

**PLANNING COMMISSION
REGULAR MEETING OF
March 16, 2016
7:00 p.m.
CITY COUNCIL CHAMBERS
25541 BARTON ROAD, LOMA LINDA, CA 92354**

A. CALL TO ORDER - Persons wishing to speak on an agenda item are asked to complete an information card and present it to the secretary. The Planning Commission 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. All testimony is to be given from the podium.

B. ROLL CALL

C. PLEDGE OF ALLEGIANCE

D. ITEMS TO BE DELETED OR ADDED

E. ORAL REPORTS/PUBLIC PARTICIPATION ON NON-AGENDA ITEMS (LIMITED TO 30 MINUTES; 3 MINUTES ALLOTTED FOR EACH SPEAKER) - This portion of the agenda provides opportunity to speak on an item, which is **NOT** on the agenda. Pursuant to the Brown Act, the Planning Commission can take no action at this time; however, the Planning Commission may refer your comments/concerns to staff, or request the item be placed on a future agenda.

F. NEW BUSINESS

Selection of Vice-Chairman

G. PUBLIC HEARINGS (THREE MINUTES IS ALLOTTED FOR EACH SPEAKER PER PUBLIC HEARING ITEM)

CONDITIONAL USE PERMIT (CUP) NO. 15-135, VARIANCE 15-136, AND MASTER SIGN PROGRAM 15-137 - A requests 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 (Exhibit 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;
2. Adopt the Mitigation Monitoring and Reporting Program; 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 .

H. REPORTS BY THE PLANNING COMMISSIONERS

I. COMMUNITY DEVELOPMENT DIRECTOR REPORT

- J. ADJOURNMENT** - Reports and documents relating to each agenda item are on file in the Department of Community Development and are available for public inspection during normal business hours, Monday through Thursday, 7:00 a.m. to 5:30 p.m. The Loma Linda Branch Library can also provide an agenda packet for your convenience.

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.

Staff Report

City of Loma Linda

From the Department of Community Development

PLANNING COMMISSION MEETING OF MARCH 16, 2016

TO: PLANNING COMMISSION

FROM: KONRAD BOLOWICH, ASSISTANT CITY MANAGER/
COMMUNITY DEVELOPMENT DIRECTOR

SUBJECT: Conditional Use Permit (CUP 15-135), Variance (V 15-136) and Master Sign Program (MSP 15-137)

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 (Exhibit 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 (Exhibit B);
2. Adopt the Mitigation Monitoring and Reporting Program (Exhibit 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 (Exhibit D).

PERTINENT DATA

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

BACKGROUND AND EXISTING SETTING

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. 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 wine¹ 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 Exhibit 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

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

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.

**Table 1
 General Plan, Zoning and Existing Land Use**

	General Plan	Zoning	Existing Use
North	Commercial	EVC – General Commercial	Interstate 10 Freeway
South	Commercial	EVC – General Commercial	Hotel
East	Commercial	EVC – General Commercial	Pump station/Vacant
West	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 wine², 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.

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.

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

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 ³ ; Construct additional westbound through lane	Nexus ⁴ 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
Total		\$170,000

**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 Evening	3,036 3,330	3,927 4,178	24 28	891 848	2.7% 3.3%	\$ - \$ -
Mountain View Ave at Redlands Boulevard	\$170,000	Morning Evening	2,863 3,367	4,080 4,945	21 24	610 710	3.4% 3.4%	\$5,852
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:

³ Improvements are only needed for Horizon Year (2040).

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

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.*[CT1]

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

Exhibits

- 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

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 wine¹ 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.

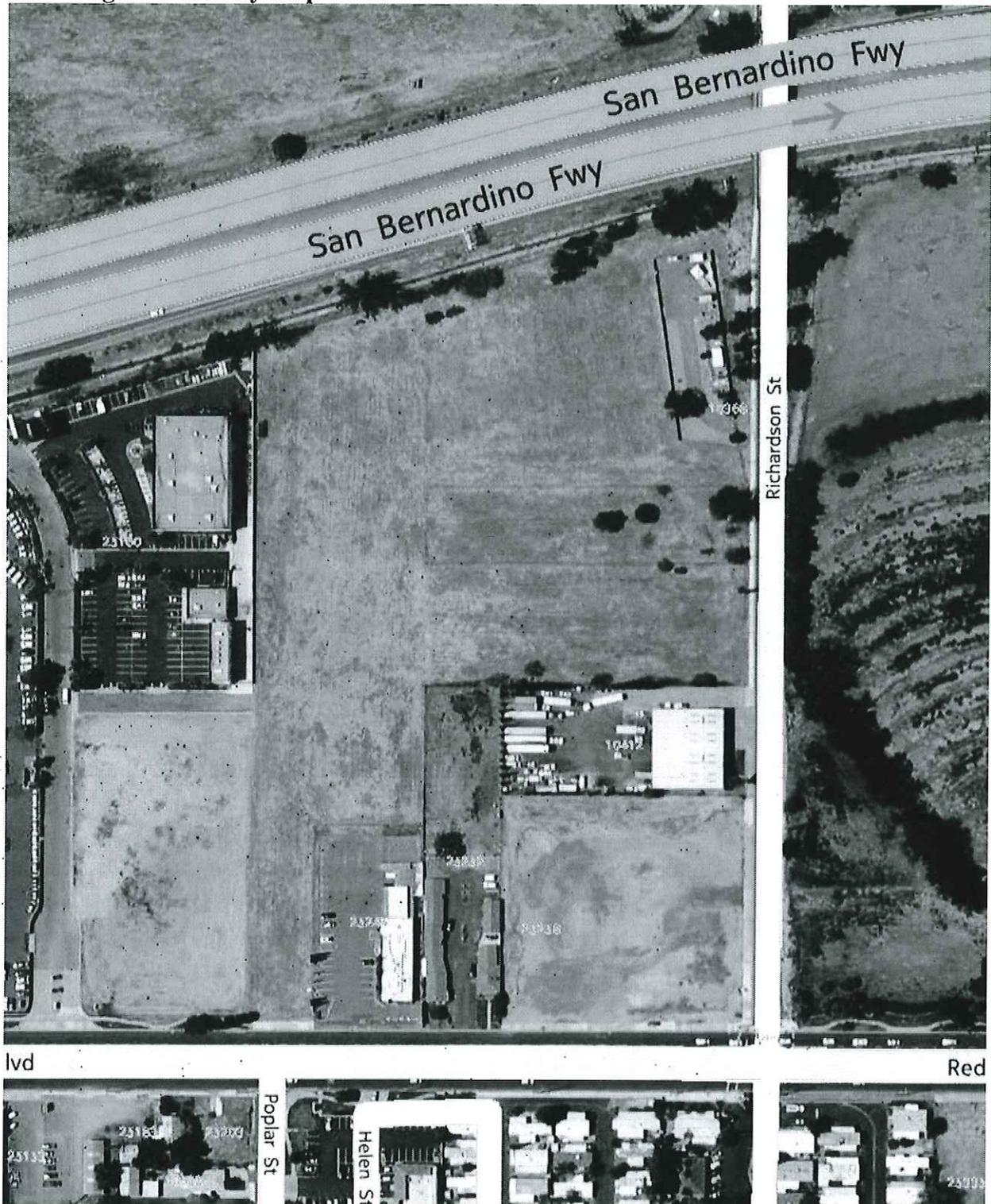
¹ City Ordinance No. 719 allows for bar service at hotels with 50 rooms or more.

Insert Figure 1 Regional Map



and Terrace

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
1. AESTHETICS. <i>Would the project:</i>				
a) Have a substantial affect on a scenic vista?	()	()	()	(✓)
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State Scenic Highway?	()	()	()	(✓)
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	()	()	()	(✓)
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	()	()	(✓)	()

Comments:

- a/b) 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 in 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
2. AGRICULTURE AND FORESTRY RESOURCES. <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 conversion 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
3. AIR QUALITY. <i>Would the project:</i>				
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_x), carbon monoxide (CO), and particulates (PM₁₀ and PM_{2.5}). Two of these, ROG and NO_x, 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)**

Source/Phase	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
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
Highest Value (lbs/day)	35.8	51.8	39.5	0.0	21.0	12.6
SCAQMD Threshold	75	100	550	150	150	55
Significant	No	No	No	No	No	No

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 (PM₁₀). 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_x and PM₁₀ 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 _x	CO	SO ₂	PM ₁₀	PM _{2.5}
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
Total Value (lbs/day)	7.3	11.6	35.3	0.0	4.3	1.4
SCAQMD Threshold	55	55	550	150	150	55
Significant	No	No	No	No	No	No

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
4. BIOLOGICAL RESOURCES. <i>Would the project:</i>				
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 surrounded 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
5. CULTURAL RESOURCES. <i>Would the project:</i>				
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>6. TRIBAL CULTURAL RESOURCES. <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
7. GEOLOGY AND SOILS. <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
8. GREENHOUSE GAS EMISSIONS. <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 (CO₂) Methane (CH₄) and Nitrous oxide (N₂O). 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_{2E} 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

Source/Phase	CO ₂	CH ₄	N ₂ O
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		
Total CO₂e Per Year	432.6		
SCAQMD Threshold	3,000		
Significant	No		

Source: CalEEMod 2013.2.2 Annual

Table 4
Greenhouse Gas Operational Emissions
“MT Per Year”

Source	CO ₂	CH ₄	N ₂ O
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		
Total CO₂e Per Year	2,138.2		
SCAQMD Threshold	3,000		
Significant	N/A		

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
9. HAZARDS AND HAZARDOUS MATERIALS. <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
10. HYDROLOGY AND WATER QUALITY. <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
11. LAND USE AND PLANNING. <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 wine² 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
12. MINERAL RESOURCES. <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.

² 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
13. NOISE. <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 attuning 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
14. POPULATION AND HOUSING. <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>15. PUBLIC SERVICES. <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 SBSB 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 SBSB 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
16. RECREATION. <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
17. TRANSPORTATION/TRAFFIC. <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 ³ ; Construct additional westbound through lane	Nexus ⁴ 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
Total		\$170,000

³ Improvements are only needed for Horizon Year (2040).

⁴ 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
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.

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
18. UTILITIES AND SERVICE SYSTEMS. <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>19. MANDATORY FINDINGS OF SIGNIFICANCE</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
Air Quality					
<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	
Cultural Resources					
<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
Cultural Resources					
<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>	
Geology and Soils					
<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
Hydrology and Water Quality					
<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	
Noise					
<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
Traffic and Circulation					
<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	
Utilities and Service Systems					
<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

**CONDITIONAL USE PERMIT (CUP) NO. 15-135
VARIANCE (V) NO. 15-136
MASTER SIGN PROGRAM (MSP) NO. 15-137**

COMMUNITY DEVELOPMENT DEPARTMENT

General

1. Within forty-eight (48) hours of this approval of the subject project, the applicant shall deliver a payment of two thousand, two hundred and ten dollars and twenty-five cents (\$2,210.25), please make check out to the Clerk of the Board of Supervisors. This will enable the City to file the appropriate environmental documentation for the project. If within such forty-eight (48) hour period the applicant has not delivered to the Community Development Department the above noted check, the statute of limitations for any interested party to challenge the environmental determination under the provisions of the California Environmental Quality Act could be significantly lengthened.
2. Within one year of this approval, the Conditional Use Permit shall be exercised by substantial construction or the permit/approval shall become null and void. In addition, if after commencement of construction, work is discontinued for a period of one year, the permit/approval shall become null and void.

PROJECT:

CONDITIONAL USE PERMIT (CUP) No. 15-135

EXPIRATION DATE:

March 16, 2017

3. 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.
4. 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, 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 of any costs and attorneys fees, which the City 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.
5. 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.
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. The Master Sign Program is approved as a part of this permit. However, prior to establishing any new signs, the applicant shall receive 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 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 (PM10). 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_x and PM₁₀ 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.
9. 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.
 10. 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.
 11. The project proponent shall ensure that construction personnel are informed of ride sharing and transit opportunities.
 12. The operator shall maintain and effectively utilize and schedule on-site equipment in order to minimize exhaust emissions from truck idling.
 13. 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.
 14. 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.
 15. The applicant, property owner, and/or business operator, if applicable, 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.

Mitigation Measures

16. The Project Proponent will be required to use Low VOC Paint at 50 g/l for all interior and exterior painted surfaces.
17. 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.
18. 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.
19. 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.
20. 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.
21. 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.
22. 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.

23. The Project Proponent shall comply with Best Management Practices set forth in the Water Quality Management Plan and as approved by the City Engineer.
24. 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.
25. 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.
26. 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.
27. 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.
28. 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.
29. 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.
30. The Project Proponent shall comply with City adopted policies regarding the reduction of construction and demolition (C&D) materials.

FIRE DEPARTMENT

31. 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.
32. 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.
33. 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.

PUBLIC WORKS DEPARTMENT

34. All public improvement plans shall be submitted to the Public Works Department for review and approval.
35. Any damage to existing improvements as a result of this project shall be repaired by the applicant to the satisfaction of the City Engineer.
36. All site drainage shall be handled on-site and shall not be permitted to drain onto adjacent properties.
37. 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.
38. As is the case for any roadway design, the City of Loma Linda should periodically review traffic operations in the vicinity of the project once the project is constructed to assure that the traffic operations are satisfactory.

Applicant signature

Date

Owner signature

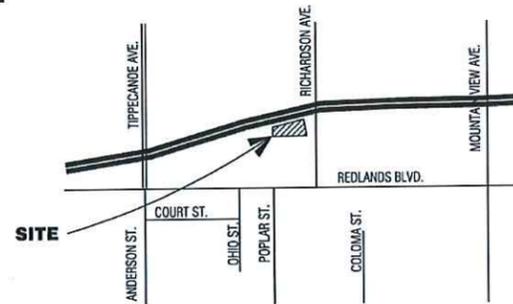
End of Conditions

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	50' H, 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	5' H, 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, 2' W
	32	5 Gal.	Lavatera assurgensiflora	Tree Mallow	Low	6' H, 6' W
	17	5 Gal.	Phormium tenax 'Apricot Queen'	New Zealand Flax	Mod	3' H, 4' W
	65	5 Gal.	Rosa floribunda 'Iceberg'	White Shrub Rose	Mod	4' H, 3' W
	176	5 Gal.	Westringia lucicola	Coast Rosemary	Low	5' H, 6' W
	5598	SQ. FT.	Baccharis pilularis	Coyote Bush	Low	2' H, 6' W
	3240	SQ. FT.	Nassella tenuissima	Mexican Feather Grass	V. Low	2' H, 2' W
	11,149	SQ. FT.	Lantana montevidensis 'Alba'	White Trailing Lantana	Low	1-2' H, 6-8' W
	943	SQ. FT.	Senecio mandraliscae	Blue Chalk Sticks	Low	1' H, 1' W
	640	SQ. FT.	Trachelospermum asiaticum	Asian Jasmine	Low	1' H, 5' W
	10,177	SQ. FT.	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

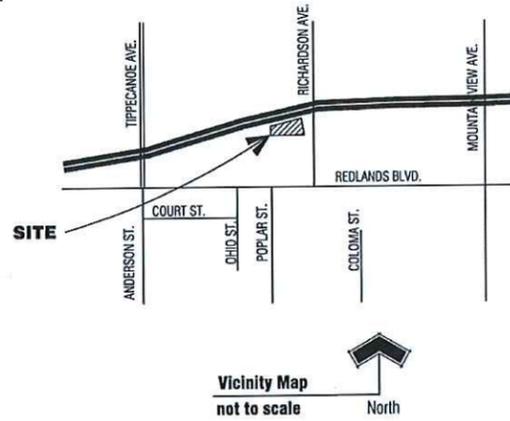
(909) 888-5568
fax: (909) 384-9854

Town Place Suites

CONCEPTUAL LANDSCAPE PLAN

RICHARDSON STREET
LOMA LINDA, CA

Applicant:
SAGEMONT HOTELS
hpatel@sagemonthotels.com



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	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 dellexa 'Coppertone'	Bronze Loquat	Mod	15' H, 8' W
	17	15 Gal.	Chitalpa tashkentensis	Chitalpa Tree	Low	25' H, 20' W
	13	15 Gal.	Plantanus acerfolia '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 conleria	Brisbane Box Tree	Low	50' H, 15' W
	37	24" Box	Cupressus sempervirens	Italian Cypress	Low	60' H, 8' W
	92	5 Gal.	Aeonium arboreum 'Schwarzkopf'	Large Purple Aeonium	Low	3' H, 8' W
	34	5 Gal.	Agave americana	Century Plant	Low	5' H, 5' W
	112	5 Gal.	Aloe striata	Coral Aloe	Low	2' H, 8' 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 'Meyerii'	Meyer's Asparagus aka Foxtail Fern	Mod	2' H, 8' W
	55	5 Gal.	Bougainvillea 'Barbara Karst'	Bougainvillea	Low	4' H, 8' W
	112	5 Gal.	Callistemon viminalis 'Little John'	Dwarf Bottlebrush	Low	3' H, 8' W
	8	5 Gal.	Carmelia japonica 'Bob Hope'	Japanese Camellia	High	6' H, 6' W
	195	5 Gal.	Hemerocallis Hybrid 'Russian Rhapsody'	Daylily	Mod	2' H, 8' W
	32	5 Gal.	Lavatera assurgentiflora	Tree Mallow	Low	6' H, 6' W
	17	5 Gal.	Phormium tenax 'Apricot Queen'	New Zealand Flax	Mod	3' H, 8' W
	65	5 Gal.	Rosa floribunda 'Iceberg'	White Shrub Rose	Mod	4' H, 8' W
	176	5 Gal.	Westringia fruticosa	Coast Rosemary	Low	5' H, 6' W
	5598	SQ. FT.	Baccharis pilularis	Coyote Bush	Low	2' H, 6' W
	3240	SQ. FT.	Nassella tenuissima	Mexican Feather Grass	V. Low	2' H, 8' W
	11,149	SQ. FT.	Lantana montevidensis 'Alba'	White Trailing Lantana	Low	1-2' H, 6-8' W
	943	SQ. FT.	Senecio mandraliscae	Blue Chalk Sticks	Low	1' H, 8' W
	640	SQ. FT.	Trachelospermum asiaticum	Asian Jasmine	Low	1' H, 8' W
	10,177	SQ. FT.	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 (909) 888-5568
San Bernardino, CA 92408 fax: (909) 384-9854

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

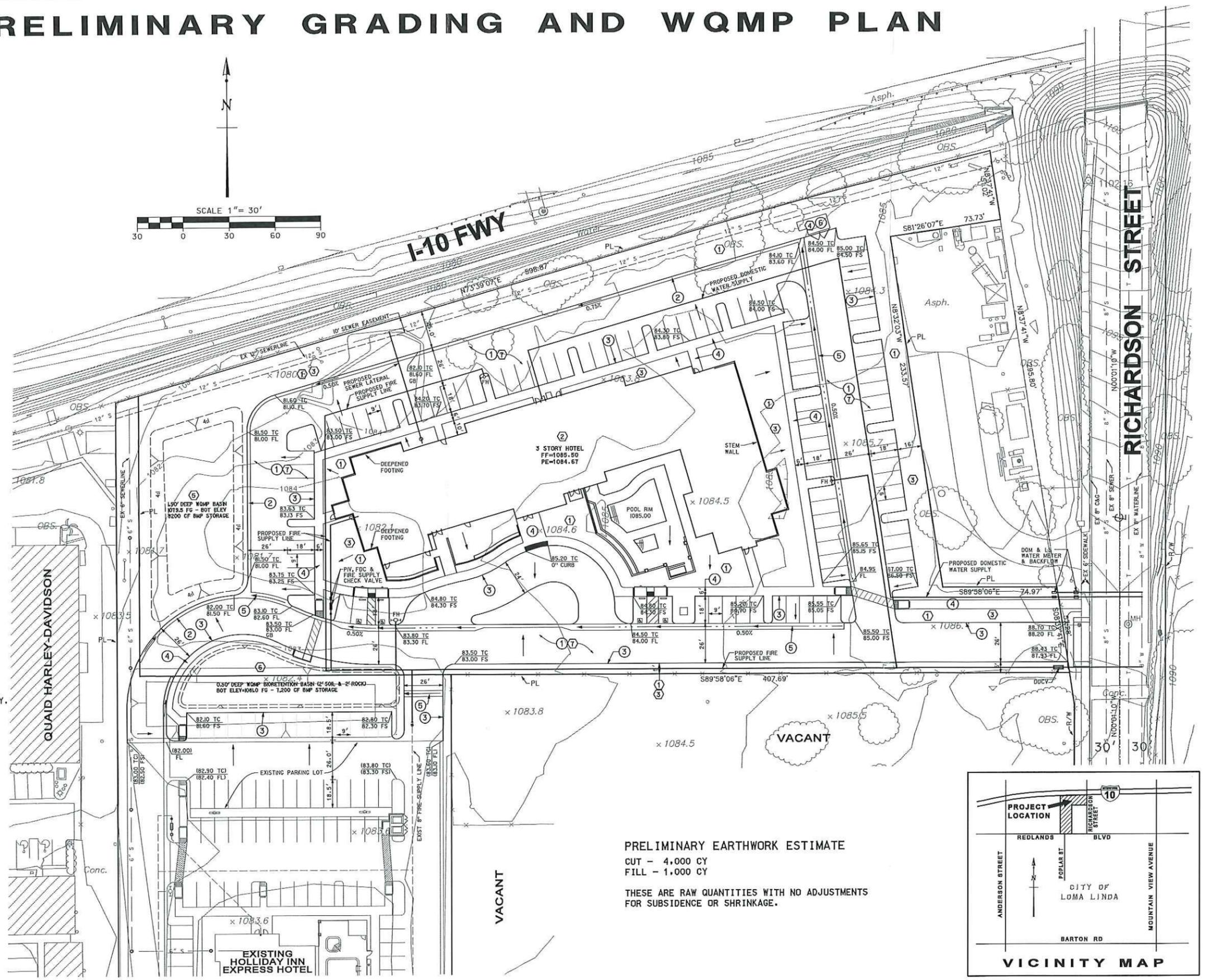
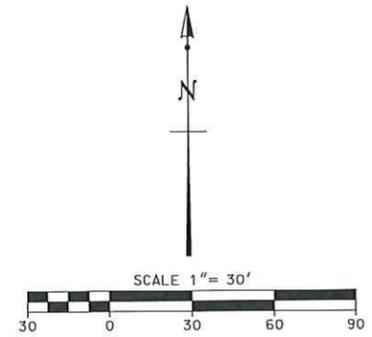
LEGAL DESCRIPTION:

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.

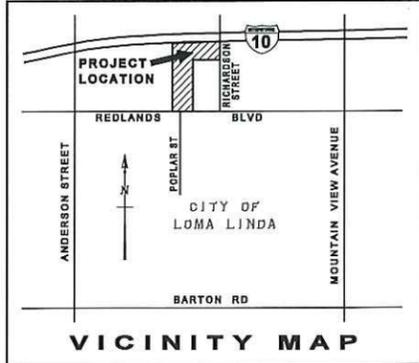
LEGEND

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.



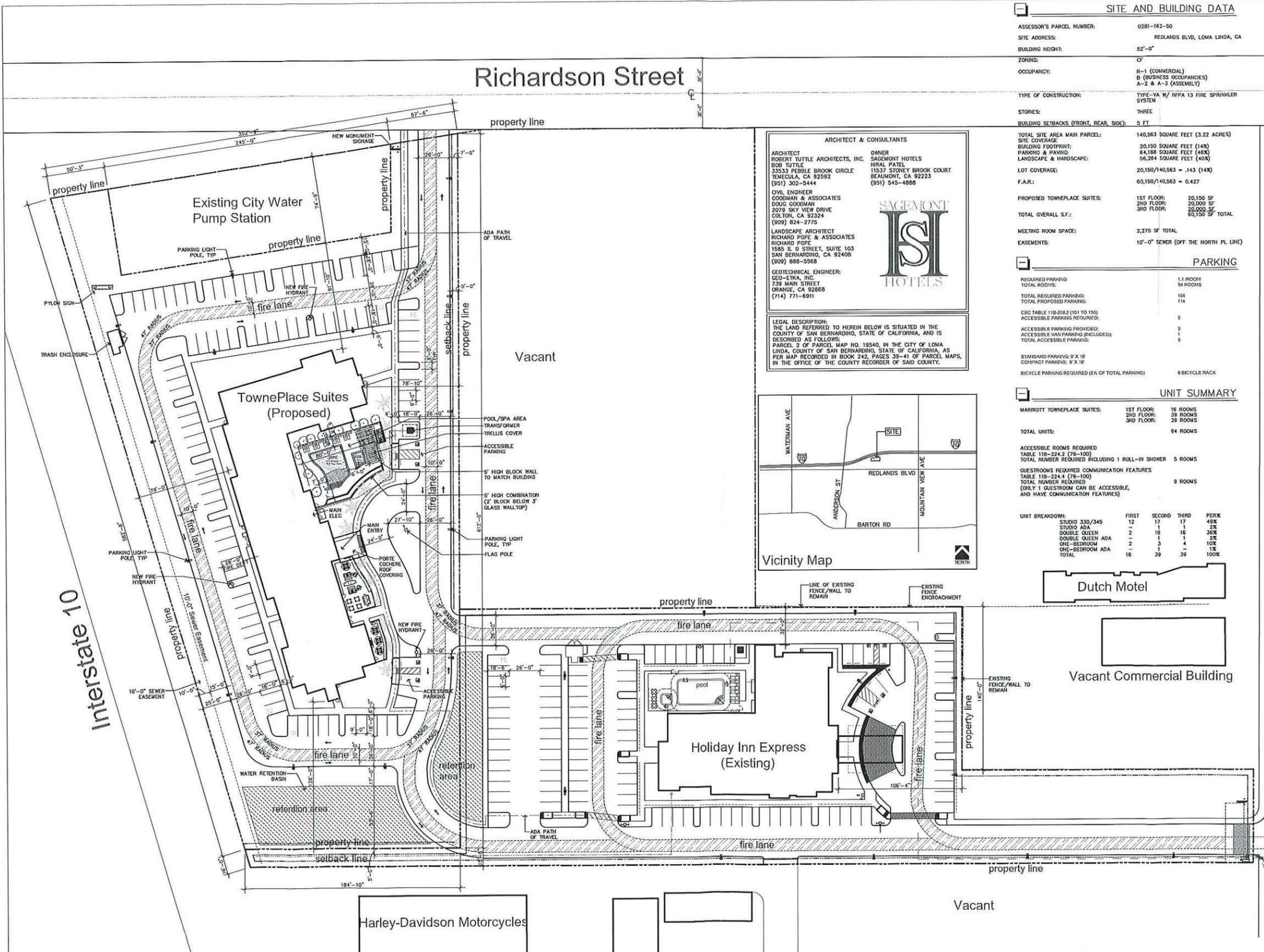
Goodman & Associates
 2079 SKY VIEW DRIVE
 COLTON, CALIFORNIA 92324
 (909) 824-2778

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	

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 1082.524	APPROVED
Scale	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

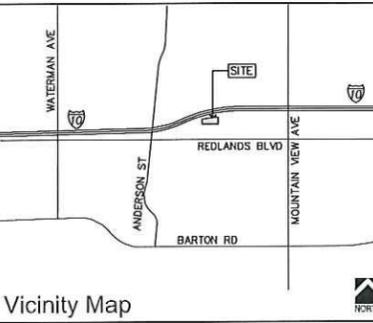
LANDSCAPE ARCHITECT
RICHARD POPE & ASSOCIATES
RICHARD POPE
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SAN BERNARDINO, CA 92408
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GEOTECHNICAL ENGINEER
GEO-ETKA, INC.
739 MAIN STREET
ORANGE, CA 92668
(714) 771-6911

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



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.



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: 94
 TOTAL PROPOSED PARKING: 114
 CBC TABLE 11B-208.2 (101 TO 150)
 ACCESSIBLE PARKING REQUIRED: 5
 ACCESSIBLE PARKING PROVIDED: 5
 ACCESSIBLE VAN PARKING INCLUDED: 1
 TOTAL ACCESSIBLE PARKING: 6
 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	2%
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.
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 Fax (951) 302-4446
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 Temecula, California 92592
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 www.rtarch.com

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE REPRODUCED, COPIED, OR DISCLOSED WITHOUT WRITTEN CONSENT OF ARCHITECT.



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:

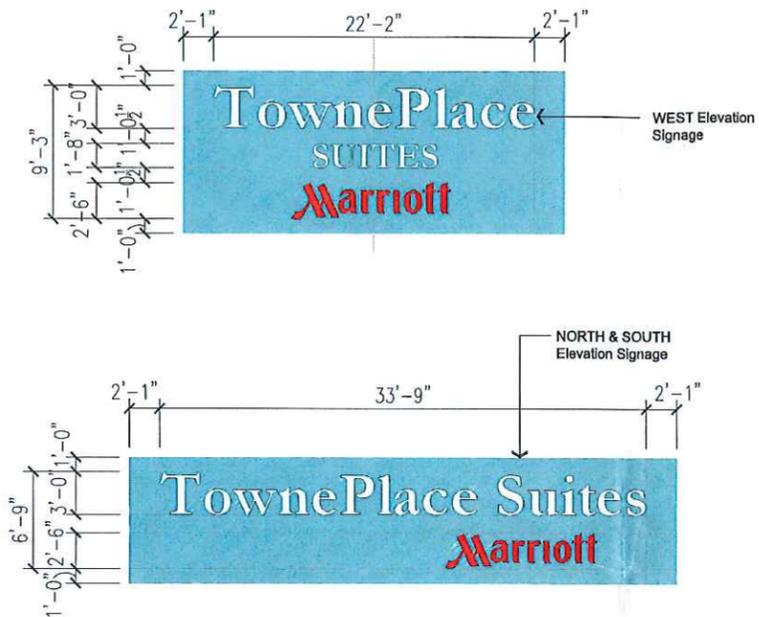
SHEET NUMBER
 A-1
 OF SHEETS IN SERIES

MASTER SITE PLAN
 scale 1"=30'
 1 NORTH

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

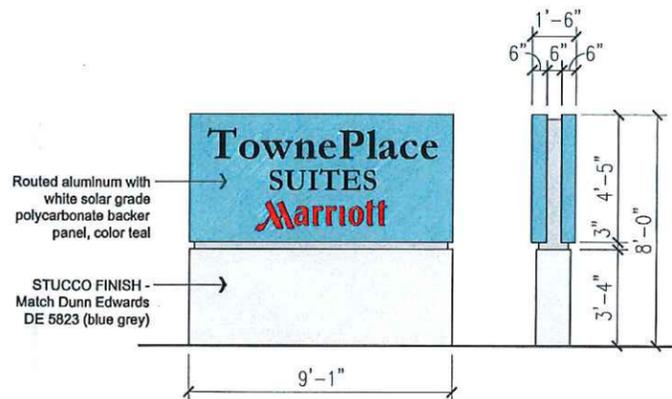


EXT BUILDING SIGNS - CITY OF LOMA LINDA

scale: N.T.S.

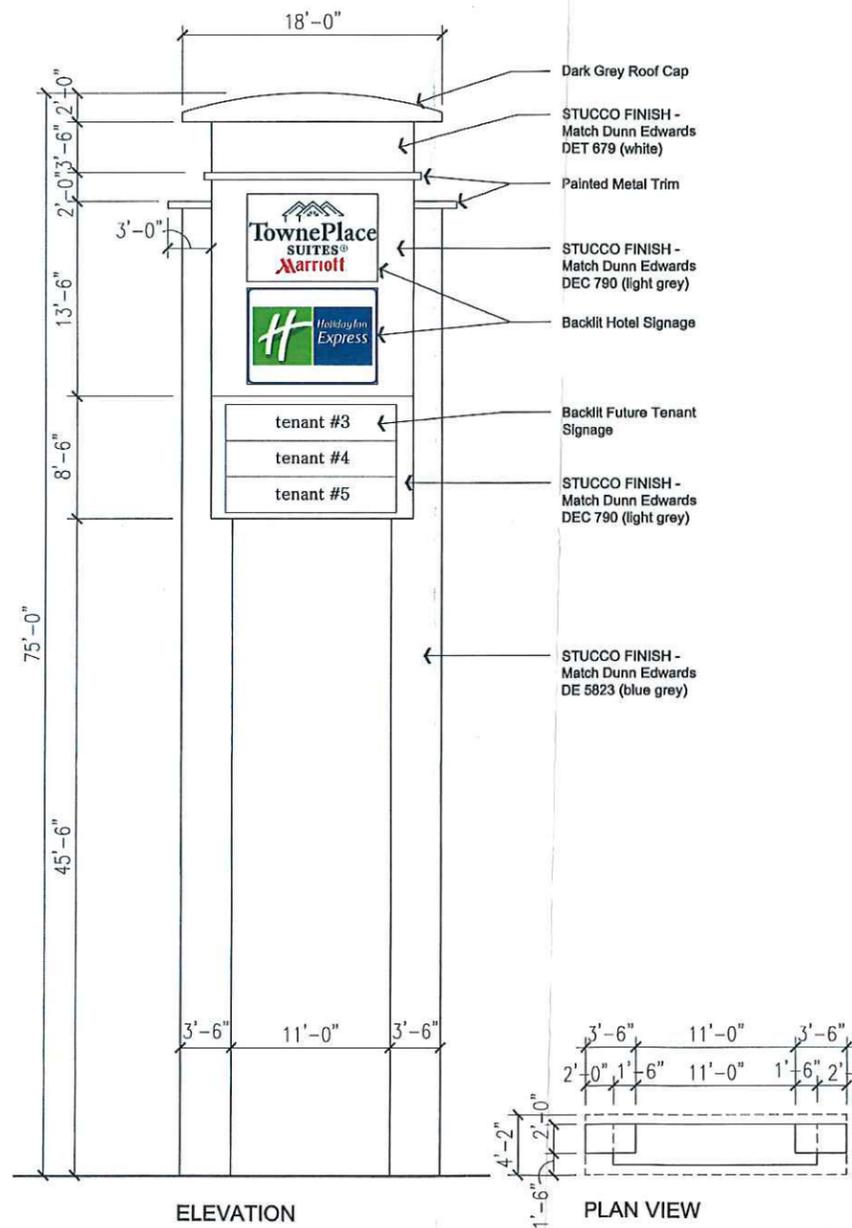
MONUMENT SPECIFICATIONS

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.

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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 22, 2015

REVISIONS:

SHEET NUMBER
AS-2
 OF SHEETS IN SERIES

DRAWN BY:

FILE NAME: