Agenda City of Loma Linda

From the Department of Community Development

PLANNING COMMISSION

REGULAR MEETING OF
FEBRUARY 6, 2013
7:00 p.m.
CITY COUNCIL CHAMBERS

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. AGENDA (THREE MINUTES IS ALLOTTED FOR EACH SPEAKER PER AGENDA ITEM)

NEW ITEMS

1. **PRECISE PLAN OF DESIGN NO. PPD 12-097 – (PUBLIC HEARING – LIMITED TO 30 MINUTES) –**The Applicant is requesting approval to construct six additional units to an existing nine-unit motel (Dutch Motel) located at 25252 Redlands Boulevard in the East Valley Corridor Specific Plan/General Commercial (EV-GC) Zone.

G. REPORTS BY THE PLANNING COMMISSIONERS

H. COMMUNITY DEVELOPMENT DIRECTOR REPORT

I. 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 5:00 p.m. The Loma Linda Branch Library can also provide an agenda packet for your convenience.

Staff Report City of Loma Linda

From the Department of Community Development

PLANNING COMMISSION MEETING OF FEBRUARY 6, 2013

TO: PLANNING COMMISSION

FROM: KONRAD BOLOWICH, ASSISTANT CITY MANAGER, COMMUNITY DEVELOPMENT DEPARTMENT

SUBJECT: PRECISE PLAN OF DESIGN (PPD) NO. 12-097 – A PROPOSAL TO ADD SIX NEW UNITS TO AN EXISTING NINE-UNIT MOTEL (DUTCH MOTEL) FOR PROPERTY LOCATED AT 25252 REDLANDS BLVD IN THE EAST VALLEY CORRIDOR SPECIFIC PLAN/GENERAL COMMERCIAL (EV/CG) ZONE).

SUMMARY

The Applicant is requesting approval to construct six additional units to an existing nine-unit motel.

RECOMMENDATION

Staff recommends that the Planning Commission approve the Precise Plan of Design No. 12-097 based on the Findings, and subject to the attached Conditions of Approval (Exhibit D);

PERTINENT DATA

Owner/Applicant:	Yogendra Patel
General Plan:	Commercial
Zoning:	EVC – General Commercial
Site:	The rectangular, 47,916 acre site is located on the north side of Redlands Blvd.
Topography:	Relatively flat
Vegetation:	No natural vegetation

Existing Setting

The project site is presently developed with 9 units, including a manager's unit.

ENVIRONMENTAL EVALUATION

The construction of six new units at an existing nine-unit motel is exempt from CEQA pursuant to the CEQA Guidelines § 15303(c), which provides a Class 3 Categorical Exemption for new construction, in urbanized areas, of up to four such commercial buildings not exceeding 10,000 square feet in area.

ANALYSIS

Project Description

The request involves the addition of six new motel units to be located adjacent to and in-between the existing units. The proposal will also include the resurfacing of the parking and driveway areas, parking space striping, new landscape planters, and a required Fire Truck turning radius at the rear of the units. The applicant is also proposing to re-landscape the front yard areas, add trees, shrubs and remove the existing, non-conforming freestanding pole sign. The applicant will submit a sign plan for review should the project be approved.

General Plan, Zoning and Existing Land Use

	General Plan	Zoning	Existing Use
North	Commercial	EVC – General Commercial	Vacant
South	Commercial	EVC – General Commercial	Mobile Home Park
East	Commercial	EVC – General Commercial	Car Sales
West	Commercial	EVC – General Commercial	Vacant/Truck Service Center

Development Standards

General Commercial Zone Development Standards

	Required/Maximum Allowed	Proposed	Complies
Front	25-feet – Building 15-feet – Parking	44' 25'	Yes
Side	None	0'	Yes
Rear	None	233'	Yes
Minimum Lot Size	10,000 square feet	47,916 square feet	Yes
Maximum building coverage	28,750 sq.ft. 60%	6,449 sq.ft. 13.5%	Yes
Maximum Building Height	No maximum	14.5 ft.	Yes

Parking	18	18	Yes
Open Area Landscaping	10% of parking area 1,300 sq. ft.	20.1% 2,688 sq. ft.	Yes
Trees	1 tree per every 5 parking spaces (4 total)	16	Yes
Trash Enclosure	Required	Proposed	Yes

The proposed six units will be located along the east property line and will connect the existing buildings. The units will vary in size from 249 square feet to 299 square feet, and will vary between one bed and two bed units. The existing front units will be remodeled on the inside, while the entire development will include an exterior remodel. Also, a new enclosed storage unit will be provided in front of Unit 1.

Parking, Driveway and Walkway Areas

As stated above, the proposed units will require a total of 18 parking spaces, of which one is handicapped accessible. The parking spaces will be located throughout the development. The applicant proposes to repave and restripe the entire parking area, including removing two planters located in the middle of the driveway area. Removal of the two center landscape planters is necessary in order to accommodate the proposed 90-degree parking spaces. The parking spaces, as proposed, comply with the minimum size requirements and include more than the minimum required back out space of 25 feet. Two parallel parking spaces are proposed, which measure 10' x 26' and comply with the minimum parallel parking standards of 10' x 26'.

The Loma Linda Fire Department has conducted a preliminary review of the plans and required that the applicant install a Fire Truck turn-around toward the rear of the development. As proposed, the turn-around complies with the Loma Linda Fire Department's standards for commercial emergency access.

Furthermore, the applicant has also proposed to install 25-foot deep, colored stamped concrete to further enhance the vehicular entrance.

The project will include a new, covered, cement walkway in front of the new and existing units. Presently, there is no delineation between the driveway, parking area and the motel units, with the exception of a couple of small landscape planters. The walkway will tie the front public sidewalk to the front and rear portions of the project.

Landscaping

The site is presently landscaped, but includes very little variety and balance of turf, shrubs, and trees. The applicant is proposing to include 2,688 square feet of landscaping, approximately 20% of the parking lot area and will be provided throughout

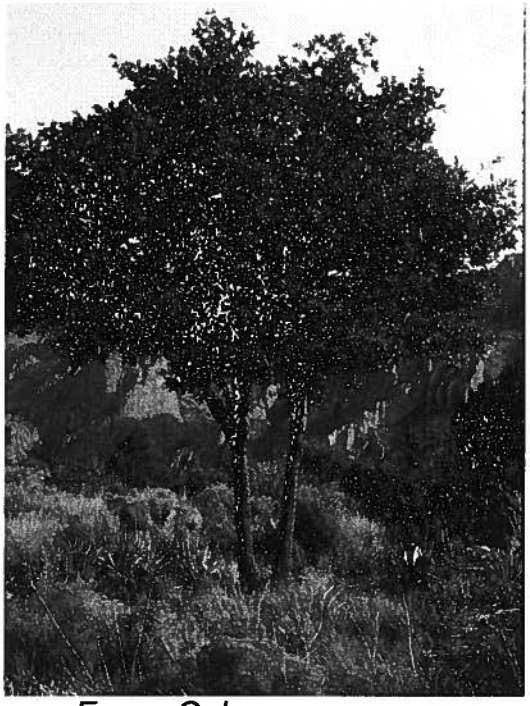
the site. The front yard areas will be re-landscaped and will include a variety of turf, shrubs and trees. Additional landscape fingers interspersed between the 90-degree and parallel parking stalls along the east side of the driveway. A 4-foot wide landscape planter will be located between the covered walkway and the proposed parallel parking spaces. All landscape planters will include a 6-inch high concrete curb.

The planters will include a combination of *New Zealand Flax* and *Dwarf Lily of the Nile* as shown below:

Dwarf Lily of the Nile

New Zealand Flax

The *dwarf lily of the nile* will be located as a highlight at the entrance of the site. Five-gallon *pink india hawthorne* will provide a hedge around the front landscape areas, as they are hearty plants and provide blooming pink flowers. A total of four, 24-inch box *emory oaks* will be provided within the front landscape areas.



Emory Oak

Italian Cypress

Additional landscaping will be provided at the rear of the property, and will include turf and *Italian Cypress* along the east and west property lines. *Italian Cypress* is proposed to match what those trees found on the adjacent parcel. Turf will be located around the fire truck turn-around area, and while not required, the applicant will be providing a small amenities area along the east property line, and will include a picnic table and a barbeque. The rear 138 feet of the lot will remain undeveloped.

Architecture

The applicant is proposing to re-stucco the existing units to match the proposed new construction. As stated above the remodel will include a new covered walkway, with single-pole support columns. Staff recommends that the existing column design be incorporated into the proposed covered walkway, to give the project some additional character. Staff also recommends that the applicant include decorative stucco surrounds on all windows to provide additional articulation. The new units will include composition shingle to match existing.

Signage

As part of the remodel, the applicant will be removing the non-conforming pole sign located within the front yard landscape area. At some point during the site construction, the applicant will be submitting a sign plan for a freestanding monument sign.

ENVIRONMENTAL EVALUATION

The construction of six new units at an existing nine-unit motel is exempt from CEQA pursuant to the CEQA Guidelines § 15303(c), which provides a Class 3 Categorical

Exemption for new construction, in urbanized areas, of up to four such commercial buildings not exceeding 10,000 square feet in area.

Public Comment

Public notices for this project were posted and mailed to parcel owners and occupants within 300 feet of the project site on January 24, 2013. As of the writing of this report, there have been no written or oral comments received in opp0osition or in favor of the proposal.

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.*

The traffic analysis, prepared by Kunzman and Associates, indicates that there will be an almost insignificant increase in traffic along Redlands Boulevard associated with the additional motel units. The trips generated by the project are determined by multiplying an appropriate trip generation rate by the quantity of land use. Trip generation rates are based on the assumption that energy costs, the availability of roadway capacity, the availability of vehicles to drive, and our life styles remain similar to what we know today. A major change in these variables may affect trip generation rates. The six additional

units are anticipated to generate 34 additional daily trips, with three trips taking place during the morning peak hours and three additional trips during the evening peak hours. The current Level of Service is LOS D and the proposed project is not anticipated to lead to a significant negative impact the existing Level of Service on Redlands Boulevard and the intersection of Redlands Boulevard and Anderson Street.

As outlined in Section I (A)(3) of Measure V, the project includes a condition that requires the applicant to pay all required development impact fees to cover 100 percent of the pro rata share of the estimated cost of public infrastructure, facilities, and services.

The building and site meet the requirements Section I (A), Section 1(C) Principal Three, which requires that new developments be planned and constructed in a manner that preserves natural scenic vistas and protects against intrusion on view shed areas. Please refer to the Architectural Analysis section of this report, which provides a description of the proposed motel additions and the project plans in Exhibit B. The architectural design will match the existing motel buildings and is compatible with other commercial complexes near the project site. The height of the building does not exceed 35 feet and the massing is appropriate to the site. The building will preserve scenic vistas to the north and will not result in intrusions into the view shed of the South Hills.

The majority of other requirements outlined in Measure V are for residential projects and do not apply to non-residential uses.

Precise Plan of Design Findings

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

> "If a PPD would substantially depreciate property values in the vicinity or would unreasonably interfere with the use or enjoyment of property in the vicinity by the occupants thereof for lawful purposes or would adversely affect the public peace, health, safety or general welfare to a degree greater than that generally permitted by this title, such plan shall be rejected or shall be so modified or conditioned before adoption as to remove the said objections."

The project is consistent with the General Plan Land Use designation (Commercial) and in compliance with the East Valley Corridor Specific Plan/General Commercial Zone, which permits both motels and hotels. The proposed additions to the existing motel use are compatible with the existing and future land uses in the surrounding area.

The project will provide improvements in the form of a six new, single-story motel units, with improvements to the paved and landscape areas. Staff recommends approval of the project to facilitate the development of a commercial business. The project will not adversely affect the public peace, health, safety or general welfare of the community.

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

1. *That the use applied for at the location set forth in the application is 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 single-story motel units are compatible in use with the existing motel and commercial uses near the site. The proposed project has been designed in accordance with the standards and requirements of the EV/CG zone and it is consistent with all provisions contained in the General Plan.

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 six motel units 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.

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

   The subject parcel is adequate in size and shape to accommodate the proposed use. The lot coverage of the new facility is approximately 13.5% of the overall project site. The project complies with the development criteria prescribed for the EV/CG zone including setbacks, yards and landscaping. Therefore, the project site can accommodate the proposed use which will be compatible with the existing and future land uses along the Redlands Boulevard corridor.

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

   The project site will maintain the existing driveway approach on Redlands Boulevard. Based on the Traffic Impact Analysis (TIA), project is anticipated to

generate 34 daily vehicle trips, with three taking place during the peak morning hours and three additional vehicle tips during the peak afternoon hours. The TIA indicates that the project will not result in any significant impacts that would significantly increase either the number of vehicle trips or the volume to capacity ratio on roads.

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 Precise Plan of Design. Specifically, Condition #54 requires the applicant to register with the Crime Free Hotel/Motel Program that works closely with the San Bernardino County Sheriff's Department personnel to address crime prevention.

CONCLUSION

The proposed project, as revised and conditioned will add value to the subject site and the general area. The project will blend with the commercial and residential type uses found in the general area. Based on the analysis, the proposed project is consistent with the General Plan. 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. Furthermore, the project complies with Principle Six of Measure V, which states that "traffic levels of service throughout the City of Loma Linda shall be maintained at current levels and new development shall be required to fully mitigate any impact on traffic resulting from that development".

Lastly, the project will include a number of improvements, such as new and improved landscaping, elimination of the existing, non-conforming pole sign, new asphalt as well as new, stamped colored concrete at the entrance of the site, which will improve the visual appearance of the Dutch Motel.

Report prepared by:

Guillermo Arreola,
Associate Planner

EXHIBITS

A. Location Map
B. Plans
   - Site/Landscape Plan
   - Floor Plan
   - Elevations
C. Traffic Impact Analysis
D. Conditions of Approval

EXHIBIT A

LOCATION MAP

LOCATION MAP

EXHIBIT – A

EXHIBIT B

PLANS

GENERAL NOTES:.

1. USE ROOT BARRIERS ON ALL TREES 5' F.T. OR LESS AWAY OF ANY HARDSCAPE.
2. DOUBLE STAKE ALL 15 GALLON TREES.
3. USE 50 % NATIVE SOIL AND 50 % PLANTER MIX AS BACKFILL FOR ALL PLANTS..
4. CONTRACTOR TO MAINTAIN AND GUARANTEE ALL MATERIALS FOR A PERIOD OF 60 DAYS FROM DATE OF ACCEPTANCE BY OWNER. 14 DAYS PRIOR TO TURN OVER TO THE OWNER, CONTRACTOR SHALL APPLY TREFLAN ANDPRE-EMERGENT AND HERBICIDE TO ALL PLANTED AREAS..
5. ALL PLANTERS TO INCLUDE A 2" MULCH TOPPER LAYER..

PLANT LEDGENT.

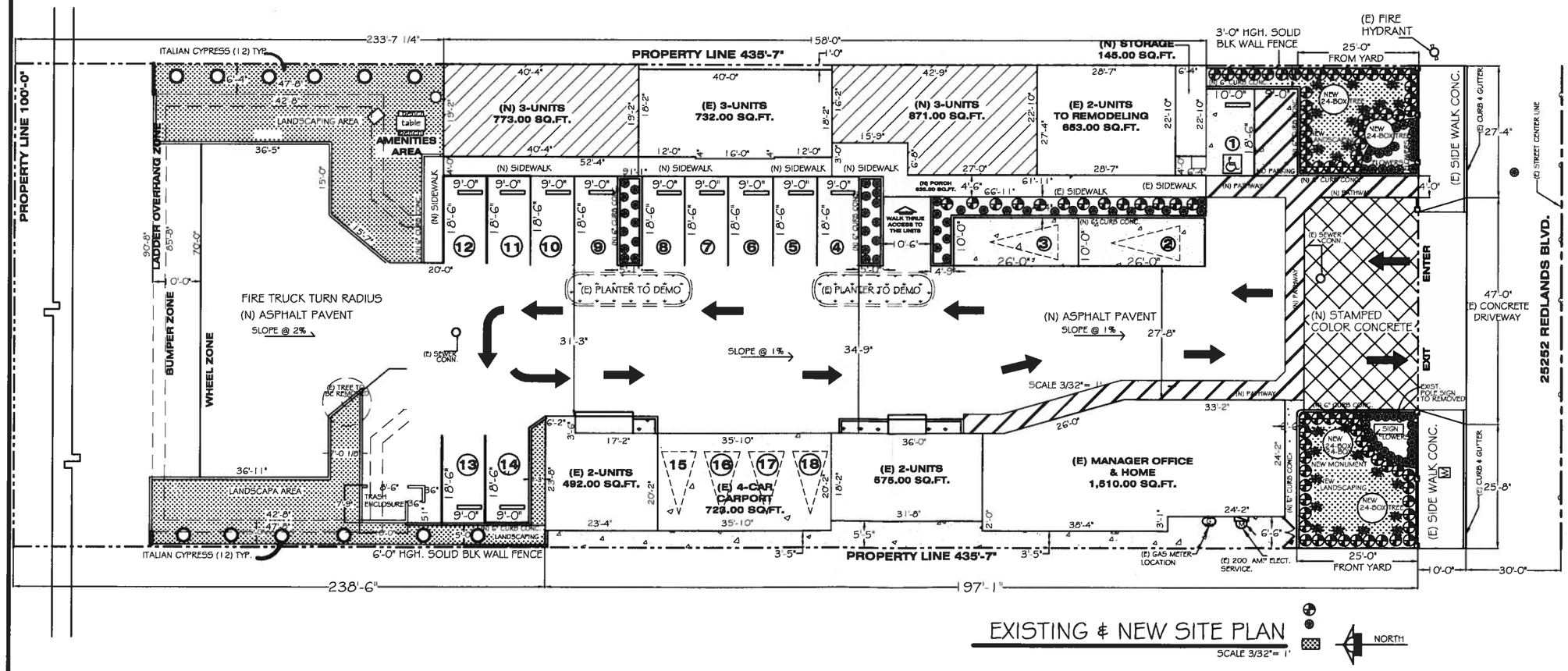
QTY.	SYMBOL	SIZE	COMMON NAME/BOTANICAL NAME REMARKS
TREES			
4		24 Gal.	EMORY OAK
12		15 Gal.	ITALIAN CYPRESS
SHRUBS			
84		5 Gal.	PINK INDIA HAWTHORN
24		5 Gal.	NEW ZEALAND FLAX
96		1 Gal.	PETER PAN
		Flats	Marathon 11

LEGAL DESCRIPTION

CITY/JURIDICTION:——— LOMA LINDA
COUNTY:——— SAN BERNARDINO
STATE:——— CALIFORNIA
PARCEL NUMBER:——— 0281-162-09
CENSUS TRACT:——— 0607.10072.006015
ABBREVIATED DESCRIPTION:——— DIST:12 CITY/MUNI/TWP:SAN BERNARDINO R 5 B E 100 FT W 983.828 FT S 435.6 FT LOT 3 BLK 72 1 AC
CITY/MUNICIPALITY/TOWNSHIP:——— LOMA LINDA, CA 92354

LANDSCAPING CALCULATION.

LOT SIZE = 47,916.00 SQ.FT.
EXIST. AND NEW LOT COVERAGE AREA = 6,449.00 SQ.FT.
TOTAL COVERAGE AREA = 13.4%
TOTAL UNITS = 15 + 1 MNGR. SPACE = 16
TOTAL PARKING SPACE AREA = 13,000 SQ.FT
13,000 / 10 % = 1,300 SQ.FT.
TOTAL LANDSCAPING REQUEST = 1,300 SQ. FT.
TOTAL LANSCAPING PROPOSAL = 2,688 SQ.FT.



EXISTING & NEW SITE PLAN
SCALE 3/32"= 1'

NORTH

REVISIONS

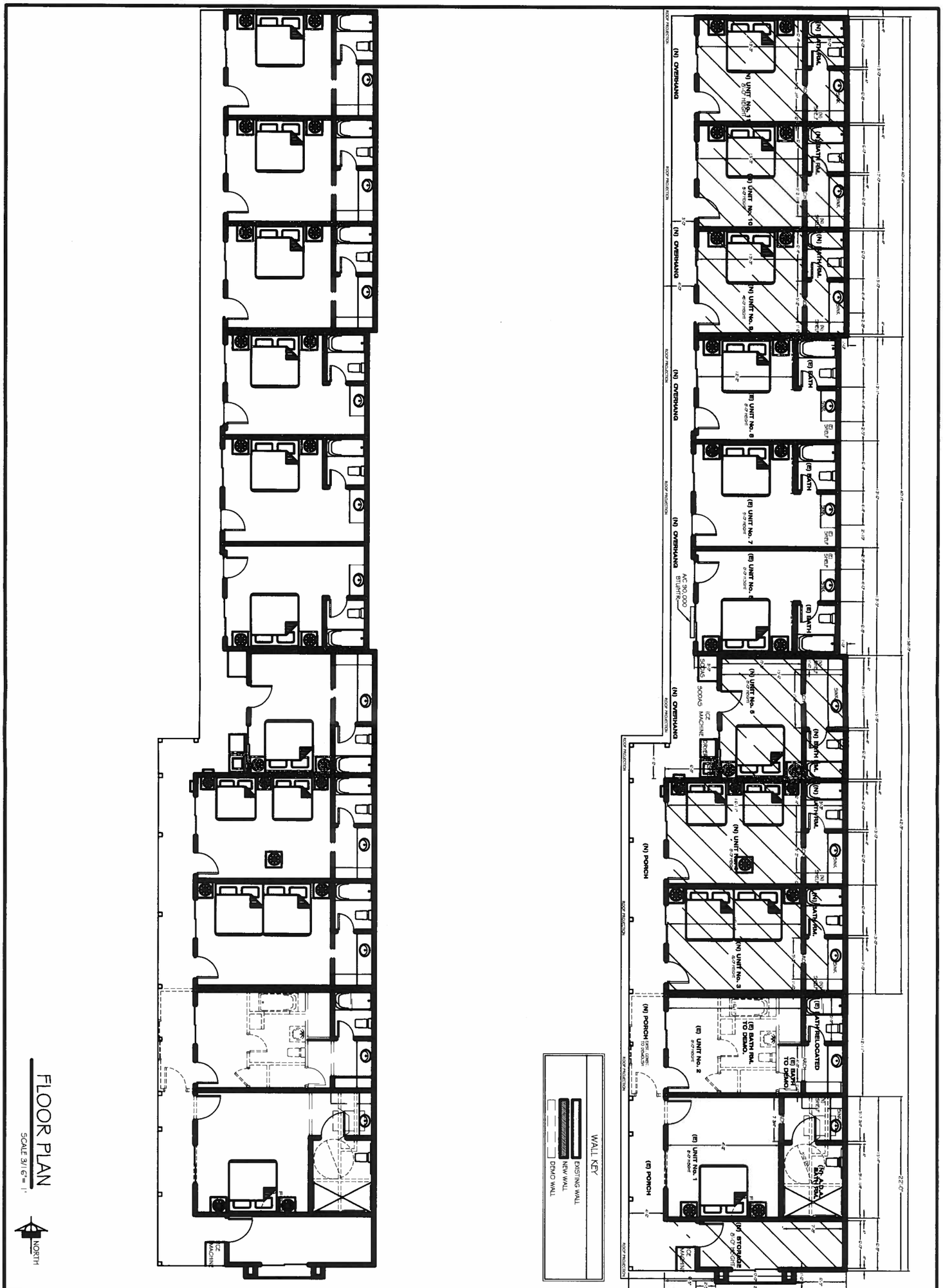
NO.	DATE

DESIGNED BY :
MEJIAS DRAFTING
JAIME MEJIA- AGUILAR
111 E. 34 th. St.
SAN BERNARDINO, CA. 92404
Cell. Ph. (909) 534-3310
E-mail: mejiasdrafting@hotmail.com
Signature:

OWNER
YOGENDRA PATEL
25252 REDLAND BLVD.
LOMA LINDA, CA. 92354
priya0659@yahoo.com
909) 796-3482

TITTLE
(E) MOTEL T.I.
NEW UNITS ROOM ADDITION
2,424.00 SQ. FT.
A.P.N# 0281-162-09

SCALE	AS SHOW
DATE	10-05-2012
SHEET NO.	1 1-2
JOB NO.	004-2012



FLOOR PLAN

SCALE 3/16" = 1'

NORTH

SCALE: AS SHOW

DATE: 10-05-2012

SHEET NO.: 2 2-2

JOB NO.: 004-2012

TITTLE

(E) MOTEL T.I.
NEW UNITS ROOM ADDITION
2,424.00 SQ. FT.

A.P.N.# 0281-162-09

OWNER

YOGENDRA PATEL
25252 REDLAND BLVD.
LOMA LINDA, CA. 92354
priya0659@yahoo.com
909) 796-3482

DESIGNED BY :

MEJIAS DRAFTING
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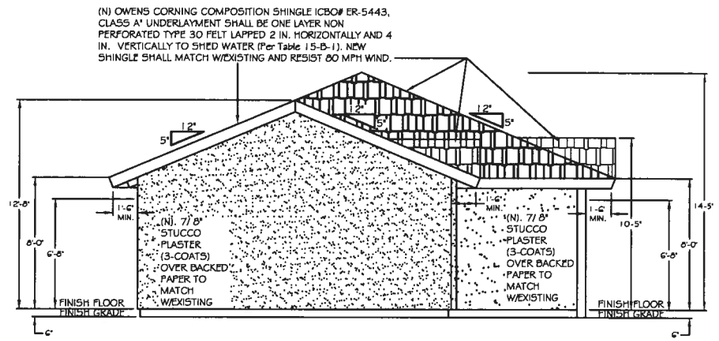
111 E. 34 th. St.
SAN BERNARDINO, CA. 92404
Cell. Ph. (909) 534-3310

E-mail: mejiasdrafting@hotmail.com

Signature:

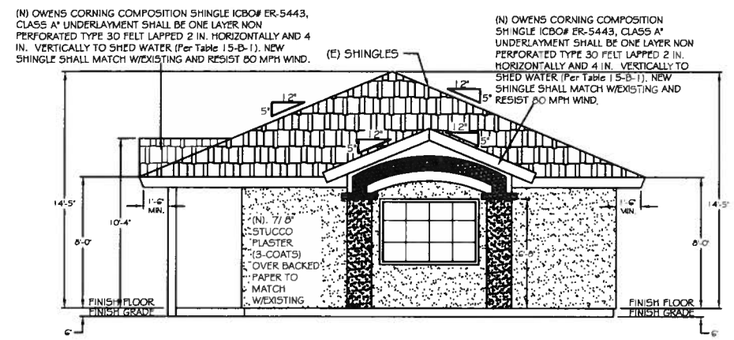
REVISIONS

NO.	DATE



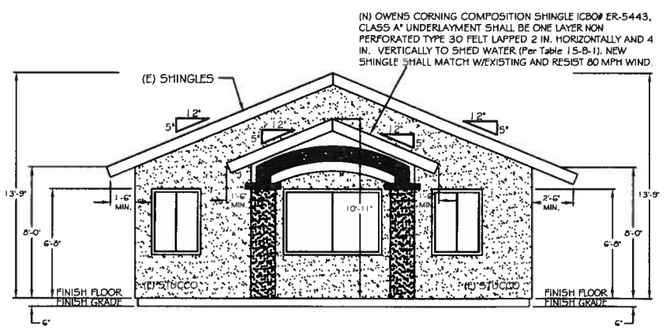
NORTH ELEVATION

SCALE 1/4"= 1'



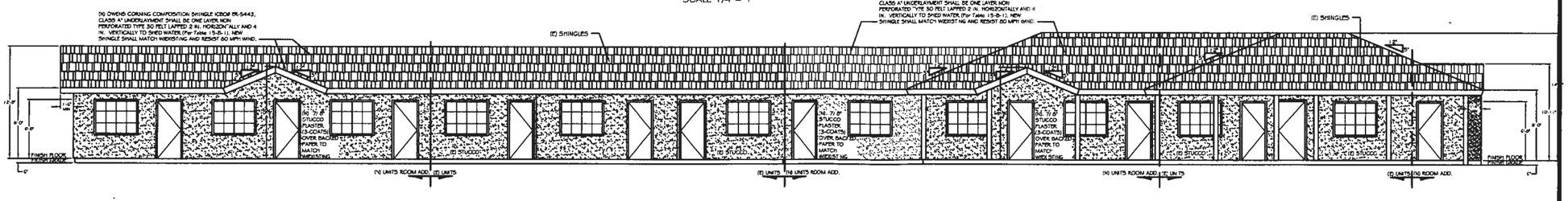
SOUTH ELEVATION

SCALE 1/4"= 1'



SOUTH MNGR.HOUSE ELEVATION

SCALE 1/4"= 1'



WEST ELEVATION

SCALE 3/16"= 1'

REVISIONS	
NO.	DATE

DESIGNED BY :
MEJIAS DRAFTING
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TITTLE
(E) MOTEL T.I.
NEW UNITS ROOM ADDITION
2,424.00 SQ. FT.

A.P.N.# 0281-162-09

SCALE	AS SHOW		
DATE	10-05-2012		
SHEET NO.	3	3-7	
JOB NO.	004-2012		

EXHIBIT C

TRAFFIC IMPACT ANALYSIS

KUNZMAN ASSOCIATES, INC.

25252 REDLANDS BOULEVARD PROJECT

FOCUSED TRAFFIC ANALYSIS

January 14, 2013

Traffic Engineering | Transportation Planning | Parking | Noise/Vibration | Expert Witness
Air Quality | Global Climate Change | Health Risk Assessment

Exhibit C

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

January 14, 2013

Mr. Guillermo Arreola, Associate Planner
CITY OF LOMA LINDA
25541 Barton Road
Loma Linda, CA 92354

Dear Mr. Arreola:

INTRODUCTION

The firm of Kunzman Associates, Inc. is pleased to provide this focused traffic analysis for the 25252 Redlands Boulevard project (see Figure 1). The applicant (Dutch Motel) is proposing to construct 6 additional motel units to an existing 9 unit motel in the City of Loma Linda. The proposed development will continue to provide access to Redlands Boulevard. The project site plan is included on Figure 2.

Although this is a technical report, every effort has been made to write the report clearly and concisely. To assist the reader with those terms unique to transportation engineering, a glossary of terms is provided in Appendix A.

ANALYSIS METHODOLOGY

The analysis of the traffic impacts from the proposed development and the assessment of the required mitigation measures were based on an evaluation of the existing and forecast traffic conditions in the vicinity of the site with and without the project. The following analysis years are considered in this report:

- Existing Conditions
- Project Opening Year Conditions (2014)
- Horizon Year Conditions (2035)

The average daily traffic volume forecasts have been determined using the growth increment approach on the East Valley Traffic Model Year 2000 and Year 2035 average daily traffic volume forecasts. This difference defines the growth in traffic over the 35 year period. The incremental growth in average daily traffic volume has been factored to reflect the forecast growth between Year 2012 and Year 2035. For this purpose, linear growth between the Year 2000 base condition and the forecast Year 2035 condition was assumed. Since the increment between Year 2012 (recent traffic counts provided in Appendix B) and Year 2035 is 23 years of the 35 year time frame, a factor of 0.66 (i.e., 23/35) was used.

1111 TOWN & COUNTRY ROAD, SUITE 34
ORANGE, CALIFORNIA 92868
(714) 973-8383

WWW.TRAFFIC-ENGINEER.COM

The Year 2035 without project daily and peak hour directional roadway segment volume forecasts have been determined using the growth increment approach on the East Valley Traffic Model Year 2000 and Year 2035 peak hour volumes. The growth increment calculation worksheets are shown in Appendix C. Current peak hour intersection approach/departure data is a necessary input to this approach. The existing traffic count data serves as both the starting point for the refinement process, and also provides important insight into current travel patterns and the relationship between peak hour and daily traffic conditions. The initial turning movement proportions are estimated based upon the relationship of each approach leg's forecast traffic volume to the other legs forecast volumes at the intersection. The initial estimate of turning movement proportions is then entered into a spreadsheet program consistent with the National Cooperative Highway Research Program Report 255. A linear programming algorithm is used to calculate individual turning movements that match the known directional roadway segment volumes computed in the previous step. This program computes a likely set of intersection turning movements from intersection approach counts and the initial turning proportions from each approach leg.

The Opening Year (2014) traffic volumes have been interpolated from the Year 2035 traffic volumes based upon a portion of the future growth increment.

Project traffic volumes were then added to the future traffic volumes. Quality control checks and forecast adjustments were performed as necessary to ensure that all future traffic volume forecasts reflect a minimum of 10% growth over existing traffic volumes. The result of this traffic forecasting procedure is a series of traffic volumes suitable for traffic operations analysis.

The technique used to assess the capacity needs of an intersection is known as the Intersection Delay Method (see Appendix D) based on the 2000 Highway Capacity Manual – Transportation Research Board Special Report 209. To calculate delay, the volume of traffic using the intersection is compared with the capacity of the intersection. The signalized intersections are considered deficient (Level of Service F) if the overall intersection critical volume to capacity ratio equals or exceeds 1.0, even if the Level of Service defined by the delay value is below the defined Level of Service standard. The volume to capacity ratio is defined as the critical volumes divided by the intersection capacity. A volume to capacity ratio greater than 1.0 implies an infinite queue.

The Level of Service analysis for signalized intersections has been performed using optimized signal timing. This analysis has included an assumed lost time of two seconds per phase. Signal timing optimization has considered pedestrian safety and signal coordination requirements. Appropriate time for pedestrian crossings has also been considered in the signalized intersection analysis. The following formula has been used to calculate the pedestrian minimum times for all Highway Capacity Manual runs:

(Curb to curb distance) / (4 feet/second) + 7 seconds.

For Existing/Existing Plus Project/Opening Year traffic conditions, saturation flow rates of 1,800 vehicles per hour of green for through and right turn lanes and 1,700 vehicles per lane for single left turn lanes, 1,600 vehicles per lane for dual left turn lanes and 1,500 vehicles per lane for triple left turn lanes have been assumed for the capacity analysis.

For Year 2035 traffic conditions, saturation flow rates of 1,900 vehicles per hour of green for through and right turn lanes and 1,800 vehicles per lane for single left turn lanes, 1,700 vehicles per lane for dual left turn lanes and 1,800 vehicles per lane for double right turn lanes have been assumed for the capacity analysis.

The peak hour traffic volumes have been adjusted to peak 15 minute volumes for analysis purposes using the existing observed peak 15 minute to peak hour factors for all scenarios analyzed. Where feasible improvements in accordance with the local jurisdiction's General Plan and which result in acceptable operations cannot be identified, the Year 2035 peak hour factor has been adjusted upwards to 0.95. This is to account for the effects of congestion on peak spreading. Peak spreading refers to the tendency of traffic to spread more evenly across time as congestion increases.

DEFINITION OF DEFICIENCY

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. To assure the adequacy of various public services and 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 are maintained at a minimum of Level of Service C throughout the City, except where the current Level of Service is lower than Level of Service C. In any location where the Level of Service is below Level of Service 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 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.

EXISTING CONDITIONS

Figure 3 identifies the existing conditions for the study area roadways. The number of through lanes for existing roadways and the existing intersection controls are identified. Local access is provided by various roadways in the vicinity of the site. The east-west roadway which will be most affected by the project includes Redlands Boulevard. The north-south roadways expected to provide local access include Anderson Street and Richardson Street.

The Existing intersection traffic conditions were established through morning and evening peak hour traffic counts obtained by Kunzman Associates, Inc. in December 2011 (see Appendix B). In addition, truck classification counts were conducted at the study area intersection. The existing percent of trucks were used in the conversion of trucks to Passenger Car Equivalent's.

The existing delay and Level of Service for the study area intersections are shown in Table 1. Table 1 depicts the Levels of Service at the study area intersections during the peak hours for Existing traffic conditions. Existing delay calculation worksheets are provided in Appendix D.

TRIP GENERATION

The trips generated by the project are determined by multiplying an appropriate trip generation rate by the quantity of land use. Trip generation rates are based on the assumption that energy costs, the availability of roadway capacity, the availability of vehicles to drive, and our life styles remain similar to what we know today. A major change in these variables may affect trip generation rates.

Trip generation rates were determined for daily traffic and morning peak hour inbound and outbound traffic, and evening peak hour inbound and outbound traffic for the proposed land use. By multiplying the trip generation rates by the land use quantity, the traffic volumes are determined. Table 2 shows the project trip generation based upon rates obtained from the Institute of Transportation Engineers, Trip Generation, 9th Edition, 2012.

As shown in Table 2, the proposed development is projected to generate approximately 34 additional daily vehicle trips, 3 additional of which will occur during the morning peak hour and 3 additional of which will occur during the evening peak hour.

TRIP DISTRIBUTION

To determine the trip distribution for the proposed project, peak hour traffic counts of the existing directional distribution of traffic for existing areas in the vicinity of the site, and other additional information on future development and traffic impacts in the area were reviewed. Figure 4 contains the directional distribution of the project traffic for the proposed land use.

EXISTING PLUS PROJECT CONDITIONS

The Existing Plus Project delay and Level of Service for the study area intersections are shown in Table 3. Based upon a comparison of Tables 1 and 3, the Existing Plus Project Delay/Levels of Service during the peak hours at the study area intersections are not projected to change from the Existing traffic conditions. Existing Plus Project delay calculation worksheets are provided in Appendix D.

OPENING YEAR (2014) CONDITIONS

The Opening Year (2014) without project delay and Level of Service for the study area intersections are shown in Table 4. The Opening Year (2014) with project delay and Level of Service for the study area

intersections are shown in Table 5. Based upon a comparison of Tables 4 and 5, the Opening Year (2014) with project Delay/Levels of Service during the peak hours at the study area intersections are not projected to change from the Opening Year (2014) without project traffic conditions. Opening Year (2014) delay calculation worksheets are provided in Appendix D.

YEAR 2035 CONDITIONS

The Year 2035 without project delay and Level of Service for the study area intersections are shown in Table 6. The Year 2035 with project delay and Level of Service for the study area intersections are shown in Table 7. Based upon a comparison of Tables 6 and 7, the Year 2035 with project Delay/Levels of Service during the peak hours at the study area intersections are not projected to change from the Year 2035 without project traffic conditions. Year 2035 delay calculation worksheets are provided in Appendix D.

CONCLUSIONS

The proposed development is not projected to generate a significant impact at the study area intersections based upon the City of Loma Linda General Plan and Measure V.

It has been a pleasure to service your needs on the 25252 Redlands Boulevard project. Should you have any questions or if we can be of further assistance, please do not hesitate to call at (714) 973-8383.

Sincerely,

KUNZMAN ASSOCIATES , INC.

Carl Ballard, LEED GA
Principal Associate

#5281

KUNZMAN ASSOCIATES, INC.

William Kunzman, P.E.
Principal

Table 1

Existing Intersection Delay and Level of Service

Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour Delay-LOS[2]	
		Northbound			Southbound			Eastbound			Westbound				
		L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
Anderson Street (NS) at: Redlands Boulevard (EW) - #1	TS	1	1.5	0.5	1	1.5	0.5	1	2	d	1	2	d	32.8-C[4]	36.7-D[4]
Richardson Street (NS) at: Redlands Boulevard (EW) - #2	TS	0	1	0	0.5	0.5	1	1	2	d	1	2	d	16.8-B	17.7-B

[1] When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.
L = Left; T = Through; R = Right; d = Defacto Right Turn

[2] Delay and level of service calculated using the following analysis software: Traffix, Version 7.9.0215 (2008). Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] TS = Traffic Signal

[4] The delay calculations are affected by inefficiencies caused by the queue spillover effects from upstream locations (I-10 Freeway Ramps) and make the volume-based calculation of the Level of Service appear to be better than what actually occurs.

Table 2

Project Trip Generation[1]

Land Use	Quantity	Units[2]	Peak Hour						Daily
			Morning			Evening			
			Inbound	Outbound	Total	Inbound	Outbound	Total	
Trip Generation Rates									
Motel	6	RM	0.16	0.29	0.45	0.25	0.22	0.47	5.63
Trips Generated									
Motel	6	RM	1	2	3	2	1	3	34

[1] Source: Institute of Transportation Engineers, Trip Generation, 9th Edition, 2012, Land Use Category 320.

[2] RM = Rooms

Table 3

Existing Plus Project Intersection Delay and Level of Service

Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour Delay-LOS[2]	
		Northbound			Southbound			Eastbound			Westbound				
		L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
Anderson Street (NS) at:															
Redlands Boulevard (EW) - #1	TS	1	1.5	0.5	1	1.5	0.5	1	2	d	1	2	d	32.8-C[4]	36.7-D[4]
Richardson Street (NS) at:															
Redlands Boulevard (EW) - #2	TS	0	1	0	0.5	0.5	1	1	2	d	1	2	d	16.8-B	17.7-B

[1] When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.
L = Left; T = Through; R = Right; d = Defacto Right Turn

[2] Delay and level of service calculated using the following analysis software: Traffix, Version 7.9.0215 (2008). Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] TS = Traffic Signal

[4] The delay calculations are affected by inefficiencies caused by the queue spillover effects from upstream locations (I-10 Freeway Ramps) and make the volume-based calculation of the Level of Service appear to be better than what actually occurs.

Table 4

Opening Year (2014) Without Project Intersection Delay and Level of Service

Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour Delay-LOS[2]	
		Northbound			Southbound			Eastbound			Westbound				
		L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
Anderson Street (NS) at: Redlands Boulevard (EW) - #1	TS	1	1.5	0.5	1	1.5	0.5	1	2	d	1	2	d	33.3-C[4]	38.3-D[4]
Richardson Street (NS) at: Redlands Boulevard (EW) - #2	TS	0	1	0	0.5	0.5	1	1	2	d	1	2	d	17.1-B	18.0-B

[1] When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.
L = Left; T = Through; R = Right; d = Defacto Right Turn

[2] Delay and level of service calculated using the following analysis software: Traffix, Version 7.9.0215 (2008). Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] TS = Traffic Signal

[4] The delay calculations are affected by inefficiencies caused by the queue spillover effects from upstream locations (I-10 Freeway Ramps) and make the volume-based calculation of the Level of Service appear to be better than what actually occurs.

Table 5

Opening Year (2014) With Project Intersection Delay and Level of Service

Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour Delay-LOS[2]	
		Northbound			Southbound			Eastbound			Westbound				
		L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
Anderson Street (NS) at: Redlands Boulevard (EW) - #1	TS	1	1.5	0.5	1	1.5	0.5	1	2	d	1	2	d	33.3-C[4]	38.3-D[4]
Richardson Street (NS) at: Redlands Boulevard (EW) - #2	TS	0	1	0	0.5	0.5	1	1	2	d	1	2	d	17.1-B	18.0-B

[1] When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.
L = Left; T = Through; R = Right; d = Defacto Right Turn

[2] Delay and level of service calculated using the following analysis software: Traffix, Version 7.9.0215 (2008). Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] TS = Traffic Signal

[4] The delay calculations are affected by inefficiencies caused by the queue spillover effects from upstream locations (I-10 Freeway Ramps) and make the volume-based calculation of the Level of Service appear to be better than what actually occurs.

Table 6

Year 2035 Without Project Intersection Delay and Level of Service

Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour Delay-LOS[2]	
		Northbound			Southbound			Eastbound			Westbound				
		L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
Anderson Street (NS) at:															
Redlands Boulevard (EW) - #1															
- Without Improvements	TS	1	1.5	0.5	1	1.5	0.5	1	2	d	1	2	d	99.9-F[4]	99.9-F[4]
- With Improvements[5]	TS	**2**	2	**1**	**2**	2	**1**	**2**	2	**1**	**2**	2	**1**	29.6-C	34.0-C
Richardson Street (NS) at:															
Redlands Boulevard (EW) - #2	TS	0	1	0	0.5	0.5	1	1	2	d	1	2	d	17.5-B	20.7-C

[1] When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.
L = Left; T = Through; R = Right; d = Defacto Right Turn

[2] Delay and level of service calculated using the following analysis software: Traffix, Version 7.9.0215 (2008). Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] TS = Traffic Signal

[4] Delay High, Intersection Unstable, Level of Service F.

[5] Source: Supplement to Traffic Analysis Interstate 10/Tippecanoe Avenue Interchange Improvement Project, LSA, August 21, 2009.

Table 7

Year 2035 With Project Intersection Delay and Level of Service

Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour Delay-LOS[2]	
		Northbound			Southbound			Eastbound			Westbound				
		L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
Anderson Street (NS) at:															
Redlands Boulevard (EW) - #1															
- Without Improvements	TS	1	1.5	0.5	1	1.5	0.5	1	2	d	1	2	d	99.9-F[4]	99.9-F[4]
- With Improvements[5]	TS	**2**	2	**1**	**2**	2	**1**	**2**	2	**1**	**2**	2	**1**	29.6-C	34.0-C
Richardson Street (NS) at:															
Redlands Boulevard (EW) - #2	TS	0	1	0	0.5	0.5	1	1	2	d	1	2	d	17.5-B	20.7-C

[1] When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.
L = Left; T = Through; R = Right; d = Defacto Right Turn

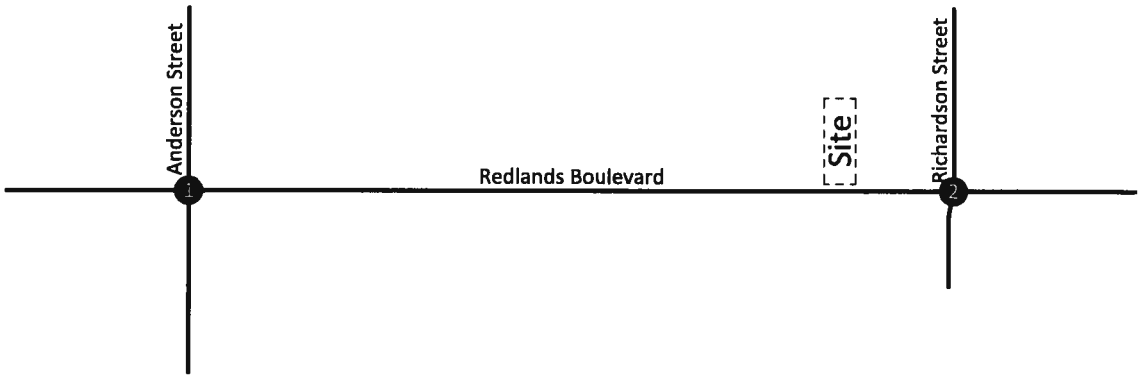
[2] Delay and level of service calculated using the following analysis software: Traffix, Version 7.9.0215 (2008). Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] TS = Traffic Signal

[4] Delay High, Intersection Unstable, Level of Service F.

[5] Source: Supplement to Traffic Analysis Interstate 10/Tippecanoe Avenue Interchange Improvement Project, LSA, August 21, 2009.

Figure 1
Project Location Map



Legend

1 = Intersection Reference Number

N

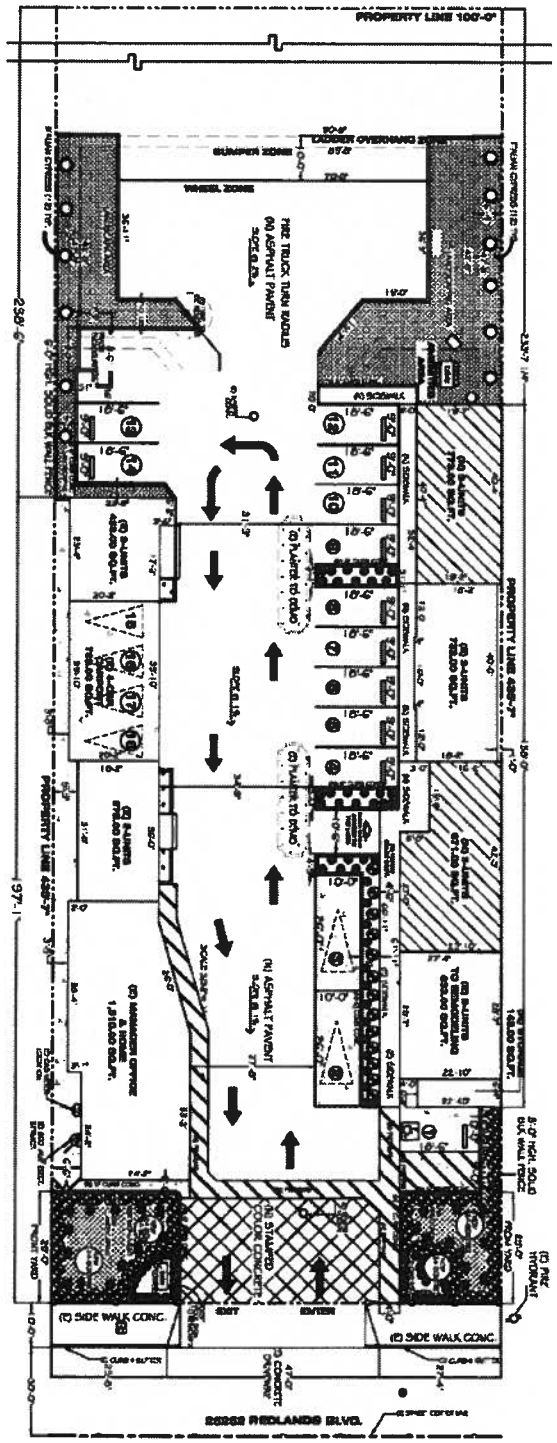
NTS

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

5281/1

Figure 2
Site Plan



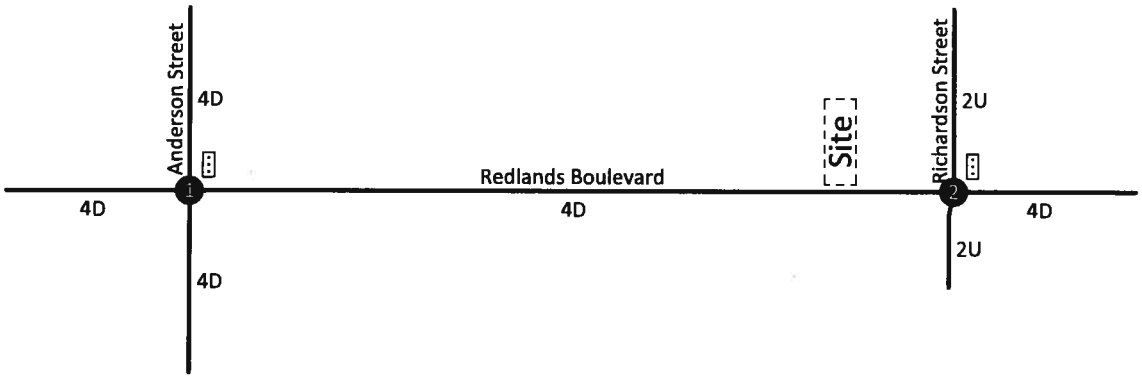
NTS

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

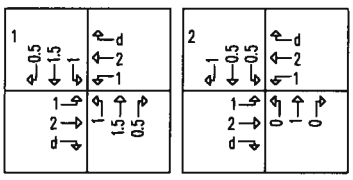
5281/2

Figure 3
Existing Through Travel Lanes and Intersection Controls



Legend

- = Traffic Signal
- 4 = Through Travel Lanes
- D = Divided
- U = Undivided
- d = Defacto Right Turn



NTS

5281/3

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 35 YEARS OF EXCELLENT SERVICE

EXHIBIT D

CONDITIONS OF APPROVAL

CONDITIONS OF APPROVAL
PRECISE PLAN OF DESIGN (PPD) NO. 12-097

COMMUNITY DEVELOPMENT DEPARTMENT

General

1. Within two years of this approval, the Precise Plan of Design shall be exercised by substantial construction or the permit/approval shall become null and void. In addition, if after commencement of construction, work is discontinued for a period of one year, the permit/approval shall become null and void.

PROJECT:	EXPIRATION DATE:
PRECISE PLAN OF DESIGN (PPD) NO. 12-097	**February 6, 2015**

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

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

6. This permit or approval is subject to all the applicable provisions of the Loma Linda Municipal Code, Title 17 in effect at the time of approval, and includes development standards and requirements relating to: dust and dirt control during construction and grading activities; emission control of fumes, vapors, gases and other forms of air pollution; glare control; exterior lighting design and control; noise control; odor control; screening; signs, off-street parking and off-street loading; and, vibration control. Screening and sign regulations compliance are important considerations to the developer because they will delay the issuance of a Certificate of Occupancy until compliance is met. Any exterior structural equipment, or utility transformers, boxes, ducts or meter cabinets shall be architecturally screened by wall or structural element, blending with the building design and include landscaping when on the ground.
7. Signs are not approved as a part of this permit. Prior to establishing any new signs, the applicant shall submit an application, and receive approval, for a sign permit from the Planning Division (pursuant to LLMC, Chapter 17.18) and building permit for construction of the signs from the Building Division, as applicable.
8. The applicant shall comply with all of the Public Works Department requirements for recycling prior to issuance of a Certificate of Occupancy.
9. Prior to issuance of Certificate of Occupancy, the applicant shall submit a photometric plan and final lighting plan to City staff showing the exact locations of light poles and the proposed orientation and shielding of the fixtures to prevent glare onto the existing home to the east.
10. During construction of the site, the project shall comply with Section 9.20 (Prohibited Noises) which limit construction activities to the hours between 7:00 a.m. to 10:00 p.m. Monday through Friday, with no heavy construction occurring on weekends or national holidays. Additionally, all equipment is required to be properly equipped with standard noise muffling apparatus. Adhering to the City's noise ordinance and implementation of the above mitigation measure would ensure impacts from construction noise would be less than significant.
11. The following mitigation measures shall also be implemented to help reduce the noise impacts to meet the City's interior (45dB) noise level.
    a. The construction of the exterior wall shall incorporate the use of 7/8" stucco or siding, 2"x 4" studs, R-13 fiberglass insulation, and drywall.
    b. Dual pane windows and entry doors with solid core wood and weather stripping construction shall be utilized.
    c. Roof material shall consist of shingles or tile over sheathing construction, in addition to R-19 fiberglass insulation, drywall, and venting.

12. The applicant shall implement SCAQMD Rule 403 and standard construction practices during all operations capable of generating fugitive dust, which will include but not be limited to the use of best available control measures and reasonably available control measures such as:
    a. Water active grading areas and staging areas at least twice daily as needed;
    b. The project proponent shall ensure that all disturbed areas are treated to prevent erosion until the site is constructed upon.
    c. The project proponent shall ensure that landscaped areas are installed as soon as possible to reduce the potential for wind erosion.
    d. Suspend grading activities when wind gusts exceed 25 mph;
    e. Sweep public paved roads if visible soil material is carried off-site;
    f. Enforce on-site speed limits on unpaved surface to 15 mph; and
    g. Discontinue construction activities during Stage 1 smog episodes.
13. The applicant shall implement the following construction practices during all construction activities to reduce VOC emission as stipulated in the project Initial Study and identified as mitigation measures:
    a. The contractor shall utilize (as much as possible) pre-coated building materials and coating transfer or spray equipment with high transfer efficiency, such as high volume, low pressure (HVLP) spray method, or manual coating applications such as paint brush, hand roller, trowel, dauber, rag, or sponge.
    b. The contractor shall utilize water-based or low VOC coating of 100 g/l of VOC (allowing approximately 31,500 square feet painted per day) to 250 g/l of VOC (allowing approximately 12,950 square feet painted per day). The following measures shall also be implemented:
        - Use Super-Compliant VOC paints whenever possible.
        - If feasible, avoid painting during peak smog season: July, August, and September.
        - Recycle leftover paint. Take any left over paint to a household hazardous waste center; do not mix leftover water-based and oil-based paints.
        - Keep lids closed on all paint containers when not in use to prevent VOC emissions and excessive odors.
        - For water-based paints, clean up with water only. Whenever possible, do not rinse the clean-up water down the drain or pour it directly into the ground or the storm drain. Set aside the can of clean-up water and take it to a hazardous waste center (www.cleanup.org).
        - Recycle the empty paint can.
        - Look for non-solvent containing stripping products.
        - Use Compliant Low-VOC cleaning solvents to clean paint application equipment.

- Keep all paint and solvent laden rags in sealed containers to prevent VOC emissions.
- The developer/contractor shall use building materials that do not require painting, where feasible.
- The developer/contractor shall use pre-painted construction materials where feasible.

14. The applicant shall work with the City's franchised solid waste hauler to follow a debris management plan to divert the material from landfills by the use of separate recycling bins (e.g., wood, concrete, steel, aggregate, glass) during demolition and construction to minimize waste and promote recycle and reuse of the materials.
15. 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.
16. The project proponent shall ensure that construction personnel are informed of ride sharing and transit opportunities.
17. The operator shall maintain and effectively utilize and schedule on-site equipment in order to minimize exhaust emissions from truck idling.
18. 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.
19. The proposed project shall contribute on a fair share basis, through an adopted traffic impact fee schedule, in the implementation of the recommended intersection lane improvements or in dollar equivalent in lieu mitigation contributions, or in the implementation of additional capacity on parallel routes to offset potential impacts to study area intersections as listed the Traffic Impact Analysis.
20. All Development Impact fees shall be paid to the City of Loma Linda prior to the issuance of building permits.
21. 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.
22. The applicant shall pay all required development impact fees to cover 100 percent of the pro rata share of the estimated cost of public infrastructure, facilities, and services.
23. The developer shall provide infrastructure for the Loma Linda Connected Community Program, which includes providing a technologically enabled development that includes coaxial, cable and fiber optic lines to all outlets in each unit of the development. Plans for the location of the infrastructure shall be provided with the precise plan of design, which includes providing a technologically enabled development that includes coaxial, cable, and fiber optic lines to all outlets in each

unit of the development. Plans for the location of the infrastructure shall be provided with the precise grading plans and reviewed and approved by the City of Loma Linda prior to issuing grading permits.

24. The project shall comply with the City Art in Public Places Ordinance (LLMC Chapter 17.26), which establishes grounds for compliance for new enterprises to facilitate public art. The establishment of artistic assets will be financed and/or constructed by the development community as part of the development requirements.

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

26. In the event that human remains are encountered during grading, all provisions of state law requiring notification of the County Coroner, contacting the Native American Heritage Commission, and consultation with the most likely descendant, shall be followed.

27. The project shall comply with all non-exempt provisions of Measure V and shall pay the full amount of any recalculated development impact fees, including traffic impact fees, prior to occupancy.

28. The applicant shall redesign the column supports for the proposed covered walkway to include additional architectural articulation.

29. The windows shall include decorative borders.

Landscaping

30. The applicant shall submit three sets of the final landscape plan prepared by a state licensed Landscape Architect, subject to the approval of the Community Development Department, and Public Works Department for landscaping in the public right-of-way.

31. Final landscape and irrigation plans shall be in substantial conformance with the approved conceptual landscape plan and these conditions of approval. Any and all fencing shall be illustrated on the final landscape plan.

32. Landscape plans shall depict the utility laterals, concrete improvements, and tree locations. Any modifications to the landscape plans shall be reviewed and approved by the Public Works and Community Development Departments prior to issuance of permits.

33. The applicant, property owner, and/or business operator shall maintain the property and landscaping in a clean and orderly manner and all dead and dying plants shall be replaced with similar or equivalent type and size of vegetation.

34. The applicant shall prepare a study for the presence of hazardous chemicals, mercury, and asbestos containing materials (ACM) as a result of the demolition of

the existing on-site structures. If other hazardous chemicals, lead-based paints (LPB) or products, mercury or ACMs are identified, proper precautions should be taken during demolition activities. Additionally, the contaminants should be remediated in compliance with California environmental regulations and policies.

35. Should future project construction require soil excavation or filling in certain areas, soil sampling may be required. If soil is contaminated, it must be properly disposed. Land Disposal Restrictions (LDRs) may be applicable to such soils. Soil sampling shall also be conducted on any imported soil.

36. If it is determined that hazardous wastes are, or will be generated by the proposed operation of the facility, the wastes shall be managed in accordance with the California Hazardous Waste Control Law and the Hazardous Waste Control Regulations. If it is determined that hazardous wastes will be generated, the facility shall obtain a United States Environmental Protection Agency Identification Number. Certain hazardous waste treatment processes or hazardous materials, handling, storage or uses may require authorization from the local Certified Unified Program Agency (CUPA).

37. If clean up oversight is required of the project, the applicant shall be required to obtain an Environmental Oversight Agreement with the DTSC.

FIRE DEPARTMENT

38. 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.

39. 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.

40. 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.

41. On-site civil engineering improvement plans shall be submitted to Fire Prevention for review and approval prior to construction. Plans shall show the proposed locations for water mains and fire hydrants; driveways, drive aisles and access roadways for fire apparatus.

42. The site address shall be as assigned by the Fire Marshal in a separate document, following approval of the project, and upon submittal of a working copy of the final approved site plan.

43. The developer shall submit a Utility Improvement Plan showing the location of fire hydrants for review and approval by the Fire Department.

PUBLIC WORKS DEPARTMENT

44. All utilities shall be underground. The City of Loma Linda shall be the sewer purveyor.
45. All public improvement plans shall be submitted to the Public Works Department for review and approval.
46. Any damage to existing improvements as a result of this project shall be repaired by the applicant to the satisfaction of the City Engineer.
47. 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.
48. All site drainage shall be handled on-site and shall not be permitted to drain onto adjacent properties.
49. An erosion/sediment control plan and a Water Quality Management Plan are required to address on-site drainage construction and operation.
50. 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.
51. Per the City of Loma Linda recycling policy, the project proponent shall incorporate interior and exterior storage areas for recyclables.
52. The project proponent shall comply with City adopted policies regarding the reduction of construction and demolition (C&D) materials.
53. The project shall comply with the Low Impact Development (LID) Principles and LID Best Management Practices (BMPs) for Southern California.

SHERIFFS DEPARTMENT

54. The developer shall register with the Crime Free Hotel/Motel Program which closely works with San Bernardino County Sheriffs Department personnel to address crime prevention.
55. The developer shall be required to prevent loitering on site.
56. The developer shall be required to provide clear windows at the lobby area.

_____ _____

Applicant signature Date

_____ _____

Owner signature

End of Conditions