 (the amendment number may differ for each city/town listed on Exhibit A) and such amendment has been adopted and executed by the County on or before June 30, 2016. In all events, the conditions in the forgoing sentence shall occur otherwise this Amendment No. 6 shall be null and void and without any effect whatsoever.

7. No other amendments. Except as modified in this Amendment (or in any prior Amendment(s)) all other terms and conditions of the WDA, including without limit those contained in any prior Amendment, shall remain in full force and effect.

IN WITNESS WHEREOF, the parties have caused this Agreement to be executed by their duly authorized officers or representatives as of the day and year first above written.

COUNTY OF SAN BERNARDINO

▶ \_\_\_\_\_  
James Ramos, Chairman, Board of Supervisors

Dated: \_\_\_\_\_

SIGNED AND CERTIFIED THAT A COPY OF THIS DOCUMENT HAS BEEN DELIVERED TO THE CHAIRMAN OF THE BOARD

Laura H. Welch  
Clerk of the Board of Supervisors  
of the County of San Bernardino

By \_\_\_\_\_  
Deputy

\_\_\_\_\_  
(Print or type name of corporation, company, contractor, etc.)

By ▶ \_\_\_\_\_  
(Authorized signature - sign in blue ink)

Name \_\_\_\_\_  
(Print or type name of person signing contract)

Title \_\_\_\_\_  
(Print or Type)

Dated: \_\_\_\_\_

Address \_\_\_\_\_  
\_\_\_\_\_

Approved as to Legal Form  
▶ \_\_\_\_\_  
Julie Surber, Deputy County Counsel  
Date \_\_\_\_\_

Reviewed by Contract Compliance  
▶ \_\_\_\_\_  
David Doublet, Chief Engineer  
Date \_\_\_\_\_

Presented to BOS for Signature  
▶ \_\_\_\_\_  
Gerry Newcombe, Department Head  
Date \_\_\_\_\_

EXHIBIT A

CITIES/TOWNS WITH A WASTE DELIVERY AGREEMENT  
WITH THE COUNTY OF SAN BERNARDINO  
OFFERED THIS AMENDMENT MARCH 2016  
FOR AN AGREEMENT END DATE OF JUNE 30, 2021

1. ADELANTO
2. APPLE VALLEY
3. BARSTOW
4. BIG BEAR LAKE
5. COLTON
6. FONTANA
7. GRAND TERRACE
8. HESPERIA
9. HIGHLAND
10. LOMA LINDA
11. RIALTO
12. TWENTYNINE PALMS
13. VICTORVILLE
14. YUCAIPA
15. YUCCA VALLEY

**EXHIBIT B  
IN-COUNTY NON-WDA DISPOSAL FEE ANALYSIS  
DRAFT EXAMPLE**

Proposed Annual Burretec In-County Non-WDA Waste (City of SB @ 50% volume)	
<b>Disposal Fee</b>	<b>\$27.00</b>
Ops Contract	\$9.00
Calrecycle Fee	\$1.40
LEA Fee	\$0.47
Fontana Host Fee	\$5.10
Rialto Host Fee	\$5.10
Other State, Local fees	\$0.00
Closure and Post-Closure	\$3.28
Expansion Costs	\$4.53
<b>Total Adjustments</b>	<b>(\$15.88)</b>
<b>Net In-County Non-WDA Disposal Fee</b>	<b>\$11.12</b>
<b>In-County City Fee (50%)</b>	<b>\$5.56</b>

TPY (07/2016)			
Example of In-County Waste	thru 12/2017	Per Ton City Fee	Annual City Fee
San Bernardino	70,000	\$5.56	\$389,200
Former A19	217,000	\$5.56	\$1,206,520
<b>Total</b>	<b>287,000</b>		<b>\$1,595,720</b>
Even Distribution	50%		\$797,860
Per Capita Distribution	50%		\$797,860

City	1st Half of City Fee	Flat City Fee	01/01/15		2nd half of City Fee	Total
			Calif. DoF Population	Per Capita %		
1 Fontana	6.67%	\$53,190.67	204,312	22.78%	\$181,778.66	\$234,969.32
2 Victorville	6.67%	\$53,190.67	121,168	13.51%	\$107,804.52	\$160,995.18
3 Rialto	6.67%	\$53,190.67	102,092	11.38%	\$90,832.39	\$144,023.05
4 Hesperia	6.67%	\$53,190.67	92,177	10.28%	\$82,010.90	\$135,201.57
5 Apple Valley	6.67%	\$53,190.67	71,356	7.96%	\$63,521.81	\$116,712.48
6 Colton	6.67%	\$53,190.67	53,384	5.95%	\$47,496.34	\$100,687.00
7 Highland	6.67%	\$53,190.67	54,332	6.06%	\$48,339.78	\$101,530.45
8 Yucaipa	6.67%	\$53,190.67	52,942	5.90%	\$47,103.09	\$100,293.75
9 Adelanto	6.67%	\$53,190.67	33,084	3.69%	\$29,435.20	\$82,625.87
10 29 Palms	6.67%	\$53,190.67	25,846	2.88%	\$22,995.47	\$76,186.14
11 Barstow	6.67%	\$53,190.67	23,407	2.61%	\$20,825.47	\$74,016.13
12 Loma Linda	6.67%	\$53,190.67	23,751	2.65%	\$21,131.53	\$74,322.20
13 Yucca Valley	6.67%	\$53,190.67	21,355	2.38%	\$18,999.78	\$72,190.45
14 Grand Terrace	6.67%	\$53,190.67	12,352	1.38%	\$10,989.71	\$64,180.38
15 Big Bear Lake	6.67%	\$53,190.67	5,165	0.58%	\$4,595.36	\$57,786.02
<b>Total</b>	<b>100.00%</b>	<b>\$797,860.00</b>	<b>896,763</b>	<b>100.00%</b>	<b>\$797,860.00</b>	<b>\$1,595,720.00</b>

MVSL Host City Fee	MVSL Total Host Fee + A19 Share
\$3.10	
\$889,700	\$1,124,669
\$889,700	\$1,033,723
\$1,779,400	\$2,158,392

County Benefit			
Rate	Adjustment	WDA Share	Net
\$27.00	(\$15.88)	(\$5.56)	\$5.56
<b>TOTAL</b>			<b>\$1,595,720.00</b>

<sup>1</sup>If the County's Operations Contractor exceeds the Annual Baseline Tonnage of 1,260,236 tons for disposal, then the Operations Contractor's disposal rate of \$6.40 per ton as of July 1, 2016, and adjusted annually thereafter, will be included in the calculation of the Net Per Ton In-County Non-WDA Disposal Fee.



# City of Loma Linda Official Report

Rhodes Rigsby, Mayor  
Phillip Dupper, Mayor pro tempore  
Ronald Dailey, Councilman  
Ovidiu Popescu, Councilman  
John Lenart, Councilman

COUNCIL AGENDA: April 12, 2016  
TO: City Council  
FROM: T. Jarb Thaipejr, City Manager/Public Works Director T.J.T  
SUBJECT: Acceptance of Off-Site Improvements at Redlands Blvd. and Bryn Mawr Ave.

Approved/Continued/Denied  
By City Council  
Date \_\_\_\_\_

## **RECOMMENDATION:**

It is recommended that the City Council accept the remaining off-site improvements for the Bryn Mawr Avenue street improvement project managed by Lewis Homes. Lewis Homes will submit maintenance guarantee bonds for the completed improvements. This will begin the one-year maintenance period.

## **BACKGROUND:**

The Bryn Mawr Avenue street improvement project is part of the VA Outpatient Facility project. The developer has completed the off-site improvements. Those improvements previously accepted by the City include: 1) Bryn Mawr Ave., south of Redlands Blvd. – curb, gutter, sidewalks, median islands, sewer and decomposed granite trail on east side; 2) Bryn Mawr Ave., north of Redlands Blvd. – curb, gutter sidewalk at the channel, handicap ramps, street light reinstallation, tree and landscape replacement on the west side to the channel, sewer and storm drain; 3) Redlands Blvd., west of Bryn Mawr Ave. – curb, gutter, sidewalks, median islands, handicap ramps, sewer, storm drain and water system/fire hydrants; and 4) Redlands Blvd. east of Bryn Mawr Ave. – curb, gutter, sidewalks, median islands, sewer and water system revisions, i.e. fire hydrants and laterals.

## **ANALYSIS:**

The off-site improvements, landscaping and traffic signal, have been completed and reviewed. Permanent power to the traffic signal and street lighting has been connected. Staff is satisfied that the improvements are ready to be accepted by the City. Lewis Homes will provide the appropriate bonds to meet the City's requirements for one year to guarantee the installed improvements.

## **FINANCIAL:**

The new infrastructure will be added to the City inventory.



# City of Loma Linda Official Report

Rhodes Rigsby, Mayor  
Phillip Dupper, Mayor pro tempore  
Ronald Dailey, Councilman  
John Lenart, Councilman  
Ovidiu Popescu, Councilman

COUNCIL AGENDA: April 12, 2016  
TO: City Council  
FROM: Konrad Bolowich, Assistant City Manager  
SUBJECT: Council Bill #O-2016-03 - Amending the Municipal Code to add Chapter 3.13 to Title 3 regarding Hotel Incentive Program

Approved/Continued/Denied By City Council Date _____
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## RECOMMENDATION

It is recommended that the Council introduce Council Bill #O-2016-03 on First Reading to provide an incentive program for the operation of Hotels which, when opened for business, will qualify and operate as AAA Three Diamond Hotels, and set the public hearing for May 10.

## BACKGROUND

The City of Loma Linda is a community that attracts patients, healthcare providers and travelers from around the world. The City is sorely lacking in suitable hospitality services, and higher quality accommodations. The general welfare and material well-being of the residents of the City of Loma Linda depend, in part, upon serving the existing needs of businesses, visitors and families utilizing medical facilities within the City as well as promoting tourism in the City.

## ANALYSIS

The operation, maintenance, and expansion of the inventory of AAA Three Diamond Hotels in the City will serve the existing needs of businesses, visitors and families using medical facilities within the City as well as promote and enhance the economy of the City; assist the City in promoting tourism by providing attractive and desirable visitor serving facilities and experiences that will serve the needs of visitors and their families to medical facilities; provide employment opportunities for the residents of the City, and raise average daily room rates for all hotels. It is in the best interest of the City to induce and encourage the operation of new AAA Three Diamond Hotels that, but for the Hotel Incentive Program, would not operate within the City. The authority granted and the purposes to be accomplished by this Chapter is a municipal affair for which public funds can be expended. The operation, maintenance, and expansion of the inventory of AAA Three Diamond Hotels is of paramount importance to the City of Loma Linda, its residents, and businesses.

## ENVIRONMENTAL

This is not considered a project per section 15378(b)(4) of the California Environmental Quality Act in that the creation of government funding mechanisms or other government fiscal activities

which do not involve any commitment to any specific project which may result in a potentially significant physical impact on the environment.

### **FINANCIAL IMPACT**

The Ordinance allows for a possible 700 additional hotel rooms in the City. Estimated room rates are \$80.00 per night with approximately 60% occupancy which at maximum buildout could generate an additional revenue of \$1,200,000.00 per year, leaving a net \$600,000.00 per year for the City following the rebate. While this is probably an unreasonably high estimate, it is accurate to assume that for every room built, the City should retain post rebate revenues of \$1752.00 per year. There is no out of pocket cost to the City, and all rebates are related to additional inventory being constructed in the City.

ORDINANCE NO.

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LOMA LINDA AMENDING THE LOMA LINDA MUNICIPAL CODE TO ADD CHAPTER 3.13 TO TITLE 3 REGARDING HOTEL INCENTIVE PROGRAM

THE CITY COUNCIL OF THE CITY OF LOMA LINDA DOES HEREBY ORDAIN

AS FOLLOWS:

**Section 1.** Section 3.13 is hereby added to Title 3 of the Loma Linda Municipal Code to read as follows:

**TITLE 3**

**Chapter 3.13 HOTEL INCENTIVE PROGRAM**

**3.13.000 Short Title.** This Chapter shall be known as the Hotel Incentive Program

**3.13.010 Purpose.** The purpose of this Chapter is to provide an incentive program for the operation of Hotels which, when opened for business, will qualify and operate as AAA Three Diamond Hotels. In the implementation of this Hotel Incentive Program, the City Council finds:

.011 The general welfare and material well-being of the residents of the City of Loma Linda depend, in part, upon serving the existing needs of businesses and visitors and families utilizing medical facilities within the City as well as promoting tourism in the City.

.012 The operation, maintenance, and expansion of the inventory of AAA Three Diamond Hotels in the City will serve the existing needs of businesses and visitors and families using medical facilities within the City as well as promote and enhance the economy of the City and assist the City in promoting tourism by providing attractive and desirable visitor serving facilities and experiences that will serve the needs of visitors to medical facilities and their families and contribute to the growth and expansion of tourism opportunities in the City, providing employment opportunities for the residents of the City, and raising average daily room rates for all hotels

.013 It is in the best interest of the City to induce and encourage the operation of new AAA Three Diamond Hotels that, but for the Hotel Incentive Program, would not operate within the City.

.014 The authority granted and the purposes to be accomplished by this Chapter is a municipal affair for which public funds can be expended and that the operation, maintenance, and expansion of the inventory of AAA Three Diamond Hotels is of paramount importance to the City of Loma Linda, its residents, and businesses.

**3.13.020 Definitions.** For the provisions of this Chapter, the following definitions shall apply:

.010 "AAA Three Diamond Hotel(s)" means a Hotel(s) which provides physical features and operational services which meet or exceed the rating criteria established for AAA Three Diamond Hotels by the American Automobile Association and the Minimum Development Standards which are on file with the City Clerk and available at no cost. In addition to the foregoing, the Shell Costs shall be not less than Sixty Five Thousand Dollars (\$65,000) per Guestroom and the Furniture, Fixtures and Equipment Costs shall be not less than Twelve Thousand Dollars (\$12,000) per Guestroom based upon costs as of January 1, 2016 and subject to increases (but not decreases) per the CPI as computed on each anniversary

of January 1, 2016 until the Opening. AAA Three Diamond Hotel(s) does not include Hotels operating on or before June 30, 2016, nor does it include property, including both Existing Hotels and/or undeveloped land, that is/are currently the subject of an agreement with the City of Loma Linda which agreement provides a subsidy or financing mechanism for the construction and/or operation of a Hotel.

.011 “**AAA Three Diamond Hotel**” means a AAA Three Diamond Hotel that is Pre-Approved and either Under Construction or Opened for Business during the Eligibility Phase. The term “AAA Three Diamond Hotel” does not include all, or any portion of, or addition to, an Existing Hotel.

.012 “**Administrative Fee**” means the sum of Three Thousand Dollars (\$3,000) which amount will be retained by the City, whether the Application is approved or disapproved, to defer the administrative costs of reviewing each Application and otherwise administering the Hotel Incentive Program.

.013 “**Applicable Transient Occupancy Tax Rate**” means the lesser of current rate of Transient Occupancy Tax or fifteen percent (15%). The Applicable Transient Occupancy Tax Rate shall apply for the calculation of any and all Incentive Payments pursuant to Section 3.13.050 hereof without regard to any increases, at any time, in the rate of the Transient Occupancy Tax.

.014 “**Applicant**” means a person or entity submitting an Application pursuant to Section 3.13.040 hereof.

.015 “**Application**” means the application submitted to the City Manager by an Applicant pursuant to Section 3.13.040 hereof, in the form prescribed by the City Manager.

.016 “**Brand**” means the distinctive name of a Hotel that, by virtue of its distinctive name, is identified by specific physical and operational features so that guests are assured that they will receive a specified level of service and amenities wherever the property is located.

.017 “**City Manager**” means the City Manager of the City of Loma Linda or his/her designee.

.018 “**CPI**” means the Consumer Price Index-Urban for the Los Angeles-Orange-Riverside County Average, Subgroup “All Items,” (1982-1984 = 100) as established by the Bureau of Labor Statistics of the U.S. Department of Labor.

.019 “**Deposit**” means One Hundred Dollars (\$100) per Guestroom which Deposit shall be (i) returned to the Applicant, if the Application is rejected, (ii) retained by the City in the event that the Application is terminated pursuant to subsection .011 of Section 3.13.040, or (iii) refunded within thirty (30) days after a Pre-Approved AAA Three Diamond Hotel Opens for Business. The City shall have no obligation to earn interest or apply interest or earnings with respect to the Deposit.

.020 “**Eligibility Phase**” means the period commencing on the effective date of this Chapter and terminating on the earlier to occur of (i) June 30, 2020, or (ii) the date on which there are a total of Seven Hundred (700) Guestrooms comprised of Guestrooms of New AAA Three Diamond Hotels which have been Pre-Approved and have Opened for Business.

.021 “**Existing Hotel**” means a building that was constructed, occupied, and used as a Hotel on or before June 30, 2016.

.022 “**Financing**” refers to the combination of debt and equity sufficient to construct and operate the AAA Three Diamond Hotel for which an Application has been filed with the City Manager.

.023 “**Flag**” means the entity whose Brand is used to identify the Hotel.

.024 “**Furniture, Fixtures and Equipment**” means movable furniture, fixtures or other equipment that have no permanent connection to the structure of a building or utilities within the Hotel, as well as operational supplies. More specifically, furniture, fixtures and/or equipment would include decorative items, wall coverings, flooring treatment, window treatments, casework, furnishings & accessories, furniture, data communications equipment, voice communications equipment, audio visual communications equipment, electronic surveillance equipment, electronic detection and alarm equipment, commercial equipment, foodservice equipment, entertainment equipment, athletic & recreational equipment, collection and disposal equipment. Operational supplies include all supplies needed for the operation of the hotel, such as stationery, computer equipment and accessories, guestroom TV’s and mounts, alarm clocks in rooms, linen, pillows, maids’ carts and supplies, trash cans, all items for the hotel restaurant, bar, banquet and conference facilities (including china, utensils, glasses, etc.). Furniture, Fixtures and Equipment shall also include, for purposes of “Furniture, Fixtures and Equipment Costs,” taxes, freight, warehouse expense, installation fees and purchasing agent fees. Furniture, Fixtures and Equipment Costs shall be adjusted annually on January 1 of each year to reflect changes in CPI.

.025 “**Furniture, Fixtures and Equipment Costs**” means the actual and direct third party costs of all Furniture, Fixtures and Equipment. Furniture, Fixtures and Equipment Costs shall be adjusted annually on January 1 of each year to reflect changes in the CPI.

.026 “**Guestroom(s)**” means a room or suite within a Hotel intended for Transient Occupancy by guests for compensation.

.027 “**Hotel**” means any building which includes all of the following: (i) includes ninety (90) or more Guestrooms; (ii) includes at least two thousand five hundred (2,500) square feet of meeting room and pre function space.

.028 “**Hotel Incentive Program**” means the program set forth in this ordinance to encourage the operation of AAA Three Diamond Hotels.

.029 “**Hotel Operator**” means franchisee, manager, lessee, or licensee with whom an Owner has a contract to operate the AAA Three Diamond Hotel pursuant to a franchise, management, lease, or license arrangement.

.030 “**Incentive Payments**” are the payments made by the City to the Owner pursuant to Section 3.13.050 hereof.

.031 “**Initial Milestone**” means the date which is the earlier to occur of (i) twelve (12) months following the date of approval of the Application or (ii) June 30, 2018.

.032 “**New AAA Three Diamond Hotel(s)**” means a AAA Three Diamond Hotel(s) that was not operating in the City as of June 30, 2016.

.033 “**Open(s)(ing)(ed) for Business**” or “**Opening**” means the day on which a Pre-Approved AAA Three Diamond Hotel opens for business to the general public.

.034 **“Operating Covenants”** means the covenants described in Section 3.13.060 of this Chapter.

.035 **“Owner”** means the person or entity who is the owner of a Hotel or a site upon which a Hotel is to be constructed, whether in the capacity of fee simple owner, lessee, sub-lessee, mortgagee in possession, licensee, franchisee, or any other capacity, or the assignee or designee of such Owner.

.036 **“Ownership”** means fee simple, lease, license, franchise or other interest in property or a contract to purchase any such interest, which would entitle the Owner to construct a New AAA Three Diamond Hotel.

.037 **“Pre-Approved”** or **“Pre-Approved AAA Three Diamond Hotel”** means a AAA Three Diamond Hotel whose Application has been approved by the City Manager pursuant to Section 3.13.040 hereof.

.038 **“Shell Cost”** means actual and direct third party costs of all materials, labor and equipment associated with the construction of the Hotel. Site costs, parking costs, Furniture, Fixtures and Equipment Costs, architectural engineering, permits and fees, legal, accounting, taxes, sale or lease commissions, marketing expenses, initial operating capital and other indirect costs, as well as the developer overhead are excluded from Shell Costs. Shell Costs shall be adjusted annually on January 1 of each year to reflect changes in the CPI.

.039 **“Site Control”** means Ownership of a site on which a AAA Three Diamond Hotel is proposed.

.040 **“Transient Occupancy”** means an uninterrupted stay of no more than twenty-eight consecutive calendar days.

.041 **“Transient Occupancy Tax”** means the transient occupancy tax levied and collected pursuant to Chapter 3.12 of Title 3 of the Loma Linda Municipal Code, as it may be amended from time to time and held in the City’s general fund for unrestricted use. Chapter 3.12 of the Loma Linda Municipal Code, as it may be amended from time to time, is referred to therein and herein as the “Transient Occupancy Tax Code;” provided, that, in no event, shall an amendment of the Transient Occupancy Tax Code after the date of this Agreement result in an increase in the Applicable Transient Occupancy Tax Rate.

.042 **“Second Milestone”** means the first anniversary of the Initial Milestone.

.043 **“Under Construction”** means that all necessary discretionary entitlements have been approved by the City of Loma Linda, grading and building permits have been issued, and that inspection approvals by the City of Loma Linda of grading and foundations to grade level have been obtained, vertical construction of Guestrooms has begun, and the Operating Covenants have been recorded.

### **3.13.040 Eligibility for incentive program.**

.010 Application Process. To become eligible for the Hotel Incentive Program as a AAA Three Diamond Hotel, the Owner shall:

(a) Complete and submit to the City Manager, the Application for the Hotel Incentive Program, which shall contain, at a minimum:

1. Evidence of site control
2. Description of development team, including, the development entity, the architect(s), interior designer, landscape architect, and other professional disciplines related to the construction and operation of the AAA Three Diamond Hotel for the purposes of confirming that the Hotel will be an AAA Three Diamond Hotel when Opened for Business .
3. The operating plan for the AAA Three Diamond Hotel which sets forth with reasonable particularity the operational characteristics of the hotel focusing on those matters which are intended to result in the Hotel being rated as a AAA Three Diamond Hotel.
4. Conceptual design of the AAA Three Diamond Hotel for the purpose of confirming that the Hotel will be a AAA Three Diamond Hotel when Opened for Business.
5. Timeline for the commencement of operation.
6. Third party certification as to Shell Costs and Furniture, Fixtures and Equipment Costs.
7. Evidence of Three Million Five Hundred Thousand Dollars (\$3,500,000) cash or its equivalent or more equity capital in the developer entity.
8. References from financial institutions,
9. Independent, third-party certification, acceptable to the City, that the proposed Hotel will be a AAA Three Diamond Hotel;

(b) Execute the Operating Covenants which shall include provisions regarding continuing use, maintenance, indemnification regarding prevailing wage, and such other provisions as the City Manager, in his/her sole discretion, may reasonably determine are necessary or appropriate to preserve the goals and intent of this chapter.

(c) Pay the Administrative Fee and the Deposit.

.011 Consideration of the Application by the City Manager. The City Manager shall approve or disapprove Applications based on the above within sixty (60) days after a complete submittal.

.012 Treatment of the Administrative Fee and the Deposit. If the Application is rejected, the City shall retain the Administrative Fee and return the Deposit to the Applicant. If the Application is approved, the City shall retain the Administrative Fee and Deposit. The Deposit shall be refunded within thirty (30) days after the AAA Three Diamond Hotel Opens for

Business or retained by the City if the Application is terminated pursuant to subsection 0.13 below.

.013 Termination of Approved Application. An approved Application shall be automatically terminated without further notice and the Deposit shall be retained by the City unless (i) on or before the Initial Milestone, Owner provides the City with written evidence, acceptable to the City Manager acting in his/her sole and absolute discretion, that a Brand and/or Flag, Hotel Operator, and commitment to provide Financing for the AAA Three Diamond Hotel is likely, and (ii) on or before the Second Milestone, Owner shall have entered into written agreements with respect to the Brand and/or Flag, and Hotel Operator and Financing shall have closed and the Three Diamond Hotel shall be Under

Construction. The Application shall also terminate and the Deposit retained by the City if, at any time prior to Opening for Business, any material factual representation(s) made in the Application by the Owner was not true when made or has become not true, as determined by the City Manager acting in his/her reasonable discretion.

.014 Effect of Termination of Pre-Approved AAA Three Diamond Hotel. If and to the extent an Application for a Hotel that was Pre-Approved as a AAA Three Diamond Hotel(s) is terminated pursuant to subsection .013 of this Section 3.13.040 prior to Opening, the next Application in order of submittal shall be considered by the City Manager for Pre-Approval as a AAA Three Diamond Hotel.

.015 Vesting of Pre-Approved AAA Three Diamond Hotel. The right of an Owner to receive Incentive Payments shall vest upon Pre-Approval subject only to voluntary withdrawal of an Application by the Owner or termination pursuant to subsection .013 of this Section 3.13.040 hereof.

### **3.13.050 Incentive Payments.**

.010 Confirmation of the fulfillment of the Requirements of Subsection .010 of Section 3.13.020. Upon completion of a Hotel for which an Application has been approved pursuant to Section 3.13.040, the Applicant shall provide the City with an independent third party audit confirming that the requirements in subsection .010 of Section 3.13.020 have been met. The City Manager shall approve or reject the results of such audit acting in his/her reasonable discretion.

.020 AAA Three Diamond Hotel. The City shall pay Incentive Payments to an Owner of a AAA Three Diamond Hotel in an amount equal to fifty percent (50%) of the Transient Occupancy Tax collected and remitted to the City based on the Applicable Transient Occupancy Tax Rate with respect to such AAA Three Diamond Hotel pursuant to Chapter 3.12 of this Code. Such Incentive Payments shall be calculated and made for ten (10) year annual period commencing on the Opening and terminating on the tenth (10<sup>th</sup>) anniversary date of the Opening.

.030 Termination of Incentive Payments. Incentive Payments under this Section 3.13.030 shall terminate upon the expiration of the terms described above or at such time as the Hotel ceases to operate as a AAA Three Diamond Hotel for reasons other than temporary closure due to repair, casualty loss, or maintenance issues.

### **3.13.060 Operating Covenants.**

Each Owner eligible to participate in the Hotel Incentive Program shall execute the Operating Covenants which shall be recorded with the County of San Bernardino Recorder's office. A form of the Operating Covenants is on file with the City Clerk.

### **3.13.070 General Fund Revenues.**

All Transient Occupancy Tax Revenues remitted to the City with respect to a AAA Three Diamond Hotel shall be deemed general fund revenues of the City and shall be deposited in the City's general fund.

### **3.13.080 Administrative Rules and Regulations.**

Consistent with the intent and goals of this chapter, the City Manager shall adopt administrative rules and regulations for implementation and furtherance of the requirements of this Chapter including,

without limitation, the form of the Application, the form of the Operating Covenant and the manner of compliance with Government Code Section 53083.

**3.13.090 Annual Administrative Review.**

The City Manager shall cause a review of the Hotel Incentive Program each year and if amendment or termination is warranted present a proposed amendment to this Chapter to the City Council for its consideration.

**3.13.100 Term**

The provisions of this Chapter shall be suspended as of the last day of the Eligibility Phase.

**Section 2. Validity.** If any section, subsection, sentence, clause or phrase of this Ordinance is for any reason held to be invalid, such holding or holdings shall not affect the validity of the remaining portions of this Ordinance. The City Council hereby declares that it would have passed this Ordinance and each section, subsection, sentence, clause and phrase thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses or phrases be declared invalid.

**Section 3. Posting.** Prior to the expiration of fifteen (15) days from its passage, the City Clerk shall cause this Ordinance to be posted pursuant to law in three (3) public places designated for such purpose by the City Council.

This Ordinance was introduced at the regular meeting of the City Council of the City of Loma Linda, California, held on the \_\_\_\_\_ day of \_\_\_\_\_ and was adopted on the \_\_\_\_\_ day of \_\_\_\_\_ by the following vote to wit:

Ayes: \_\_\_\_\_  
Noes: \_\_\_\_\_  
Abstain: \_\_\_\_\_  
Absent: \_\_\_\_\_

\_\_\_\_\_  
Rhodes Rigsby, Mayor

Attest:

\_\_\_\_\_  
Pamela Byrnes-O'Camb, City Clerk