CITY OF LOMA LINDA

CITY COUNCIL AGENDA

REGULAR MEETING OF SEPTEMBER 9, 2014

A regular meeting of the City Council of the City of Loma Linda is scheduled to be held Tuesday, September 9, 2014 in the City Council Chamber, 25541 Barton Road, Loma Linda, California. *Pursuant to Municipal Code Section 2.08.010, study session or closed session items may begin at 5:30 p.m. or as soon thereafter as possible. The public meeting begins at 7:00 p.m.*

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

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

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

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

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

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

Agenda item requests for the OCTOBER 14, 2014 meeting must be submitted in writing to the City Clerk no later than NOON, MONDAY, SEPTEMBER 22, 2014

A. Call To Order

B. Roll Call

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

D. Items To Be Added Or Deleted

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

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

G. **Scheduled And Related Items**

1. **Public Hearing** – Precise Plan of Design (PPD) No. 14-043 – construction of a 7-level, 329,500 to 379,650 square feet parking structure on 1.9 acres located on the northeast corner of Campus Street and Barton Road with 6 levels above-grade with an option to add one subterranean level to replace surface parking on the southeast portion of the LLUMC Campus as part of the Master Plan Project - Loma Linda University Shared Services **[Community Development] (Per prior Rule of Necessity, Councilmen Dupper, Dailey, and Lenart constitute a quorum and vote; Councilmen Rigsby and Popescu abstain)**

2. **Public Hearing** – Appeal of Planning Commission decision to declare that a public nuisance exists at APN 0281-091-22 (24800 Redlands Blvd), APN 0281-091-32 (24816 Redlands Blvd), and APN 0281-091-40 (24818 Redlands Blvd.) (Continued from June 10, 2014) **[Community Development]**

H. **Consent Calendar**

3. Demands Register

4. Minutes of August 26, 2014

5. Treasurer's Report for July 2014

6. Appropriation of $34,000 from Measure I fund balance and award of Contract for installation of sidewalk at Lawton Avenue **[Public Works]**

7. Award contract for consultant services to update the Land Use and Sign sections of the Development Code **[Community Development]**

8. Waiver of Special Events Fee – 9/11 Memorial Ride – Loma Linda Fire Association **[Community Development]**

I. **Old Business**

J. **New Business**

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

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

M. **Adjournment**

City of Loma Linda Official Report

Approved/Continued/Denied
By City Council
Date _____

COUNCIL AGENDA: September 9, 2014

TO: City Council

VIA: T. Jarb Thaipejr, City Manager

FROM: Konrad Bolowich, Assistant City Manager

SUBJECT: Precise Plan of Design (PPD) No. 14-043 – 7-Level Parking Structure

SUMMARY

Loma Linda University Shared Services (LLUSS) is requesting to construct a 7-level parking structure on a portion of the existing Loma Linda University Medical Center (LLUMC), specifically on a 1.9-acre site located on the northeast corner of Campus Street and Barton Road. Surrounding land uses include: the existing hospital to the north and east, residential and LLUMC structures to the west and south. The parking structure would be between approximately 329,500 square feet to 379,650 square feet, and would have six (6) levels above-grade with an option to add one subterranean level depending on the ultimate design. Construction would take place within one phase and would be completed within approximately one year. The new patient parking structure would replace existing surface parking located on the southeast portion of the existing Loma Linda University Medical Center Campus and is a project identified within the Loma Linda University Health (LLUH) Master Plan Project which was reviewed in compliance with the California Environmental Quality Act (CEQA) with certification of a Final EIR in January 2014.

RECOMMENDATION

Staff recommends that the City Council:

1. Approve Precise Plan of Design No. 14-043, based on the Findings, and subject to the Conditions of Approval (Attachment B).

PERTINENT DATA

Owner/Applicant: Loma Linda University Shared Services

General Plan: Health Care

Zoning: Institutional (I)

Site: The project site is within the existing LLUH campus and is located at the northeast corner of Barton Road and Campus Street.

Topography:	Mostly flat area with a gentle slope to the north.
Vegetation:	Urban vegetation including lawn, scrubs and trees.
Special Features:	The site currently accommodates mobile trailers and surface parking used by the LLUMC staff.

BACKGROUND AND EXISTING SETTING

Background

A Program Environmental Impact Report (EIR), State Clearinghouse No. 2013051043, was prepared for the Loma Linda University Health (LLUH) Master Plan Project in 2013, and included a review of the Master Plan's proposed new facilities, modernization of existing facilities, and replacement of a portion of the main hospital in response to California's SB 1953 Hospital Seismic Safety Act. The proposed 7-level parking structure is a part of the Master Plan and was reviewed in the EIR. The Final EIR was certified in January 2014.

Existing Setting

The Project site is a part of the LLUH campus which is centrally located in the City of Loma Linda. Specifically, the Project Site is located within the existing campus and is at the northeast corner of Campus Street and Barton Road. Major arterials in the vicinity of the Project Site include Barton Road, Anderson Street, Redlands Boulevard, Mountain View Avenue and I-10. Existing land uses surrounding the Project Site include: LLUH related facilities and multi-family residential to the west, LLUH East Campus and single-family residential to the south, the existing hospital to the north, and the existing Children's hospital to the east.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) STATUS

The project is subject to the California Environmental Quality Act (CEQA) and is a part of the Campus Master Plan Project which was reviewed in a program level EIR. A Program EIR as defined in Section 15168 CEQA Statute & Guidelines, is an EIR that is prepared on a series of actions that can be characterized as one large project and are related either: 1) geographically; 2) logical parts in the chain of contemplated actions; 3) in connection with issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program, or 4) as individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways. Within the Program EIR, feasible mitigation measures are developed for the subsequent actions in the Project.

The Draft EIR was prepared in compliance with CEQA, the State Guidelines for Implementation of CEQA, and the City of Loma Linda Guidelines for CEQA. At the January 14, 2014 City Council meeting, the Council approved/adopted the following items:

- Adopted Final Environmental Impact Report (EIR) based on the CEQA Findings, subject to Mitigation Measures;
- Adopted the CEQA Findings and Statement of Overriding Considerations for the LLUH Master Plan Project;

- Adopted the Mitigation Monitoring and Reporting Program (MMRP) for the LLUH Master Plan Project;
- Approved PPD No. 13-018 (LLUH Master Plan Project) based on the Findings

LLUSS is currently requesting to construct a seven-story patient parking structure on a 1.9-acre site within the southwest portion of the LLUMC campus. Specifically the Project Site is located on the northeast corner of Campus Street and Barton Road. The new seven-story patient parking structure would be between approximately 329,500 square feet to 379,650 square feet, and would be constructed within approximately one year. The new patient parking structure would replace existing 83-space surface parking lot located on the southeast portion of the existing LLUMC Campus allowing for future construction of the LLUH Master Plan Project.

The certified Program EIR prepared for the LLUH Campus Master Plan Project reviewed the construction and operation of a seven-story, 760-space patient parking structure. The proposed project includes the construction and operation of a parking structure between approximately 329,500 square feet to 379,650 square feet that would include potentially additional parking spaces up to 787, resulting in an additional 27 parking spaces (an approximate 3.5 percent increase). Although the parking spaces currently proposed represent 27 additional spaces or a 3.5% increase over what was reviewed in the Program EIR, Planning Staff has conducted a review of the project in light of the EIR and has determined that no new effects or new mitigation measures would be required with development of the parking structure as proposed. Therefore pursuant to CEQA Section 15168 (c)(2) Program EIR, which states that if no new effects could occur or no new mitigation measure is needed, the lead agency can approve the activities as being within the scope of the project covered by the program EIR, and no new environmental document would be required.

SITE ANALYSIS

Land Use

Surrounding land uses, General Plan Land Use Designations and Zoning Districts for the Project Site are shown below.

Existing Land Use and General Plan/Zoning Designations

Direction	Existing Land Use	General Plan Designation	Zoning Designation
Project Site	LLUH	Healthcare	Institutional
North	LLUH	Healthcare	Institutional
South	Barton Road, LLUH East Campus, Single-family Residential	Healthcare, Low Density Residential	Institutional, Single Residence (R-1)
East	LLUH	Healthcare	Institutional
West	Campus Street, LLUH parking, Multi-family residential	Institutional	Institutional, Duplex (R-2), Multi-Family Residence (R-3)

The LLUH Master Plan's proposed facilities and improvements, including the proposed 7-level patient parking structure, are consistent with the City's General Plan Land Use and Zoning designations and the Policies and Guidelines within the General Plan, and therefore do not represent a conflict.

Access and Parking

Primary ingress and egress to the parking structure would be provided via a new access point on Campus Street with additional access on the south side of the structure via on-site roads. The development would continue to provide pedestrian sidewalks around the Project Site and a covered walk way to the hospital. The existing Class I bike lane would continue along Barton Road. Analysis of the proposed access points was reviewed in a Traffic Impact Analysis (TIA) prepared by Kunzman Associates in August 2014 (a summary of its findings is included within this Staff Report). All improvements would be in accordance with the City of Loma Linda Public Works Department, Traffic Engineering Division.

In coordination with the City, the Project Proponent would continue to maintain the actively managed Master Parking Plan (agreement with the City) that is documented weekly. As part of the Project, LLUH would continue to maintain parking requirements per the existing agreement. Parking for the campus totals 8,909 spaces inclusive of the West Hall Parking Structure. The Proposed Project would provide between 675 to 787 additional parking spaces. The sizes and spacing of all parking spaces would be provided consistent with the City of Loma Linda Municipal Code.

Architecture

The extensive use of concrete, metal and polycarbonate paneling will exemplify the modern design of the parking structure. Horizontal lines formed by the board form concrete will be decorative as well as assist in breaking up the massing presented by solid surfaces. The interchanging mix of material including kaynemaile (a decorative, clear, chain-mail) that will be illuminated at night, in addition to copper-toned steel will further solidify the LLUMC. The exterior colors are modern in taste including: steel gray, pewter, opalescent white and copper which complements the exterior of the existing buildings that surround the site. Lighting for the Project Site would be consistent with existing lighting on campus and would continue to be provided for safety, identification and aesthetic purposes.

Landscaping

Perimeter landscaping is proposed along the Project Site's street frontages and around the exterior of the Project Site. All landscaping required of the Proposed Project would be implemented consistent with the Loma Linda Municipal Code and the 2008 LLUAHSC Landscape Master Plan.

Off-Site Improvements

Utilities, including electricity, natural gas, water, sewer, drainage, and telecommunications would be extended to the new parking structure from existing utilities and lines. Water service for the campus is currently provided by the Loma Linda University Water System (LLUWS). Water for purposes of irrigation would continue to be provided by the LLUWS. Storm water runoff would continue to be collected in existing public and private storm drain facilities. Storm water runoff from the Proposed Project would be treated in accordance with the requirements of San Bernardino County and the City of Loma Linda prior to being collected in the existing and/or upgraded storm drain facilities.

Measure V Compliance

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

Section 1 (F) Principle Six — Traffic levels of service throughout the City of Loma Linda shall be maintained at current levels and new development shall be required to fully mitigate any impact on traffic resulting from that development; and Section 1 (F)(2), *Levels of Traffic Service Throughout the City Shall Be Maintained*, specifically:

> *To assure the adequacy of various public services and to prevent degradation of the quality of life experienced by the residents of Loma Linda, all new development projects shall assure by implementation of appropriate mitigation measures that, at a minimum, traffic levels of service (LOS) are maintained at a minimum of LOS C throughout the City, except where the current level of service is lower than LOS C. In any location where the level of service is below LOS C at the time an application for a development project is submitted, mitigation measures shall be imposed on that development project to assure, at a minimum, that the level of traffic service is maintained at levels of service that are no worse than those existing at the time an application for development is filed. In any location where the Level of Service is LOS F at the time an application for a development project is submitted, mitigation measures shall be imposed on that development project to assure, at a minimum, that the volume to capacity ratio is maintained at a volume to capacity ratio that is no worse than that existing at the time an application for development is filed. Projects where sufficient mitigation to achieve the above stated objectives is infeasible shall not be approved unless and until the necessary mitigation measures are identified and implemented.*

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

> *Certain Non-Profit Entities. Development projects that directly further the primary institutional purposes of Loma Linda University Adventist Health Sciences Center and/or related entities or subsidiaries are exempt from the traffic level of service requirements except as to those related to the Hillside Preservation Area, the Hillside Conservation Area and the Expanded Hillside Area, the building height requirements, and the maximum*

allowable residential densities except for those set forth for the Hillside Conservation Area and the Hillside Preservation Area, so long as such development projects are either 1) non-residential in character, or 2) provide only student and/or staff housing for those exempt entities. In no event shall such entities be exempt from the standards established in Principle Two of this Chapter 2A.

However, in a good faith effort, a Focused Traffic Study was prepared for the Proposed Project by Kunzman Associates, Inc. in August 2014. The traffic analysis accounts for the redistribution of traffic volumes with the construction of the new parking areas and access points. It should be noted that the LLUH Master Plan Project trip generation, in which the parking structure is a part of, is based upon the number of existing students and employees, and permitted number of beds.

Since specific information such as access points of the parking structure were not known at the time the Program EIR was prepared, the project is being reviewed separately and tiered off of the Master Plan Program EIR. A detailed review, including review of the site plan, grading plan and building plan is completed in addition to an environmental review to ensure it is consistent with the EIR. For traffic, the EIR determined that the LLUH Master Plan Project would not result in any additional traffic trips. The same is true for the proposed parking structure. However, recommendations as presented in the August 2014 Focused Traffic Study prepared for the parking structure, are required to ensure the level of service is maintained at the intersection of Barton Road and Campus Street.

The study area improvement summary is included in the table below, which includes the intersection and roadway segment improvements needed to achieve acceptable Levels of Service.

Study Area Improvement Summary

Descriptor	Location	Improvement	Existing (Year 2014)	Opening Year (2016)	
				Without Project	With Project
Parking Structures	West Hall Parking Structure	Construction completed	X	X	X
	Patient Parking Structure	787 parking spaces			X
Roadway Segments	Prospect Avenue between San Lucas Street and Campus Street	Construction completed[1]	X	X	X
	San Juan Street between San Lucas Street and Campus Street	Closure completed	X	X	X
	Violet Moinar Way between San Lucas Street and Campus Street	Construction completed	X	X	X
	University Avenue between Campus Street and Anderson Street	Closed for through traffic[2]	X	X	X
	Stewart Street between Campus Street and Anderson Street	Construct underpass	X	X	X
Intersections	Campus Street/Steward Street - #1	Traffic signal installed	X	X	X
	Campus Street/University Avenue - #2	Install traffic signal		X	X
	Campus Street/Barton Rd. - #5	Restripe SB through lane to SB through/left turn lane Provide WB right turn overlap traffic signal phasing		X X	X X
	Anderson Street/Prospect Avenue - #10	Install traffic signal		X	X

[1] The traffic volumes have been reassigned to the Campus Street / Violet Molnar Way intersection.
[2] This improvement is temporary during the current construction of the Stewart Street underpass.

The following recommendations shall become Conditions of Approval (see Attachment B) for the Project:

1. On-site traffic signing and striping should be implemented in conjunction with detailed construction plans for the project.

2. For the intersection of Campus Street and Barton Road, restripe southbound through lane to southbound through/left turn lane, and provide a westbound right turn overlap traffic signal phasing.

3. Site distance at the project access should be reviewed with respect to California Department of Transportation/City of Loma Linda standards in conjunction with the preparation of final grading, landscaping, and street improvement plans.

4. 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.

5. Assist the City of Loma Linda by providing the project's "fair share contribution" for the installation of a traffic signal at Campus Street and University.

6. Assist the City of Loma Linda by providing the project's "fair share contribution" for the installation of a traffic signal at the intersection of Anderson Street and Prospect Avenue.

7. The LLUMC is categorically exempt from Measure V.

The Proposed Project was analyzed in the EIR prepared for the LLUH Master Plan, which included review for the construction of a 760-space parking structure. The Proposed Project would not result in a net increase of traffic trips, and implementation of Conditions of Approval would ensure potential impacts to project roadways and intersection would remain less than significant. No additional mitigation measures are required.

FINDINGS

Precise Plan of Design Findings

According to LLMC Section 17.30.290, Precise Plan of Design, 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.

The Proposed Project located within the City of Loma Linda would be consistent with the City's established land use designation and zoning designation for the project site. The Proposed Project would be consistent with the City of Loma Linda General Plan. The Proposed Project is a Master Plan to upgrade and improve facilities at the existing Loma Linda University Medical Center campus. Facilities proposed would be constructed within an existing urban area and specifically on a health care campus adjacent to other health care land uses which would not result in incompatible land uses in the area.

CEQA Findings

Findings on the EIR

In determining whether the Proposed Project was consistent with the Program EIR prepared for the LLUH Master Plan Project, the City considered whether further environmental review was needed based upon the requirements of CEQA Guidelines §§15162 and 15163. The City of Loma Linda significance thresholds were used to assess the Project impacts on individual resources. The significance thresholds are provided for each resource area for which impacts were evaluated. The impact analysis discusses potential impacts in the order of the thresholds presented for each resource area. The proposed seven-story parking structure, as part of the LLUH Master Plan, has the potential to result in significant impacts on the environment. Pursuant to the CEQA Guidelines, a Program Environmental Impact Report ("EIR") was prepared for the LLUH Master Plan Project and included the evaluation of the seven-story parking structure.

The Proposed Project includes minor modifications including an increase in the total number of parking spaces, from that which was originally reviewed in the EIR. The parking structure analyzed in the EIR examined 760 parking spaces; the Proposed Project includes a maximum of 787 spaces, resulting in an additional 27 parking spaces or a 3.5 percent increase. The proposed change is not considered substantial as described in CEQA Section 15162(a)(1).

The Proposed Project has been reviewed for consistency with the certified EIR. The EIR prepared for the LLUH Master Plan Project reviewed the following ten topics/resources: Aesthetics; Air Quality; Cultural Resources; Geology and Soils; Hazards and Hazardous Materials; Hydrology and Water Quality; Greenhouse Gases/Climate Change; Land Use and Planning; Noise; and Utilities and Service Systems. No new information of substantial importance has been presented, and no additional mitigation measures would be required, as determined below for each environmental topic. Therefore, no subsequent EIR, Supplement or Addendum to the EIR, or recirculation of the EIR is necessary.

Aesthetics

The Project Site is within the existing LLUMC and its entireties (i.e., Hospital, University, Dental School, etc.). The EIR reviewed a Master Plan parking structure that would be constructed of concrete and would have a footprint of 48,000 square-feet and would be up to seven (7) stories in height and therefore two (2) stories less than the 9- story tower of the existing Children's Hospital. Since the parking structure was proposed to be relatively the same scale and height as other structures within the vicinity, and since it would only span the length of four residential units on the south side of Barton Road, the EIR determined that no significant impacts would result for these sensitive receptors. Views from the west, north and east were anticipated to be minimally affected as the scale is in line with the existing hospital structure and views from these directions would be from other LLUH facilities or grounds. No significant impacts would result.

Since there are no significant changes to the proposed parking structure from the original reviewed in the certified EIR, the Proposed Project is therefore consistent with the existing

CEQA document and no subsequent EIR, or supplement/addendum to the certified EIR is required.

Air Quality

The EIR prepared for the LLUH Master Plan Project found that no objectionable odors would be created and no conflicts with the air quality plan for the region would result.

In addition, the EIR determined that emissions generated by the LLUH Master Plan which includes the construction and operations of the parking structure would be from short-term construction of all new and renovated facilities and operational emissions from the utility plant. No other operational emissions are anticipated as the improvements are associated with replacing and/or improving existing services. As concluded in the EIR, construction emissions are less than the SCAQMD thresholds and are considered less than significant. Since there are no significant changes to the proposed parking structure from the original reviewed in the certified EIR, the Proposed Project is therefore consistent with the existing CEQA document as it relates to air quality and therefore no subsequent EIR, or supplement/addendum to the certified EIR is required.

Cultural Resources

The entire LLUH Master Plan Project area including the proposed Project Site, were evaluated within the *Cultural Resources Investigation for the Loma Linda University Health Master Plan – Campus Renovation in the City of Loma Linda, San Bernardino County, CA*, prepared by McKenna et al., July 31, 2013. The EIR concluded that although no formal reporting of Native American resources has occurred, no resources were discovered on the Project Site, and the archaeological sensitivity of the project area is considered to be low, it is unknown where potential archaeological materials could be encountered. Therefore, all construction, including excavation activities would need to implement Mitigation Measures CR-1 and CR-2 (see Attachment B Conditions of Approval) in order to reduce potential impacts to less than significant. Similarly, implementation of Mitigation Measure CR-4 and CR-5 would be required to reduce potential impacts to paleontological resources and impacts to unknown human remains, respectively.

The parking structure would be constructed in an area currently providing street level parking and no buildings would be removed to complete this structure.. The EIR concluded that no significant impacts to historical resources with the development of the parking structure would result.

Since there are no significant changes to the proposed parking structure from the original reviewed in the certified EIR, the Proposed Project is therefore determined to be consistent with the existing CEQA document with relation to cultural resources. Therefore no subsequent EIR, or supplement/addendum to the certified EIR is required.

Geology and Soils

In June 2013, AMEC prepared a geotechnical investigation of the proposed parking structure and concluded that based on the historic high groundwater level and the measurements from their

current and prior explorations, the potential for liquefaction and liquefaction-induced settlement is considered low; however, based on prior nearby borings, there is a potential for significant seismically induced settlement beneath the Parking Structure project site. The upper soils beneath the Parking Structure are susceptible to hydroconsolidation and may become weaker and more compressible when wet. The EIR concluded that based on other projects in the immediate vicinity of the site, the potential for seismically-induced settlement can be mitigated if appropriate geotechnical recommendations are provided and implemented. Therefore, prior to the issuance of grading permits the applicant would be required to implement Mitigation Measure GS-4 which requires submittal of a site-specific liquefaction/seismically-induced settlement evaluation.

Since there are no significant changes to the proposed parking structure from the original reviewed in the certified EIR, the Proposed Project is therefore found to be consistent with the existing CEQA document and no additional mitigation measures, subsequent EIR, or supplement/addendum to the certified EIR is required.

Hazards & Hazardous Materials

The Project Site does not occur on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, this Project would not be located on a site which would create a significant hazard to the public or the environment. The Project Site is located in an area that is currently developed as a surface parking lot and contains mobile trailers which would be relocated to allow for the proposed development. The Project Site is not located within an airport land use plan and is not within two miles of a public airport. Similarly, there are no private airstrips within the vicinity of the Project Site. The Project Site is located north of Barton Road and is surrounded by urban land uses, and therefore would not expose people or structures to a significant risk of loss, injury or death involving wildland fires.

Since there are no significant changes to the proposed parking structure from the original reviewed in the certified EIR, the Proposed Project is therefore consistent with the existing CEQA document and no new mitigation measures, subsequent EIR, or supplement/addendum to the certified EIR is required.

Hydrology and Water Quality

The Proposed Project would be designed to include pervious surfaces greater than or equal to the existing condition to maintain consistency with the pre-developed condition. Runoff from the developed condition would also be conveyed to both public and private on-site storm drain facilities consistent with the existing condition. Storm water would be collected in the onsite private and public storm drain systems. The EIR concluded that the LLUH Master Plan Project, which included evaluation of the proposed seven-level parking structure, may include changes to the existing storm drain facilities (i.e. existing private storm drains in conflict with the proposed buildings would be relocated or additional private storm drain as required to support the proposed buildings would be incorporated into the project design). However, the public drainage facilities, are not anticipated to be changed significantly and would be approved by the City Engineer prior to the issuance of grading permits.

The Proposed Project's Final WQMP would provide anticipated water quality protection measures that would be analyzed and confirmed during the final engineering process for all proposed new and upgraded facilities within the LLUH Master Plan Project area. The EIR determined that a less than significant impact to hydrology and water quality would result.

Since there are no significant changes to the proposed parking structure from the original reviewed in the certified EIR, the Proposed Project is therefore consistent with the existing CEQA document and no new mitigation measures, subsequent EIR, or supplement/addendum to the certified EIR is required.

Greenhouse Gases/Climate Change

The EIR concluded that the LLUH Master Plan Project, which included review of the proposed parking structure, would result in temporary impacts to greenhouse gases (GHGs) from construction activities. The primary source of GHG emissions generated by construction activities is from use of diesel-powered construction equipment and other combustion sources (i.e., generators, worker vehicles, materials delivery, etc.). The GHG air pollutants emitted by construction equipment would primarily be carbon dioxide. The EIR determined that construction emissions would be less than SCAQMD thresholds and therefore are considered less than significant.

The EIR also examined operational emissions for the LLUH Master Plan Project and determined that GHG emissions would exceed SCAQMD thresholds with the operation of the new central utility plant. Although the EIR included mitigation measures that would reduce potential impacts; operational impacts would not be reduced to a less than significant level, and were determined to remain significant and unavoidable. Therefore, as a part of adopting the CEQA document, the lead agency adopted a Statement of Overriding Considerations for GHG emissions. Operational emissions for the parking structure were found not to exceed SCAQMD thresholds.

Since there are no significant changes to the proposed parking structure from the original reviewed in the certified EIR, the Proposed Project is therefore consistent with the existing CEQA document and no subsequent EIR, or supplement/addendum to the certified EIR is required.

Land Use and Planning

The Master Plan's proposed facilities and improvements, which includes the proposed parking structure, were determined in the EIR prepared for the project to be consistent with the City's General Plan Land Use and Zoning designations and the Policies and Guidelines within the General Plan, and therefore no impacts would occur.

Since there are no significant changes to the proposed parking structure from the original reviewed in the certified EIR, the Proposed Project is therefore consistent with the existing CEQA document and no subsequent EIR, or supplement/addendum to the certified EIR is required.

Noise

Construction of the parking structure would require the demolition of approximately 83 surface parking stalls currently dedicated to hospital administration. Modifications to site access, circulation and various landscaping improvements would also occur.

As determined in the EIR, construction noise represents a short-term impact on ambient noise levels. Noise generated by construction equipment including: trucks, graders, bulldozers, concrete mixers and portable generators can reach high noise levels. Demolition of the existing parking lot on the Project Site would also be required, and would reach similar noise levels. Typical equipment that might be employed for these activities include: graders, front loaders, backhoes, trucks, concrete mixers, concrete pumps, cranes, and front loaders. The peak noise level for most of the equipment that would be used during the construction is between 90 to 95 dBA at a distance of 50 feet; noise levels at further distances would be less. The nearest residences are located south of the Project Site at a distance of slightly more than 200 feet. At 200 feet, the peak construction noise levels range from 78 to 83 dBA; average noise levels (Leq) are considerably less. At 50 feet, average noise levels for the same equipment will be in the 80 to 87 dBA range. These noise levels at 200 feet would be in the 68 to 75 dBA (Leq) range.

The nearest sensitive land uses are the residential uses south across Barton Road. The noise measurements at this site indicate that ambient noise levels are fairly high at this location. The daytime Leq was measured at 70.4 dBA which is about the same level as projected for the Proposed Project's construction noise. Similarly, the daytime Lmax noise level was measured at 86.2 dBA which is also consistent with the construction noise levels anticipated. Since the ambient noise levels are as high as the projected Proposed Project's construction noise levels, no additional noise mitigation is recommended for construction of the parking structure other than limiting the hours of construction as required in Mitigation Measure N-4.

The EIR concluded that operational noise levels for the parking structure would be well below the maximum sound levels measured at the residences both during the day and during the evening, and therefore, no noise impacts are anticipated for the operation of the parking structure and no mitigation is necessary.

Since there are no significant changes to the proposed parking structure from the original reviewed in the certified EIR, the Proposed Project is therefore consistent with the existing CEQA document and no subsequent EIR, or supplement/addendum to the certified EIR is required.

Utilities and Service Systems

The EIR determined that construction of the parking structure may result in an increase in the existing site's impervious surfaces. A Preliminary Hydrology Study was prepared in June 2013 by Kettler Leweck Engineering. The Proposed Project elements would be designed to include pervious surfaces greater than or equal to the existing condition to maintain consistency with the pre-developed condition. Runoff from the developed condition would also be conveyed to both public and private on-site storm drain facilities consistent with the existing condition.

The demolition of the existing surface parking lot area would generate a one-time demand on the waste disposal system. Construction and demolition material has been targeted for diversion from landfilling by the County of San Bernardino because of the significant amounts of debris generated by the construction industry. Construction and demolition (C&D) are materials generated in the construction and demolition of buildings, roads, homes, tenant improvements, landscaping, hardscaping, and site clearing activities. Implementation of Mitigation Measure USS-1, as included in the MMRP for the LLUH Master Plan Project and included in the Proposed Project's Conditions of Approval (see Attachment B) would ensure potential impacts are reduced to a less than significant level.

Since there are no significant changes to the proposed parking structure from the original reviewed in the certified EIR, the Proposed Project is therefore consistent with the existing CEQA document and no subsequent EIR, or supplement/addendum to the certified EIR is required.

Other CEQA Required Analysis

Cumulative Impacts

The EIR determined that the LLHU Master Plan Project, which included evaluation of the seven-story parking structure, would result in no, or less than significant cumulative impacts for resources evaluated in the EIR.

Since there are no significant changes to the proposed parking structure from the original reviewed in the certified EIR, the Proposed Project is therefore consistent with the existing CEQA document and no subsequent EIR, or supplement/addendum to the certified EIR is required.

Significant Irreversible Environmental Effects

The CEQA Guidelines requires a discussion of the potential for irreversible environmental damage caused by an accident associated with the Proposed Project. While the project would result in the use, transport, storage, and disposal of hazardous wastes, as described in EIR Section 4.5 (Hazards and Hazardous Materials), all activities would comply with applicable state and federal laws related to hazardous materials, which significantly reduces the likelihood and severity of accidents that could result in irreversible environmental damage.

Since there are no significant changes to the proposed parking structure from the original reviewed in the certified EIR, the Proposed Project is therefore consistent with the existing CEQA document and no subsequent EIR, or supplement/addendum to the certified EIR is required.

Growth Inducing

The Project Site is located within an urbanized area of the City that is developed. No new public services or utilities would be constructed as part of the Proposed Project that would be utilized by any entity outside of the campus patrons, students, and employees, and therefore the project is not considered growth inducing.

Since there are no significant changes to the proposed parking structure from the original reviewed in the certified EIR, the Proposed Project is therefore consistent with the existing CEQA document and no subsequent EIR, or supplement/addendum to the certified EIR is required.

CONCLUSION

Staff recommends approval of the project because it complies with the goals and policies of the General Plan (May 26, 2010), and has been found to be consistent with the EIR prepared for the LLUH Master Plan Project and certified by the City Council in January 2014. The applicant has worked closely with staff and has made every effort possible to provide the most appropriate layout, design, and architecture for this project. The proposed seven-story patient parking structure is compatible with the existing and future uses in the surrounding area and will help to serve the existing campus by providing additional parking spaces.

The Program EIR was prepared pursuant to CEQA and the CEQA Guidelines and mitigation measures have been incorporated into the project as Conditions of Approval.

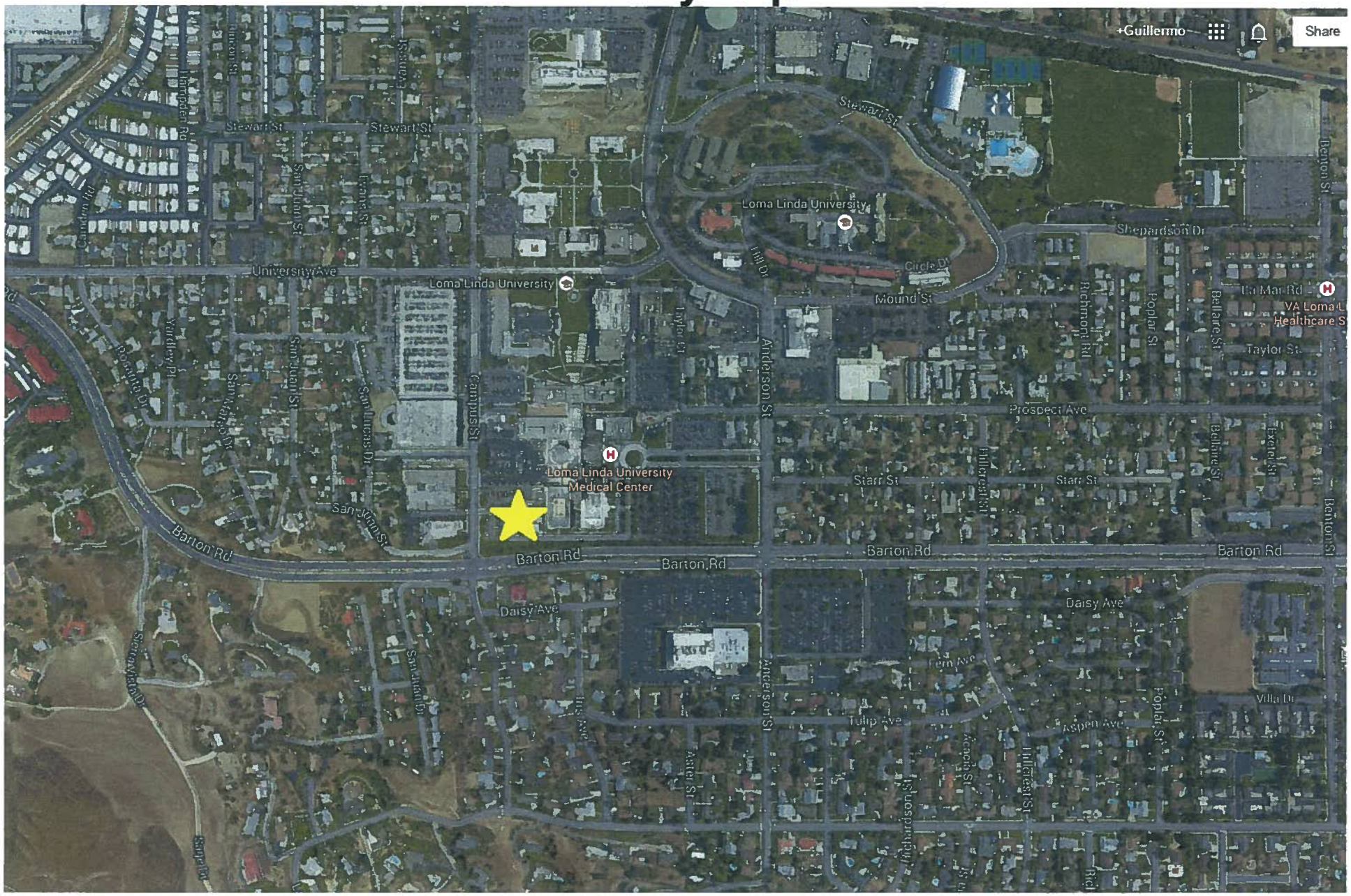
Report prepared by:

Guillermo Arreola
Associate Planner

ATTACHMENTS

A. Vicinity Map
B. Conditions of Approval
C. Project Plans
D. Traffic Report (No Appendices)

Vicinity Map



ATTACHMENT – A

CONDITIONS OF APPROVAL

(PPD NO. 14-043)

COMMUNITY DEVELOPMENT DEPARTMENT

General

1. Within one year 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:**
PPD NO. 14-043	**September 9, 2016**

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. All construction shall meet the requirements of the latest adopted California Building Code (CBC) as adopted and amended by the City of Loma Linda and legally in effect at the time of issuance of any Building Permit(s).

8. 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.

9. The developer shall require that all construction equipment is properly maintained with operating mufflers and air intake silencers, and prioritized the location of equipment staging and storage as far as practical from the existing residential units and school.

10. 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:

    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 until the site is constructed upon.

(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.

11. 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.

12. To reduce emissions, all equipment used in grading and construction must be tuned and maintained to the manufacturer's specification to maximize efficient burning of vehicle fuel.

13. The project proponent shall ensure that construction personnel are informed of ride sharing and transit opportunities.

14. The operator shall maintain and effectively utilize and schedule on-site equipment in order to minimize exhaust emissions from truck idling.

15. All Development Impact fees shall be paid to the City of Loma Linda prior to the issuance of any Building and/or Construction Permits.

16. 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.

17. 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.

18. 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.

19. 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.

20. Mitigation Measure: Prior to issuance of a grading or building permits, the Project Proponent shall submit a photometric plan for review and approval by the City Community Development Department. The plan may either be submitted for the individual structures or improvements as outlined in the Master Plan, or for the entire LLUH Master Plan Project.

21. Mitigation Measure: Project design features shall be incorporated to provide landscaping, physical barriers, screening, or other buffers to minimize project-generated illumination from entering off-site areas and to prevent glare for residential development located south, east and west of the Project Site.

22. Mitigation Measure: Project design features shall be incorporated to provide landscaping, physical barriers, screening, or other buffers to minimize project-generated illumination from entering off-site areas and to prevent glare for residential development located south, east and west of the Project Site.

23. Mitigation Measure: The Project Proponent (LLUH) shall have an archaeological monitor on-site during any proposed demolition and initial ground altering activities to ensure adequate and accurate recordation of the demolition and to document any potentially significant archaeological discoveries. The archeological monitor shall oversee excavations within the younger alluvial deposits. The extent and duration of any required monitoring shall be dependent upon the various task-related schedules and at the discretion of the City of Loma Linda.

24. Mitigation Measure: In accordance with 36 CFR 800.13(b)(3), the State Historic Preservation Officer and Native American tribal contacts of the Serrano and Gabrielino tribes, as well as the Advisory Council on Historic Preservation shall be notified within 48 hours of the discovery of any archaeological artifacts.

25. Mitigation Measure: The Project Proponent (LLUH) shall have a paleontological monitor on-site during any proposed demolition and initial ground altering activities to insure adequate and accurate recordation of the demolition and to document any potentially significant paleontological discoveries. The paleontological monitor shall be responsible for overseeing excavations impacting older alluvium. The extent and duration of any required monitoring shall be dependent upon the various task-related schedules and at the discretion of the City of Loma Linda.

26. Mitigation Measure: If human remains of any kind are found during construction activities, all activities must cease immediately and the San Bernardino County Coroner and a qualified archaeologist must be notified. The Coroner shall 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 shall notify the Native American Heritage Commission. The Native American Heritage Commission shall 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 Project Proponent 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.

27. Mitigation Measure: Prior to issuance of grading and/or building permits for the proposed new parking structure the Applicant shall submit a site-specific liquefaction and seismically-induced settlement evaluation as part of the geotechnical investigation for the project as recommended in the geotechnical report prepared by AMEC, dated July 28, 2013 (Appendix E-2). Recommendations contained in the site-specific liquefaction and seismically-induced settlement evaluation shall be incorporated in the parking structure final design.

28. Mitigation Measure: The Project Proponent and contractor shall limit grading and building construction to the hours of 7:00 am to 8:00 pm Monday through Friday, except no construction shall occur after 4:00 pm on Fridays. Heavy construction is not permitted on weekends or national holidays, unless approved by the City. During times extra work is necessary and is approved by the City to occur outside these times allowed, work shall not exceed noise levels at sensitive receptors of 100 dBA at 50 feet. All equipment must be properly equipped with standard noise muffling apparatus specifically for such equipment (i.e., exhaust mufflers).The City may require the Project Proponent to monitor and report noise levels on a daily basis.

29. Mitigation Measure: Prior to the issuance of a building or demolition permits the Project Proponent shall prepare an Asbestos Survey and Lead Inspection report to determine the quantity of materials present and establish proper handling procedures for safe removal and disposal. The applicant will be required to comply with the findings of the analysis.

30. Mitigation Measure: The Project Proponent shall comply with City-adopted policies regarding the reduction of construction and demolition (C&D) materials. Removal of vegetation shall be in accordance with application City policies.

31. For the intersection of Campus Street and Barton Road, restripe southbound through lane to southbound through/left turn lane, and provide a westbound right turn overlap traffic signal phasing.

32. Site distance at the project access should be reviewed with respect to California Department of Transportation/City of Loma Linda standards in conjunction with the preparation of final grading, landscaping, and street improvement plans.

33. 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.

34. Pursuant to Measure V, the applicant is exempt from this condition. However in a good faith effort the applicant should contribute to the overall safety within the LLUH Master Plan Project area and maintain acceptable levels of service for intersections within the area. The applicant shall pay its "fair share contribution"

(calculated at __ percent in the August 2014 Focused Traffic Study prepared for the parking structure) for the installation of a traffic signal at the intersection of Campus Street and University Avenue.

35. Pursuant to Measure V, the applicant is exempt from this condition. However in a good faith effort the applicant should contribute to the overall safety within the LLUH Master Plan Project area and maintain acceptable levels of service for intersections within the area. The applicant shall pay its "fair share contribution" (calculated at __ percent in the August 2014 Focused Traffic Study prepared for the parking structure) for the installation of a traffic signal at the intersection of Anderson Street and Prospect Avenue.

Landscaping

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

37. 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.

38. 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.

39. 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.

40. Should the relocation or removal of any tree be required, the applicant shall submit an Arborist Report prior to site disturbance. Any removal or replacement of trees shall be in accordance with the City's Tree Preservation Ordinance.

FIRE DEPARTMENT

41. All construction shall meet the requirements of the editions of the 2007 California Building Code (CBC) and the 2007 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.

42. 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 at (909) 799-2859.

43. Fire Department Impact Fees shall be assessed according to the rate legally in effect at the time of building permit issuance. Pursuant to LLMC Chapter 3.28, plan check and inspection fees shall be collected at the rates established by the City manager's Executive Order.

44. Proto Voltaic (PV) Installation may require remote disconnect.

45. The applicant shall meet the Fire Departments requirements regarding emergency access to the site. The site circulation shall meet the performance requirements of all emergency vehicles.

46. 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

47. The developer shall submit an engineered grading plan for proposed project.

48. All utilities shall be underground. The City of Loma Linda shall be the sewer purveyor.

49. The applicant shall comply with all of the Public Works Department requirements for recycling prior to issuance of a Certificate of Occupancy.

50. All public improvement plans shall be submitted to the Public Works Department for review and approval.

51. Any damage to existing improvements as a result of this project shall be repaired by the applicant to the satisfaction of the City Engineer.

52. LED lighting within the parking structure is encouraged.

53. 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.

54. Mitigation Measure. The project proponent shall comply with City adopted policies regarding the reduction of construction and demolition (C&D) materials.

55. All site drainage shall be handled on-site and shall not be permitted to drain onto adjacent properties.

_____ _____

Applicant signature Date

_____ _____

Owner signature

End of Conditions

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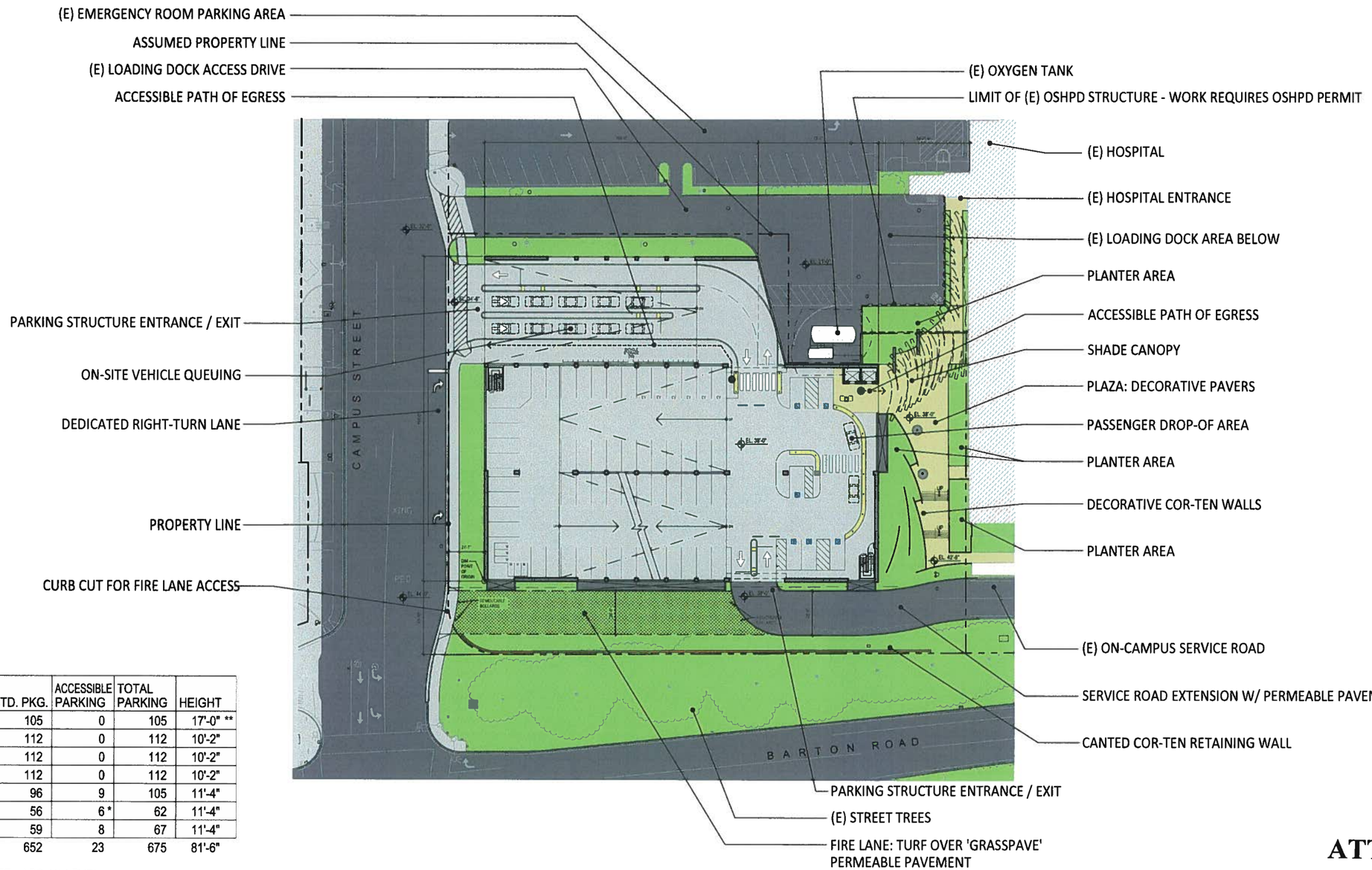


LEVEL	AREA (SF)	STD. PKG.	ACCESSIBLE PARKING	TOTAL PARKING	HEIGHT
6	40,124	105	0	105	17'-0" **
5	41,720	112	0	112	10'-2"
4	41,720	112	0	112	10'-2"
3	41,720	112	0	112	10'-2"
2	41,720	96	9	105	11'-4"
1	41,720	56	6 *	62	11'-4"
0	30,818	59	8	67	11'-4"
TOTAL	279,542	652	23	675	81'-6"

ADDITIVE ALTERNATE - ADD (1) LEVEL:

TOTAL	321,262	764	23	787	91'-8"

* INCL. (4) VAN ACCESSIBLE SPACES
** INCL. ELEVATOR PENTHOUSE @ ROOF LEVEL

ATTACHMENT - C

ACTUAL NORTH
PLAN NORTH
0' 15' 30' 60'

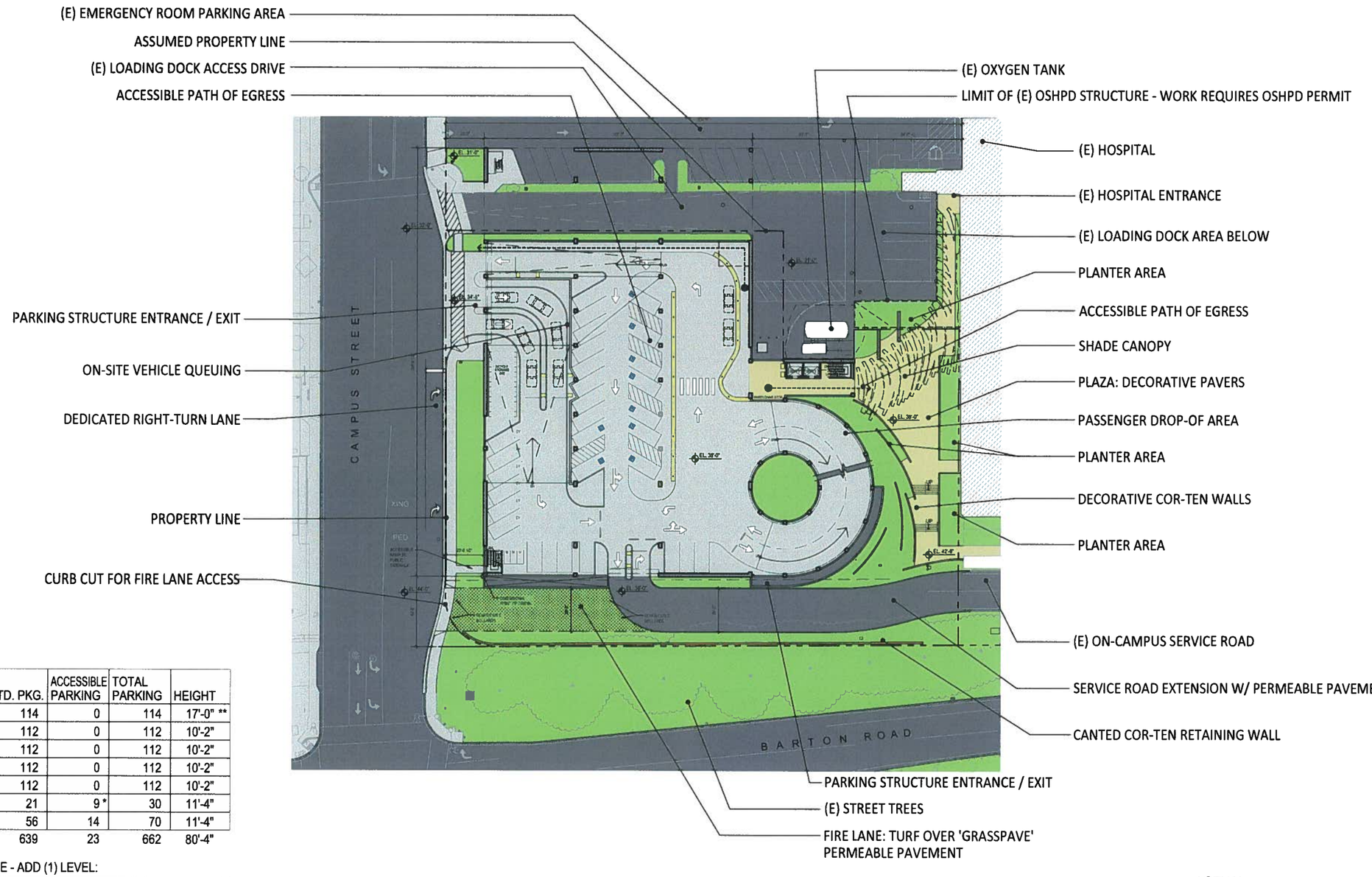
SITE PLAN
SCALE: 1" = 30'-0"

nbbj
523 West 6th St., Ste. 300
Los Angeles, CA 90014
(310) 243-3333

PATIENT PARKING STRUCTURE

LOMA LINDA UNIVERSITY
SHARED SERVICES

JUNE 10, 2014



LEVEL	AREA (SF)	STD. PKG.	ACCESSIBLE PARKING	TOTAL PARKING	HEIGHT
6	46,465	114	0	114	17'-0" **
5	50,150	112	0	112	10'-2"
4	50,150	112	0	112	10'-2"
3	50,150	112	0	112	10'-2"
2	50,150	112	0	112	10'-2"
1	41,300	21	9 *	30	11'-4"
0	41,135	56	14	70	11'-4"
TOTAL	329,500	639	23	662	80'-4"

ADDITIVE ALTERNATE - ADD (1) LEVEL:

TOTAL	379,650	751	23	774	90'-6"

* INCL. (4) VAN ACCESSIBLE SPACES
** INCL. ELEVATOR PENTHOUSE @ ROOF LEVEL

ALTERNATE
SITE PLAN
SCALE: 1" = 30'-0"

ACTUAL NORTH
PLAN NORTH
0' 15' 30' 60'

PATIENT PARKING STRUCTURE

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JUNE 10, 2014

SHRUB AND GROUNDCOVER LEGEND

COYOTE BUSH (BACCHARIS PILULARIS 'TWIN PEAKS')

BLUE GRAMA GRASS (BOUTELOUA GRACILIS 'BLOND AMBITION)

DWARF BOTTLEBRUSH (CALLISTEMON 'LITTLE JOHN')

FLAX LILY (DIANELLA CAERULEA 'KING ALFRED')

STARBURST SUSIE EVERGREEN DAYLILY (HEMEROCALLIS X 'MONIE')

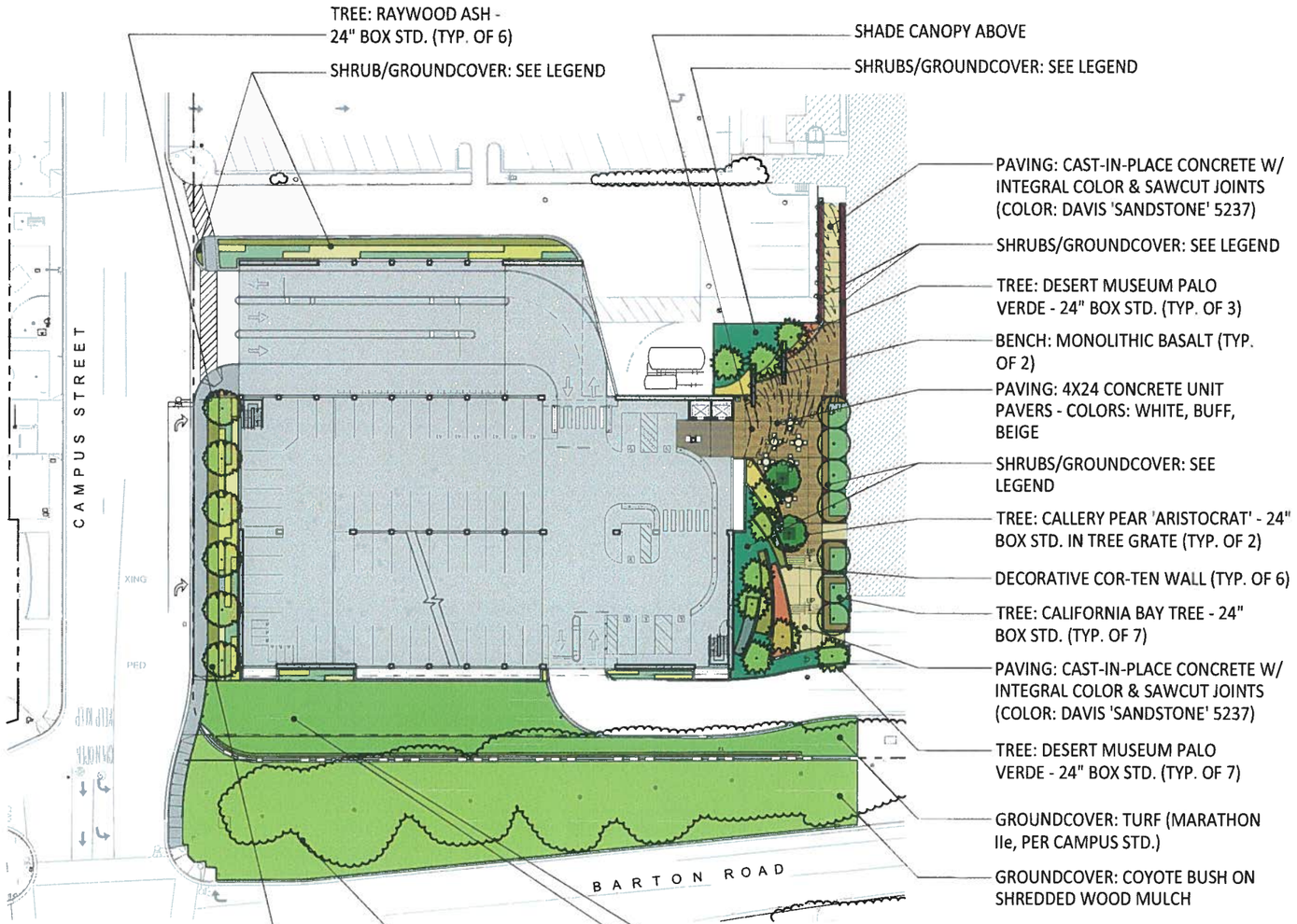
FLAMENCO RED HOT POKER (KNIPHOFIA UVARIA 'FLAMENCO')

CANYON PRINCE WILD RYE (LEYMUS CONDENSATUS 'CANYON PRINCE')

MAT-RUSH (LOMANDRA LONGFOLIA 'KATRINUS DELUXE')

DEERGRASS (MUHLENBERGIA RIGENS)

MEXICAN FEATHER GRASS (NASSELLA TENUISSIMA)



IRRIGATION: DRIP IRRIGATION AT PLANTERS, ROTARY HEADS AT TURF AND BARTON FRONTAGE. WATER SUPPLIED FROM LOMA LINDA UNIVERSITY WELL SYSTEM.

TREE LEGEND

DESERT MUSEUM PALO VERDE

CALLERY PEAR 'ARISTOCRAT'

CALIFORNIA BAY TREE

RAYWOOD ASH

ACTUAL NORTH

PLAN NORTH

LANDSCAPE PLAN

SCALE: 1" = 30'-0"

0' 15' 30' 60'

PATIENT PARKING STRUCTURE

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LOMA LINDA UNIVERSITY
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JUNE 10, 2014

SHRUB AND GROUNDCOVER LEGEND

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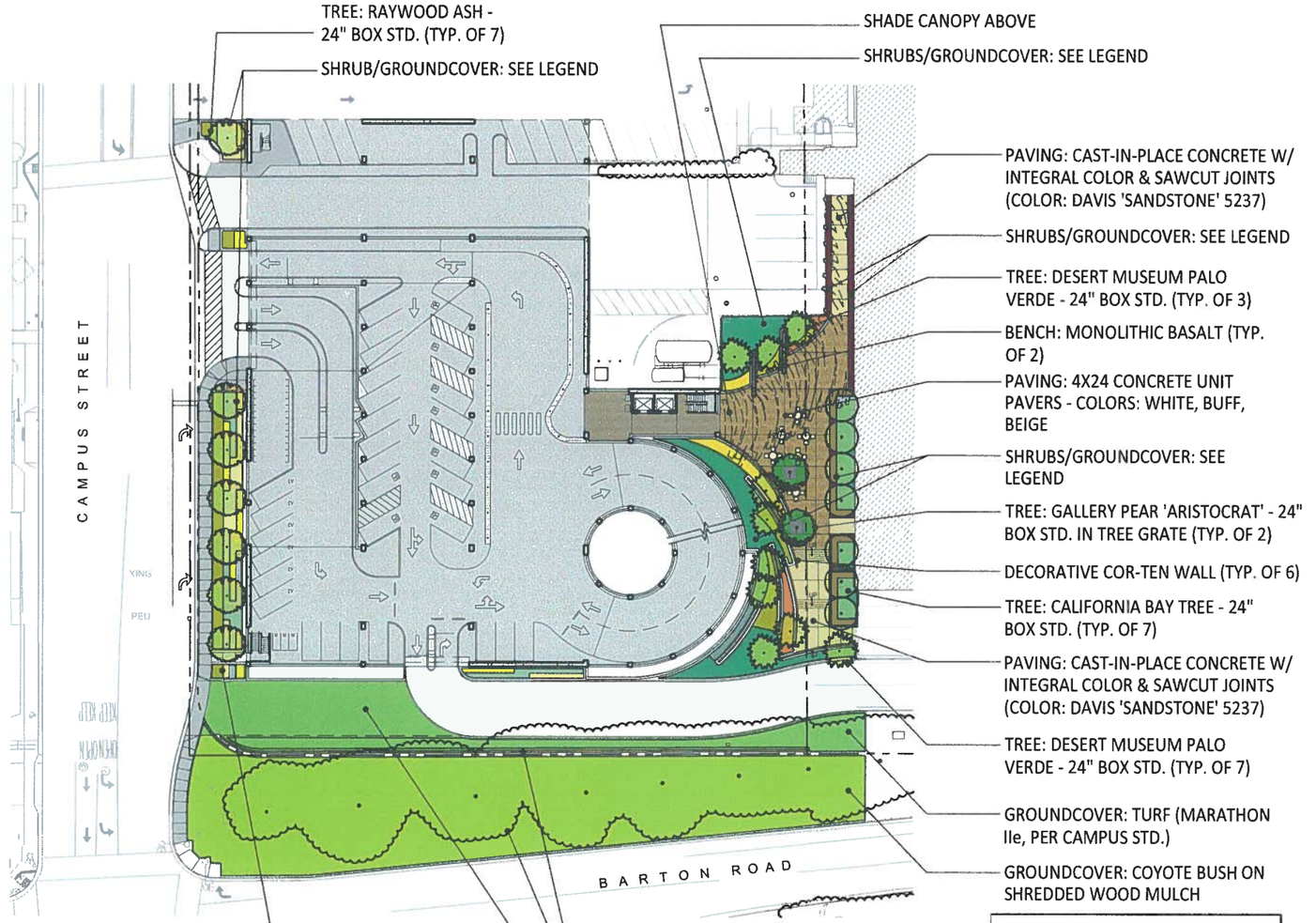


IRRIGATION: DRIP IRRIGATION AT PLANTERS, ROTARY HEADS AT TURF AND BARTON FRONTAGE. WATER SUPPLIED FROM LOMA LINDA UNIVERSITY WELL SYSTEM.

TREE LEGEND

DESERT MUSEUM PALO VERDE

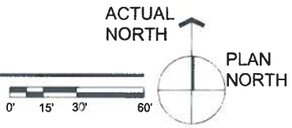
CALLERY PEAR 'ARISTOCRAT'

CALIFORNIA BAY TREE

RAYWOOD ASH

ALTERNATE LANDSCAPE PLAN

SCALE: 1" = 30'-0"



PATIENT PARKING STRUCTURE

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(310) 243-3333

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JUNE 10, 2014

VIEW LOOKING NORTH ACROSS BARTON ROAD

PATIENT PARKING STRUCTURE

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(310) 243-3333

LOMA LINDA UNIVERSITY
SHARED SERVICES

JUNE 10, 2014

VIEW LOOKING EAST

PATIENT PARKING STRUCTURE

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Los Angeles, CA 90014
(310) 243-3333

LOMA LINDA UNIVERSITY
SHARED SERVICES

JUNE 10, 2014

VIEW LOOKING EAST

PATIENT PARKING STRUCTURE

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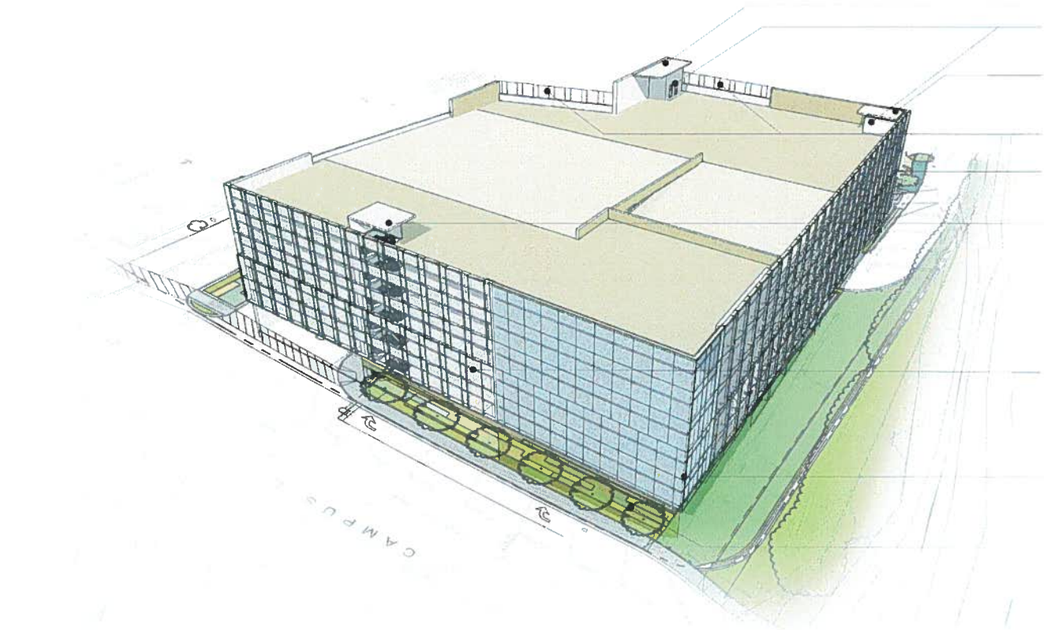
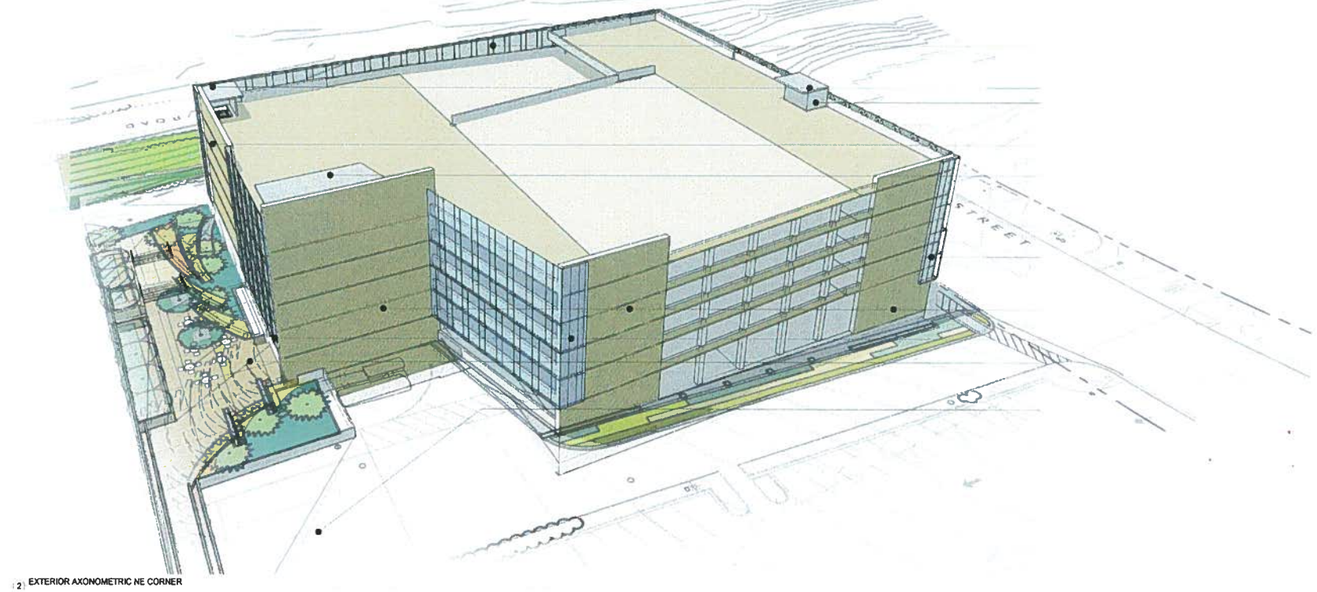
LOMA LINDA UNIVERSITY
SHARED SERVICES

JUNE 10, 2014



1 EXTERIOR AXONOMETRIC SW CORNER



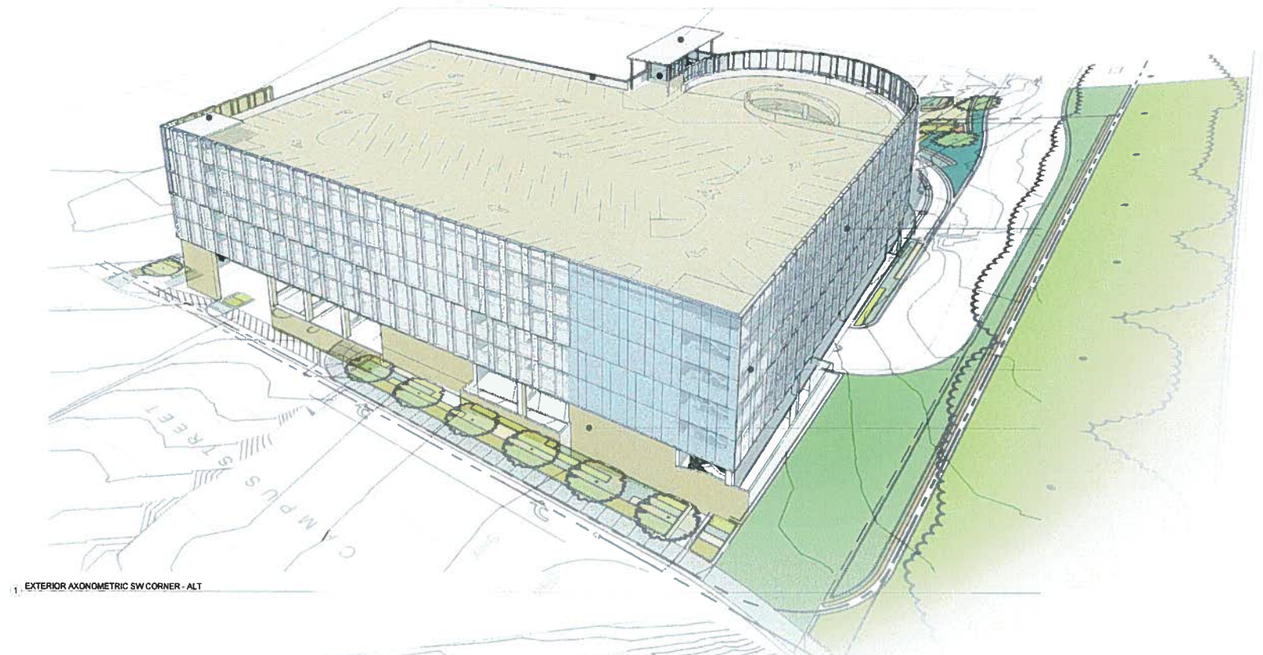
2 EXTERIOR AXONOMETRIC NE CORNER

nbbj
523 West 6th St., Ste. 300
Los Angeles, CA 90014
(310) 243-3333

PATIENT PARKING STRUCTURE
EXTERIOR AXONOMETRICS

LOMA LINDA UNIVERSITY
SHARED SERVICES

JUNE 10, 2014



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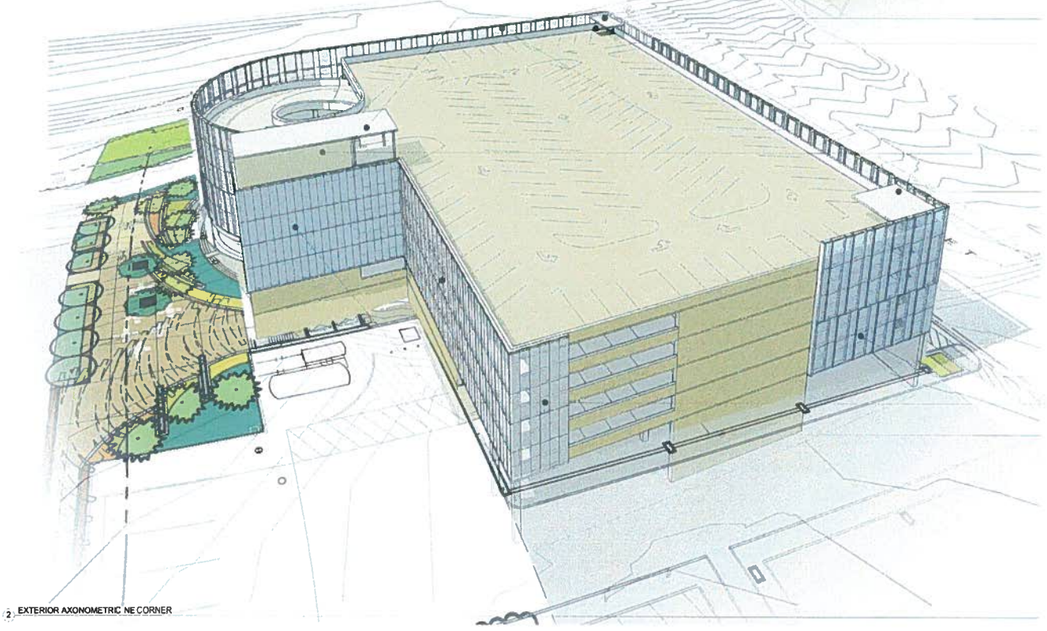


2 EXTERIOR AXONOMETRIC NE CORNER

nbbj
523 West 6th St., Ste. 300
Los Angeles, CA 90014
(310) 243-3333

PATIENT PARKING STRUCTURE
EXTERIOR AXONOMETRICS ALTERNATE

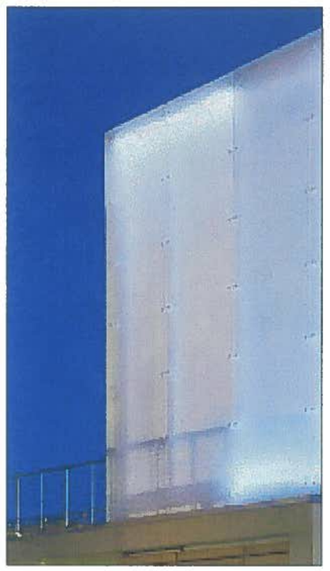
LOMA LINDA UNIVERSITY
SHARED SERVICES

JUNE 10, 2014

BOARD FORM CONCRETE

KAYNEMAILE- PEWTER

KAYNEMAILE- SNOW WHITE



POLYCARBONATE PANEL

POLYGAL SEP

CORTEN STEEL

nbbj
523 West 6th St., Ste. 300
Los Angeles, CA 90014
(310) 243-3333

PATIENT PARKING STRUCTURE
MATERIAL BOARD

LOMA LINDA UNIVERSITY
SHARED SERVICES

JUNE 10, 2014

KUNZMAN ASSOCIATES, INC.

LOMA LINDA UNIVERSITY HEALTH (LLUH)
PATIENT PARKING STRUCTURE (PS2)

FOCUSED TRAFFIC ANALYSIS

August 24, 2014

ATTACHMENT - D

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

KUNZMAN ASSOCIATES, INC.

LOMA LINDA UNIVERSITY HEALTH (LLUH)
PATIENT PARKING STRUCTURE (PS2)

FOCUSED TRAFFIC ANALYSIS

August 24, 2014

Prepared by:

Carl Ballard, LEED GA
William Kunzman, P.E.

William Kunzman

1111 Town & Country Road, Suite 34
Orange, California 92868
(714) 973-8383

www.traffic-engineer.com

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APPENDICES

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I. Introduction

The purpose of this report is to provide an assessment of the traffic impacts resulting from the development of the proposed Loma Linda University Health (LLUH) Patient Parking Structure (PS2) 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. The traffic issues related to the proposed land use and development have been evaluated in the context of the California Environmental Quality Act.

The City of Loma Linda is the lead agency responsible for preparation of the focused traffic analysis, in accordance with California Environmental Quality Act authorizing legislation. This report analyzes traffic impacts for existing (2014) and Opening Year (2016) traffic conditions.

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.

A. Project Description

The project site is approximately 2.14 acres located at the northeast corner of Barton Road and Campus Street in the City of Loma Linda. The site is owned by Loma Linda University Medical Center. It is bounded on the north by the existing Medical Center ER parking lot; on the east by the existing Children's Wing of the LLUMC Hospital; on the south by Barton Road; and on the west by Campus Street. A vicinity map showing the project location is provided on Figure 1. The project includes the demolition of three (3) existing surface parking lots and construction of a parking structure with 787 parking spaces. The main access to the parking structure shall be to Campus Avenue. Figure 2 illustrates the project site plan.

The focused traffic analysis accounts for the redistribution of traffic volumes with the construction of the new parking structure and no new trip generation is being proposed.

B. Study Area

Regional access to the project site is provided by the I-10 Freeway. Local access is provided by various roadways in the vicinity of the site. The east-west roadways which will be most affected by the project include Stewart Street, University Avenue, Mound Street, Taylor Street, Prospect Avenue, Starr Street, and Barton Road. The north-south roadways expected to provide local access include Campus Street and Anderson Street.

A series of scoping discussions were conducted with the following agencies to define the desired analysis locations for each future analysis year:

- City of Loma Linda
- Loma Linda University Health Services
- Loma Linda University Medical Center

In addition, the San Bernardino Associated Governments staff has also been contacted to discuss the project and its associated travel patterns.

C. 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 without and with the project. The following analysis years are considered in this report:

- Existing Conditions (Year 2014)[1]
- Project Opening Year Conditions (2016)
  - Campus Street parking structure completed
  - Stewart Street underpass completed
  - University Avenue temporary connection closed

Existing intersection traffic conditions were established through morning and evening peak hour traffic counts obtained by Kunzman Associates, Inc. from October 2011[2] (see Appendix B). In addition, truck classification counts were conducted at the study area intersections. The existing percent of trucks was used in the conversion of trucks to Passenger Car Equivalent's (see Appendix C).

The average daily traffic volume forecasts have been determined using the growth increment approach on the San Bernardino Traffic Analysis Model (SBTAM) Year 2000 and Year 2035 average daily traffic volume forecasts (see Appendix C). 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 2011 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 2011 and Year 2035 is 24 years of the 35 year time frame, a factor of 0.69 (i.e., 24/35) was used.

The Opening Year daily and peak hour directional roadway segment volume forecasts have been determined using the growth increment approach on the SBTAM 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

[1] Stewart Street is currently closed for construction (between Campus Street and Anderson Street) and University Avenue is temporarily open for through traffic (between Campus Street and Anderson Street). Based upon discussions with City of Loma Linda staff, a comparison of the differences in traffic volumes for the two sets of data (Year 2011 and Year 2013 – see Appendix B) has been prepared for the Barton Road intersections in Table 1. The traffic volume comparison data shows that a nominal decrease in traffic volumes has occurred in the study area and the Year 2011 traffic count data (taken before the Stewart Street road closure) has been used in this report.

[2] The October 2011 traffic volumes have been factored to Year 2014 traffic conditions using the SBTAM traffic projections (see Appendix C). In addition, adjustments have been made to account for the construction of the West Hall parking structure, closure of San Juan Street, and opening of Violet Molnar Way.

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 (2016) traffic volumes have been interpolated from the Year 2035 traffic volumes based upon a portion of the future growth increment.

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) / (3.5 feet/second) + 7 seconds.

For existing and 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.

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 improvements are planned, the 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.

D. Definition of Deficiency and Significant Impact

The following definitions of deficiencies and significant impacts have been developed in accordance with the City of Loma Linda requirements.

1. 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.

2. Definition of Significant Impact

The identification of significant impacts is a requirement of the California Environmental Quality Act. The City of Loma Linda General Plan and Circulation Element have been adopted in accordance with California Environmental Quality Act requirements, and any roadway improvements within the City of Loma Linda that are consistent with these documents are not considered a significant impact, so long as the project contributes its "fair share" funding for improvements.

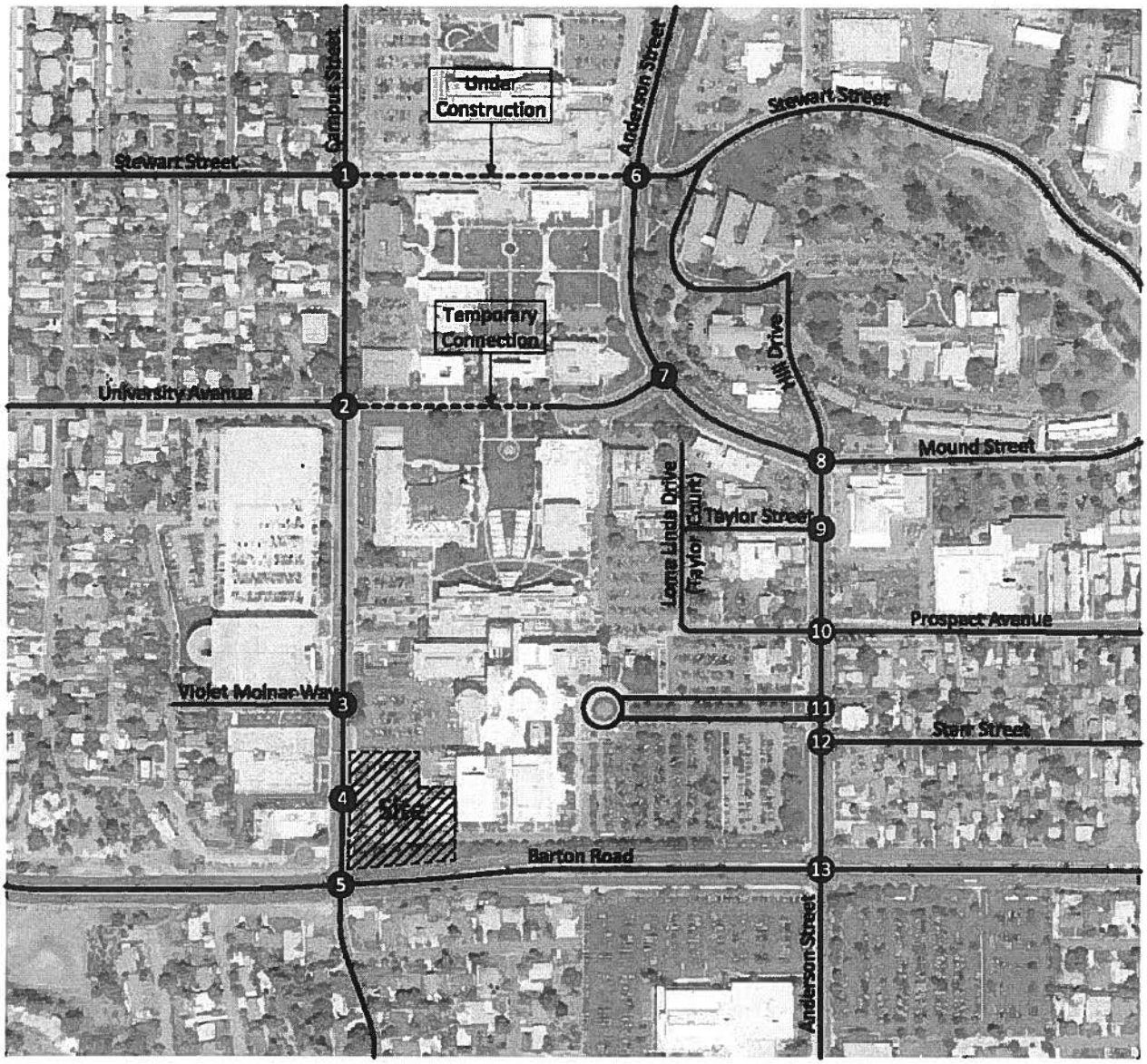
A traffic impact is considered significant if the project both: i) contributes measurable traffic to and ii) substantially and adversely changes the Level of Service at any off-site location projected to experience deficient operations under foreseeable cumulative conditions, where feasible improvements consistent with the City of Loma Linda General Plan cannot be constructed.

Table 1

Traffic Volume Comparison[1]

Intersection		Morning Peak Hour Traffic Volumes						Evening Peak Hour Traffic Volumes					
Roadway (NS)	Roadway (EW)	Date	Volume	Date	Volume	Difference	% Difference	Date	Volume	Date	Volume	Difference	% Difference
Anderson Street	Barton Road	10/2011	2,802	4/2013	2,873	71	2.5%	10/2011	3,049	4/2013	3,083	34	1.1%
Campus Street	Barton Road	10/2011	2,565	4/2013	2,375	-190	-7.4%	10/2011	2,556	4/2013	2,481	-75	-2.9%
Summary			5,367		5,248	-119	-2.2%		5,605		5,564	-41	-0.7%

Figure 1
Project Location Map



Legend

1 = Intersection Reference Number

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OVER 35 YEARS OF EXCELLENT SERVICE

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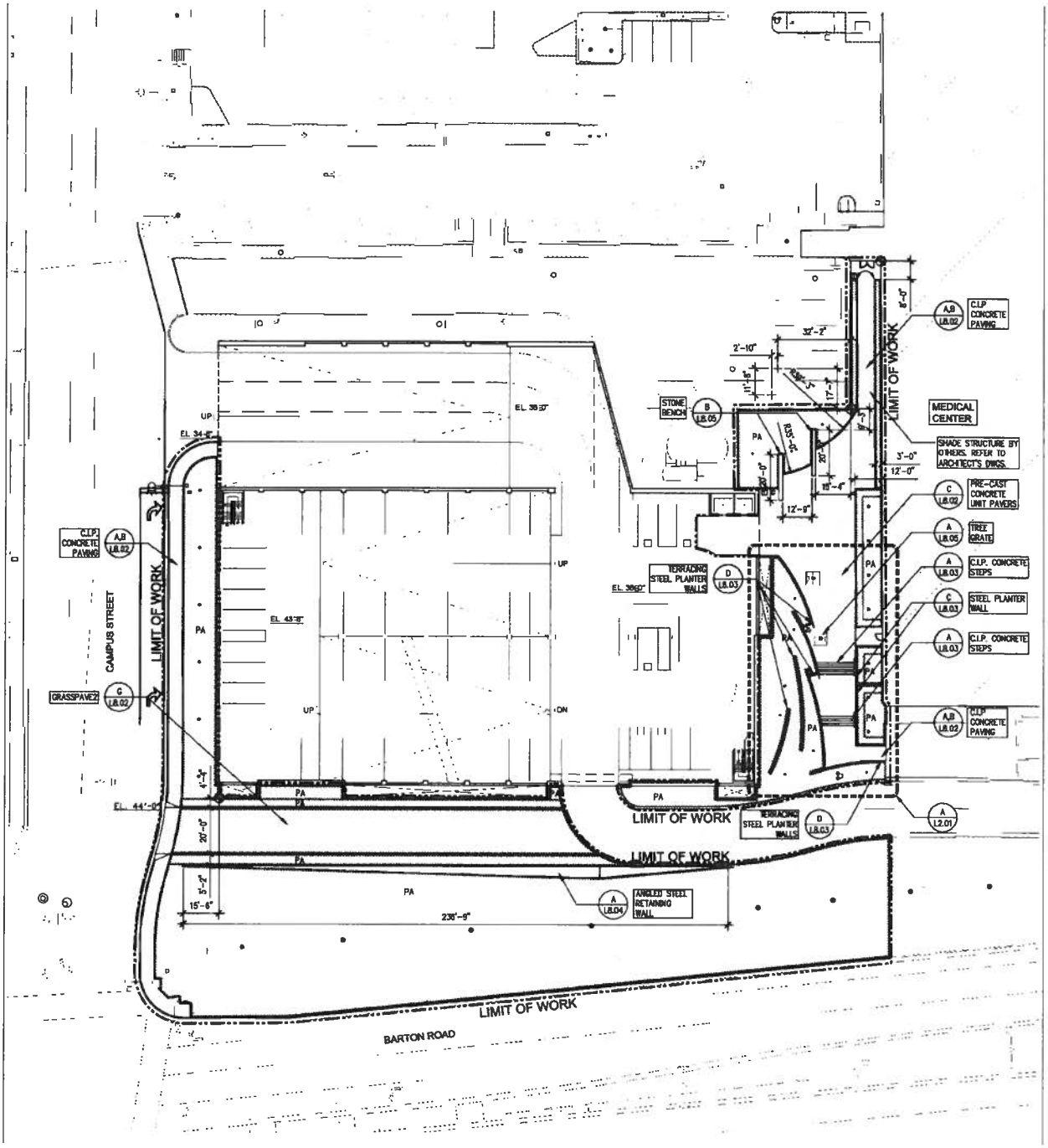
Figure 2
Site Plan



II. Existing (Year 2014) Conditions

A. Existing (Year 2014) Roadway System

Figure 3 identifies the Existing (Year 2014) conditions for the study area roadways. The number of through lanes for existing roadways and the existing intersection controls are identified.

Regional access to the project site is provided by the I-10 Freeway. Local access is provided by various roadways in the vicinity of the site. The east-west roadways which will be most affected by the project include Stewart Street, University Avenue, Mound Street, Taylor Street, Prospect Avenue, Starr Street, and Barton Road. The north-south roadways expected to provide local access include Campus Street and Anderson Street.

B. Existing (Year 2014) Volumes

Figure 4 depicts the Existing (Year 2014) average daily traffic volumes. The Existing (Year 2014) average daily traffic volumes were factored from peak hour volumes using the following formula for each intersection leg:

PM Peak Hour (Approach + Exit Volume) x 11.5 = Daily Leg Volume.

This is a conservative estimate and may over estimate the average daily traffic volumes.

There are two peak hours in a weekday. The morning peak hour is between 7:00 AM and 9:00 AM, and the evening peak hour is between 4:00 PM and 6:00 PM. The actual peak hour within the two hour interval is the four consecutive 15 minute periods with the highest total volume when all movements are added together. Thus, the evening peak hour at one intersection may be 4:45 PM to 5:45 PM if those four consecutive 15 minute periods have the highest combined volume.

Existing (Year 2014) intersection traffic conditions were established through morning and evening peak hour traffic counts obtained by Kunzman Associates, Inc. from October 2011[3] (see Appendix B) and are shown with the highest peak hour on Figures 5 and 6, respectively. Explicit peak hour factors have been calculated using the data collected for this effort as well.

C. Existing (Year 2014) Level of Service

The Existing (Year 2014) delay and Level of Service for intersections in the vicinity of the project are shown in Table 2. The study area intersections currently operate at acceptable Levels of Service during the peak hours for Existing (Year 2014) traffic conditions, except for

[3] The October 2011 traffic volumes have been factored to Year 2014 traffic conditions using the SBTAM traffic projections (see Appendix C). In addition, adjustments have been made to account for the construction of the West Hall parking structure, closure of San Juan Street, and opening of Violet Molnar Way.

the following study area intersections that currently operate at unacceptable Levels of Service during the peak hours:

Campus Street (NS) at:
Barton Road (EW) - #5

Anderson Street (NS) at:
Barton Road - #13

Existing (Year 2014) delay worksheets are provided in Appendix D.

D. Existing (Year 2014) Traffic Signal Warrant Analysis

A traffic signal appears to currently be warranted at the following study area intersection for Existing (Year 2014) traffic conditions[4] (see Appendix E):

Campus Street (NS) at:
University Avenue (EW) - #2

The unsignalized intersection has been evaluated for a traffic signal using the California Department of Transportation Warrant 3 Peak Hour traffic signal warrant analysis, as specified in the California Manual of Uniform Traffic Control Devices (January 2012).

E. Planned Transportation Improvements and Relationship to General Plan

The City of Loma Linda General Plan Circulation Element is shown on Figure 7. Existing and future roadways are included in the Circulation Element of the General Plan and are graphically depicted on Figure 7. This figure shows the nature and extent of arterial highways that are needed to adequately serve the ultimate development depicted by the Land Use Element of the General Plan. The City of Loma Linda General Plan roadway cross-sections are illustrated on Figure 8.

[4] A traffic signal has been recently installed at the Campus Street/Stewart Street intersection in conjunction with the Stewart Street undercrossing construction.

Table 2

Existing (Year 2014) 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
Campus Street (NS) at:															
Stewart Street (EW) - #1	TS[4]	0.5	0.5	1	0	1	0	0	1	0	0.5	0.5	1	10.6-B	9.9-A
University Avenue (EW) - #2	AWS	0	1	0	0	1	0	0	1	0	0	0	0	21.5-C	13.7-B
Violet Molnar Way (EW) - #3	CSS	1	1	0	0	1	1	0.5	0	0.5	0	0	0	12.5-B	12.0-B
Barton Road (EW) - #5	TS	1	0.5	0.5	1	1	1	1	2	1	1	2	1	99.9-F[5]	54.4-D
Anderson Street (NS) at:															
Stewart Street (EW) - #6	TS	1	2	d	1	2	d	1	0.5	0.5	1	0.5	0.5	22.3-C	17.3-B
University Avenue (EW) - #7	TS	1	2	0	0	2	1	1	0	1	0	0	0	7.1-A	7.6-A
Mound Street (EW) - #8	AWS	1.5	0.5	1	0	1	0	1	0.5	1.5	0	1	0	13.8-B	15.7-C
Taylor Street (EW) - #9	CSS	1	2	0	0	1.5	0.5	0	0	0	0	0	0	9.3-A	8.5-A
Prospect Avenue (EW) - #10	AWS	0	1.5	0.5	1	2	0	0	1	0	0.5	0	0.5	14.2-B	16.6-C
Main Hospital Entrance (EW) - #11	CSS	1	2	0	0	1.5	0.5	1	0	1	0	0	0	14.8-B	16.3-C
Starr Street (EW) - #12	CSS	0	1.5	0.5	1	2	0	0	0	0	0	1	0	11.3-B	11.1-B
Barton Road (EW) - #13	TS	1	0.5	0.5	1	1	1	2	2	1	1	2	1	46.2-D	41.4-D

[1] When a right turn lane 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 = De Facto Right Turn

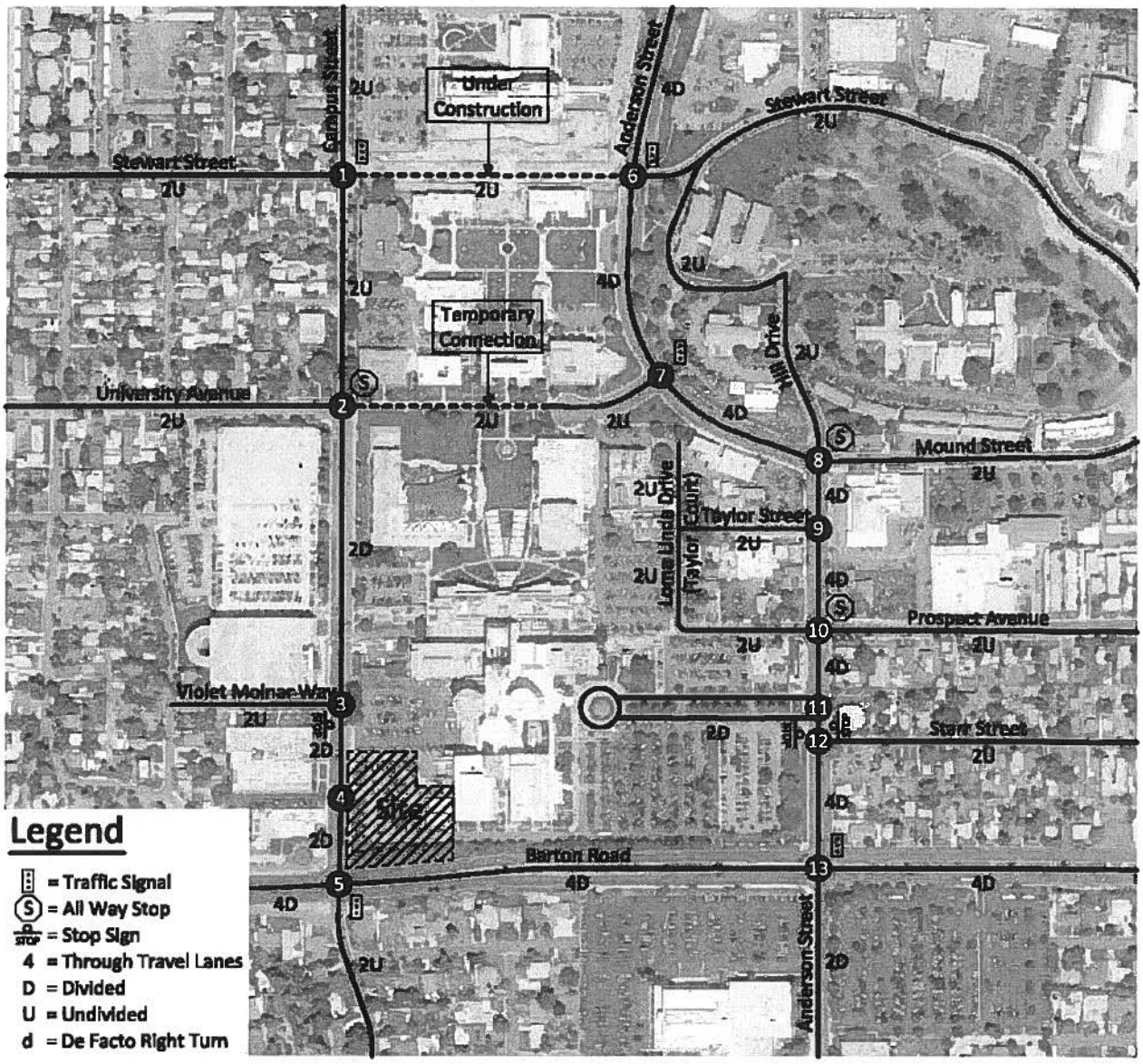
[2] Delay and level of service has been calculated using the following analysis software: Traffix, Version 7.9.0215 (2008). Per the Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control, the delay and level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

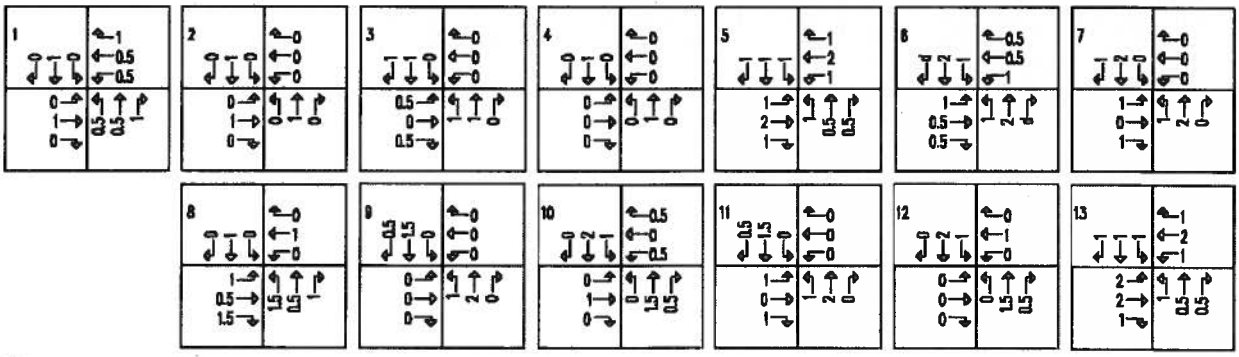
[3] TS = Traffic Signal; AWS = All Way Stop; CSS = Cross Street Stop

[4] A traffic signal has been recently installed at the Campus Street/Stewart Street intersection in conjunction with the Stewart Street undercrossing construction.

[5] 99.9-F = Delay High, Intersection Unstable, Level of Service F.

Figure 3
Existing (Year 2014) Through Travel Lanes and Intersection Controls





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

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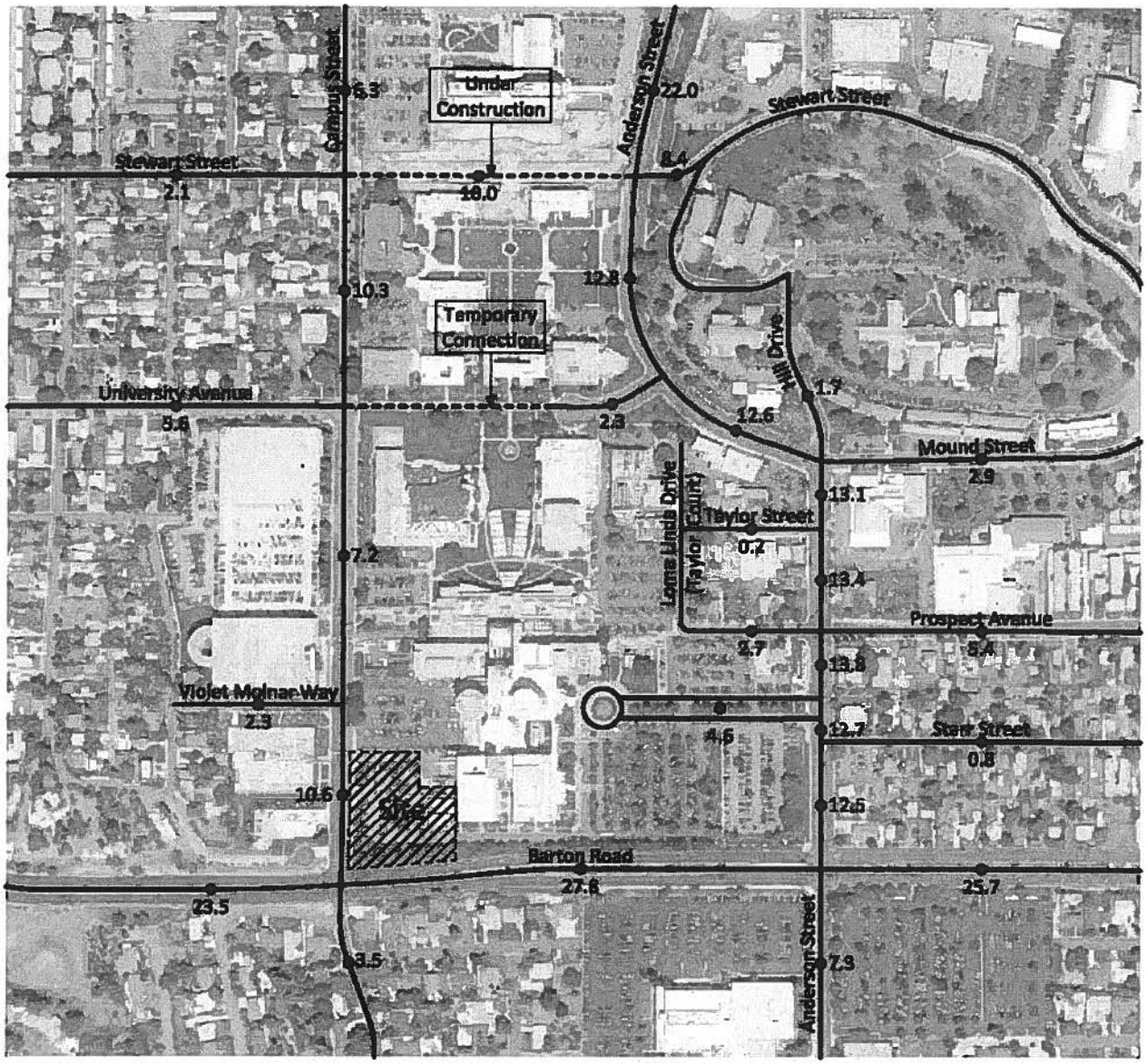
OVER 35 YEARS OF EXCELLENT SERVICE

Figure 4
Existing (Year 2014) Average Daily Traffic Volumes



Legend

7.3 = Vehicles Per Day (1,000's)

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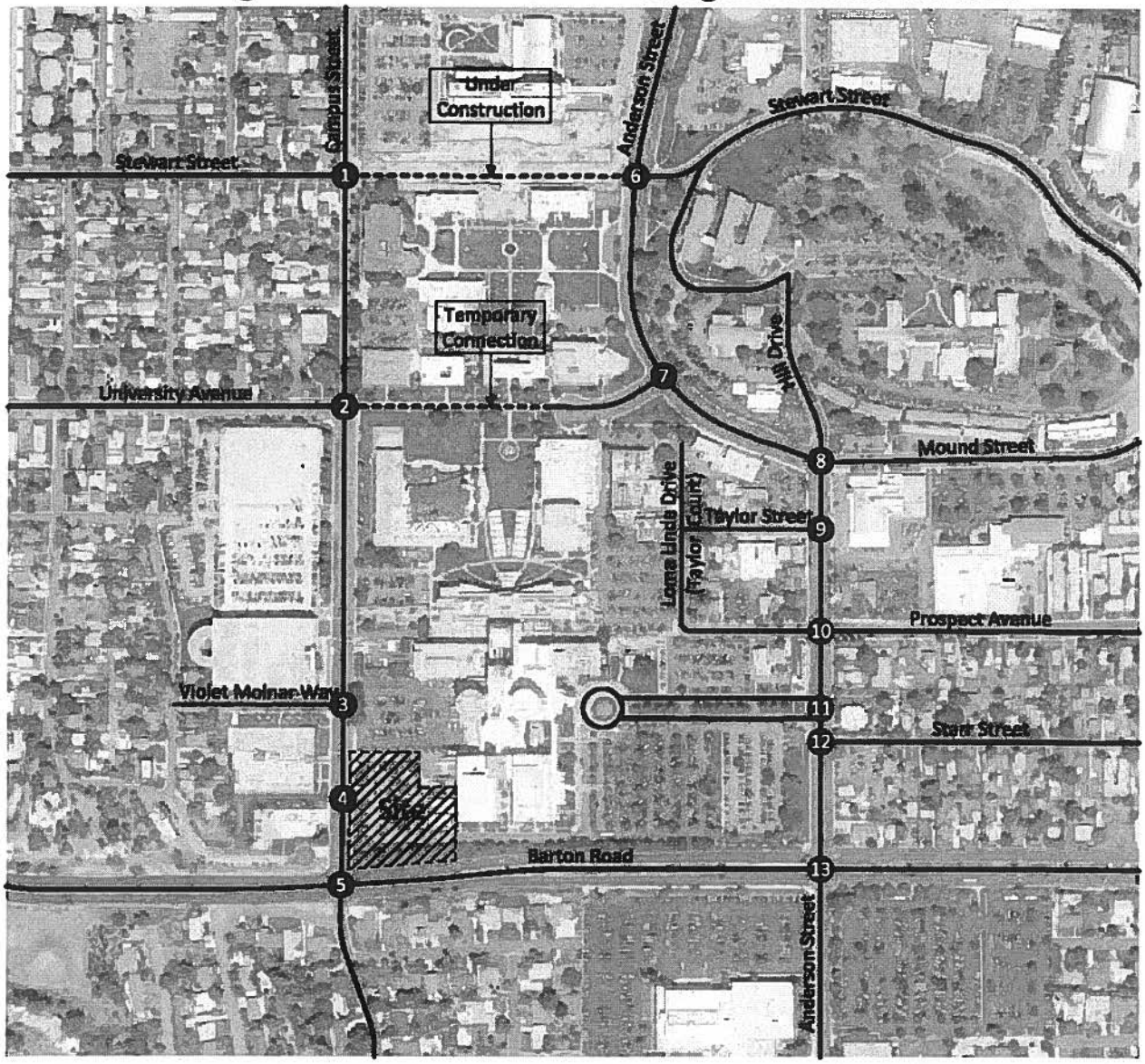
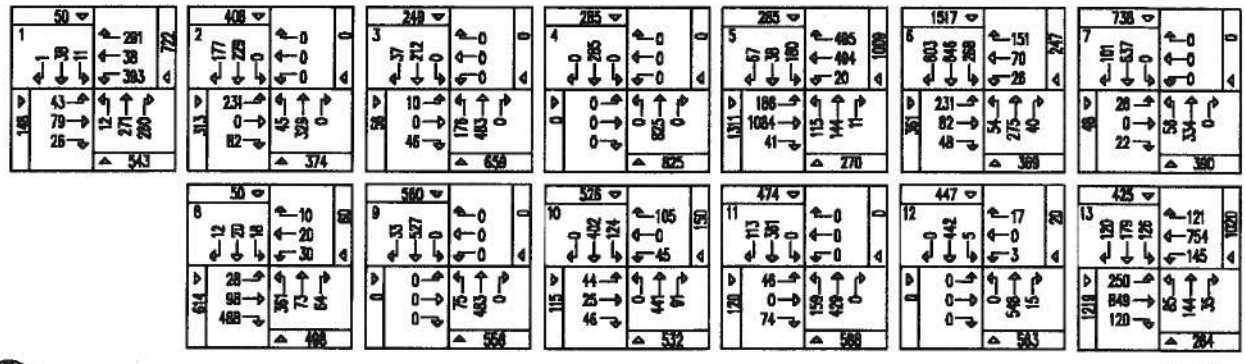
Figure 5
Existing (Year 2014)
Morning Peak Hour Intersection Turning Movement Volumes





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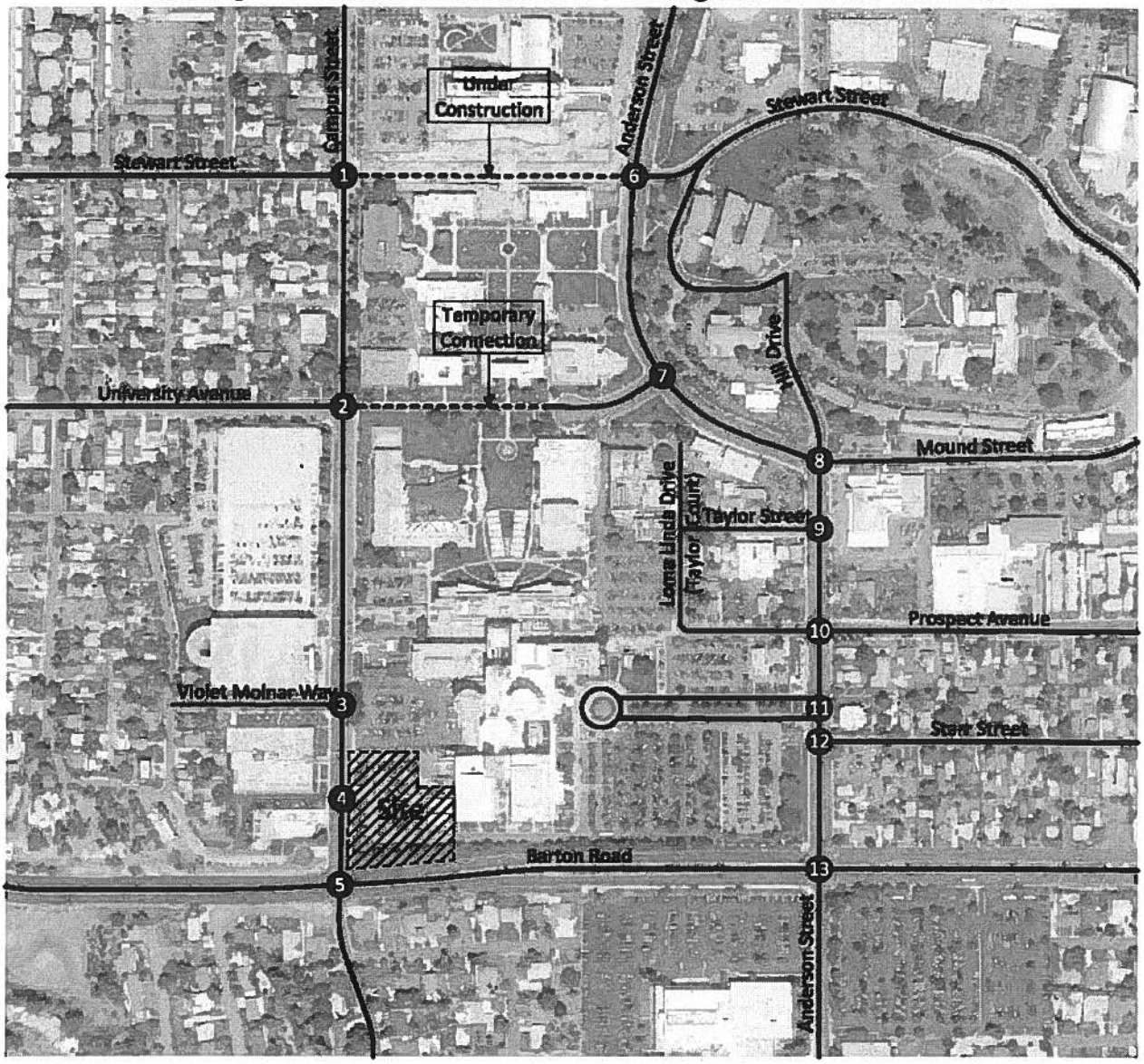
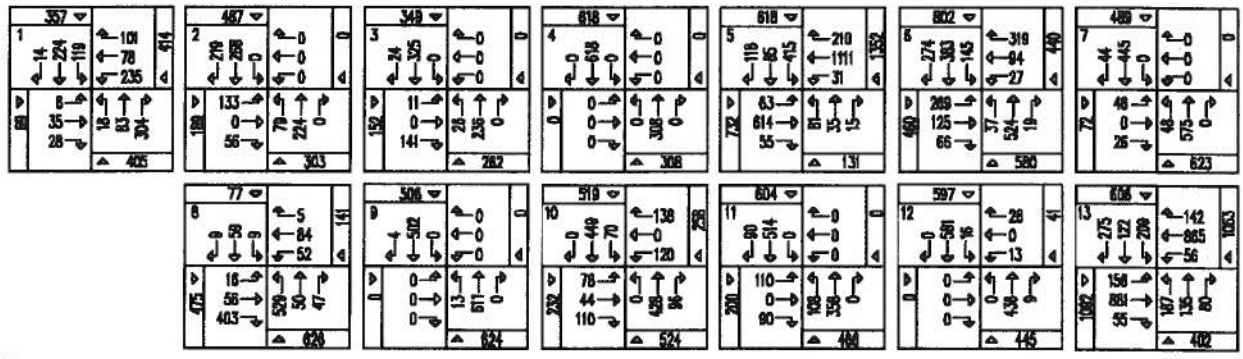
KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 6
Existing (Year 2014)
Evening Peak Hour Intersection Turning Movement Volumes





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

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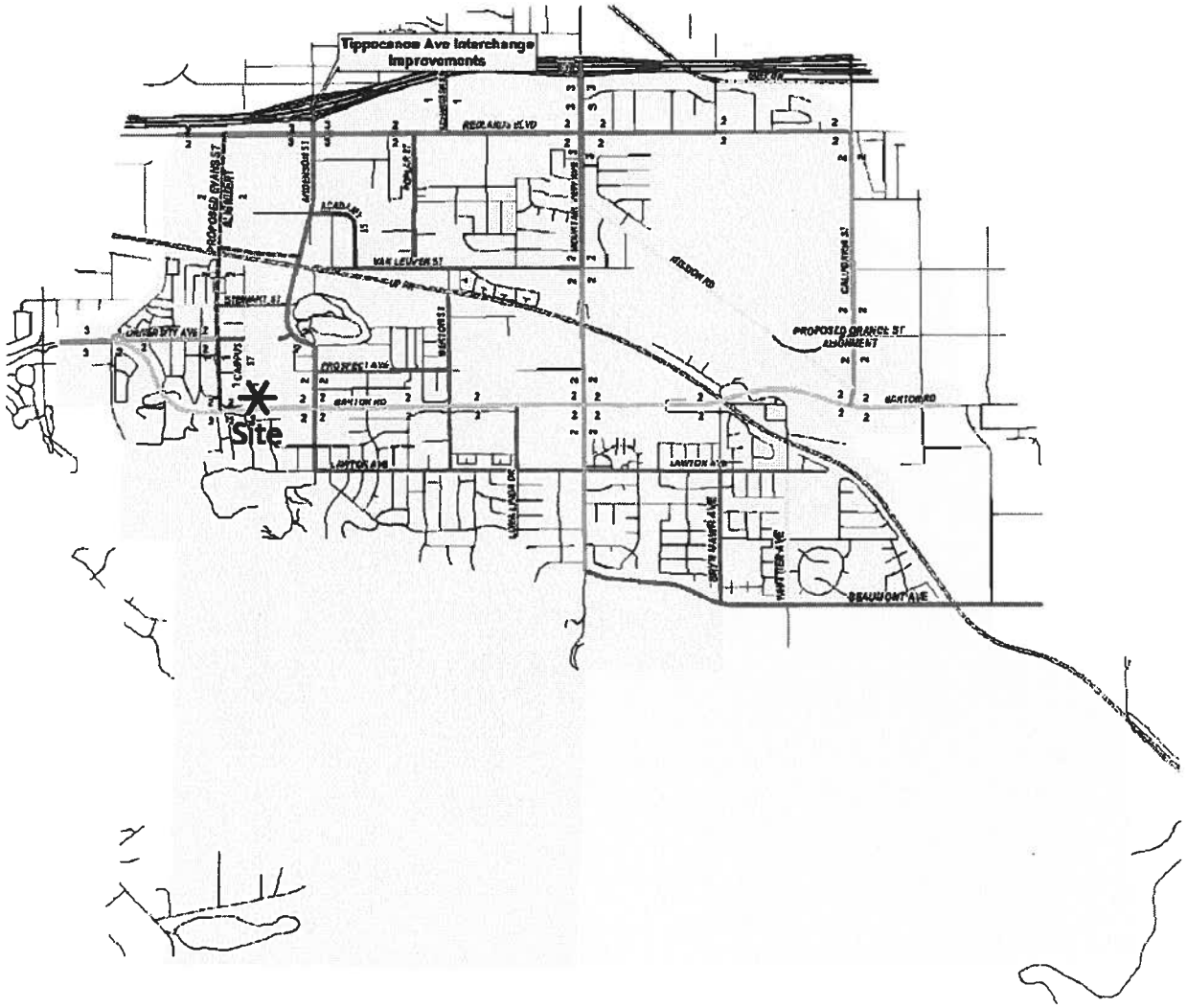
OVER 35 YEARS OF EXCELLENT SERVICE

Figure 7
City of Loma Linda General Plan Circulation Element



Legend

- FUTURE ROADWAY
- 2-LANE UNDIVIDED LOCAL STREET
- 2-LANE UNDIVIDED ROADWAY
- 2-LANE DIVIDED ROADWAY
- 4-LANE UNDIVIDED ROADWAY
- 4-LANE DIVIDED ROADWAY
- MODIFIED 4-LANE UNDIVIDED ROADWAY
- 6-LANE UNDIVIDED ROADWAY
- 6-LANE DIVIDED ROADWAY

JURISDICTIONAL AND INFRASTRUCTURE

- SPHERE OF INFLUENCE
- CITY LIMIT
- FREEWAY
- RAILROAD

Source: City of Loma Linda

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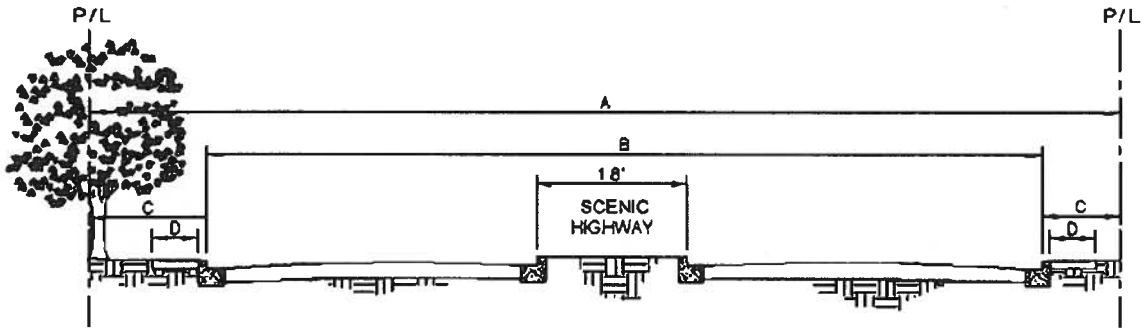
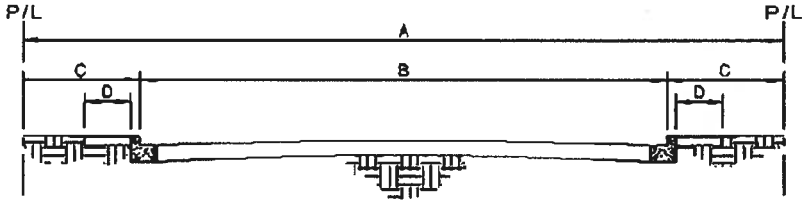
Figure 8
City of Loma Linda General Plan Roadway Cross-Sections



MAJOR ARTERIAL SECTION



STANDARD SECTION

	DIMENSIONS				MIN. PAVING	
STREET-TYPE	A	B	C	D*	T.I.	AC"/CAB"
LOCAL	60'	36'	12'	5'	6	3.5"/6"
COLLECTOR	64'	40'	12'	5'	6	3.5"/6"
COLLECTOR (SPECIAL)	66'	44'	11'	5'	7	4/6
SECONDARY HIGHWAY	88'	64'	12'	5'	8	4/7
MAJOR HIGHWAY	100'	72'	14'	5'	9	5/8
SCENIC HIGHWAY	120'	94'	13'	5'	9	5/8

*SIDEWALK EXTENDS TO PROPERTY LINE IN COMMERCIAL ZONE

Source: City of Loma Linda

III. Future Conditions

A. Future Volumes

As described within Section I.C., the Opening Year traffic projections have been interpolated between Year 2035 traffic volumes and existing traffic volumes utilizing a portion of the growth increment.

1. Opening Year (2016) Without Project

The average daily traffic volumes for Opening Year (2016) without project traffic conditions have been determined as described above using the growth interpolation process (see Section I.C). Opening Year (2016) without project average daily traffic volumes are shown on Figure 9.

2. Opening Year (2016) With Project

The average daily traffic volumes for Opening Year (2016) with project traffic conditions have been adjusted with the construction of the patient parking structure. Opening Year (2016) with project average daily traffic volumes are shown on Figure 10.

B. Future Level of Service

1. Opening Year (2016) Without Project

The Opening Year (2016) delay and Level of Service for the study area roadway network without the proposed project are shown in Table 3. Table 3 shows delay values based on the geometrics at the study area intersections without and with improvements. Opening Year (2016) Without Project delay calculation worksheets are provided in Appendix D. Opening Year (2016) Without Project morning and evening peak hour intersection turning movement volumes are shown on Figures 11 and 12, respectively.

For Opening Year (2016) Without Project traffic conditions, the following study area intersections are projected to operate at unacceptable Levels of Service during the peak hours, without improvements:

Campus Street (NS) at:
- Barton Road EW) #5

Anderson Street (NS) at:
- Prospect Avenue (EW) - #10
- Barton Road (EW) - #13

As shown in Table 3, the study area intersections are projected to operate at acceptable Levels of Service during the peak hours for Opening Year (2016) Without Project traffic conditions, with improvements.

3. Opening Year (2016) With Project

The Opening Year (2016) delay and Level of Service for the study area roadway network with the proposed project are shown in Table 4. Table 4 shows delay values based on the geometrics at the study area intersections, without and with improvements. Opening Year (2016) With Project delay calculation worksheets are provided in Appendix D. Opening Year (2016) With Project morning and evening peak hour intersection turning movement volumes are shown on Figures 13 and 14, respectively.

For Opening Year (2016) With Project traffic conditions, the following study area intersections are projected to operate at unacceptable Levels of Service during the peak hours, without improvements:

Campus Street (NS) at:
University Avenue (EW) - #2
Barton Road EW) #5

Anderson Street (NS) at:
Barton Road (EW) - #13

As shown in Table 4, the study area intersections are projected to operate at acceptable Levels of Service during the peak hours for Opening Year (2016) With Project traffic conditions, with improvements.

C. Future Traffic Signal Warrant Analysis

A traffic signal is projected to be warranted at the following additional study area intersection for Opening Year (2016) Without Project traffic conditions (see Appendix E):

Anderson Street (NS) at:
Prospect Avenue (EW) - #10

The unsignalized intersection has been evaluated for a traffic signal using the California Department of Transportation Warrant 3 Peak Hour traffic signal warrant analysis, as specified in the California Manual of Uniform Traffic Control Devices (January 2012).

Table 3

Opening Year (2016) 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
Campus Street (NS) at:															
Stewart Street (EW) - #1	TS[4]	0.5	0.5	1	0	1	0	0	1	0	0.5	0.5	1	10.4-B	9.7-A
University Avenue (EW) - #2															
- Without Improvements	AWS	0	1	0	0	1	0	0	1	0	0	0	0	18.7-C	12.3-B
- With Improvements	TS	0	1	0	0	1	0	0	1	0	0	0	0	11.4-B	8.9-A
Violet Molnar Way (EW) - #3	CSS	1	1	0	0	1	1	0.5	0	0.5	0	0	0	11.8-B	11.3-B
Barton Road (EW) - #5															
- Without Improvements	TS	1	0.5	0.5	1	1	1	1	2	1	1	2	1	55.5-E	48.3-D
- With Improvements	TS	1	0.5	0.5	1.5	0.5	1	1	2	1	1	2	1>	47.6-D	41.7-D
Anderson Street (NS) at:															
Stewart Street (EW) - #6	TS	1	2	d	1	2	d	1	0.5	0.5	1	0.5	0.5	21.9-C	17.7-B
University Avenue (EW) - #7	TS	1	2	0	0	2	1	1	0	1	0	0	0	7.4-A	7.9-A
Mound Street (EW) - #8	AWS	1.5	0.5	1	0	1	0	1	0.5	1.5	0	1	0	16.7-C	20.6-C
Taylor Street (EW) - #9	CSS	1	2	0	0	1.5	0.5	0	0	0	0	0	0	9.9-A	8.8-A
Prospect Avenue (EW) - #10															
- Without Improvements	AWS	0	1.5	0.5	1	2	0	0	1	0	0.5	0	0.5	17.9-C	25.4-D
- With Improvements	TS	0	1.5	0.5	1	2	0	0	1	0	0.5	0	0.5	18.1-B	15.9-B
Main Hospital Entrance (EW) - #11	CSS	1	2	0	0	1.5	0.5	1	0	1	0	0	0	17.4-C	21.0-C
Starr Street (EW) - #12	CSS	0	1.5	0.5	1	2	0	0	0	0	0	1	0	11.8-B	11.6-B
Barton Road (EW) - #13	TS	1	0.5	0.5	1	1	1	2	2	1	1	2	1	45.9-D	41.9-D

[1] When a right turn lane 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 = De Facto Right Turn; > = Right Turn Overlap; 1 = Improvement

[2] Delay and level of service has been calculated using the following analysis software: Traffix, Version 7.9.0215 (2008). Per the Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all way 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; AWS = All Way Stop; CSS = Cross Street Stop

[4] A traffic signal has been recently installed at the Campus Street/Stewart Street intersection in conjunction with the Stewart Street undercrossing construction.

Table 4

Opening Year (2016) 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
Campus Street (NS) at:															
Stewart Street (EW) - #1	TS[4]	0.5	0.5	1	0	1	0	0	1	0	0.5	0.5	1	11.1-B	10.6-B
University Avenue (EW) - #2															
- Without Improvements	AWS	0	1	0	0	1	0	0	1	0	0	0	0	44.1-E	18.7-C
- With Improvements	**TS**	0	1	0	0	1	0	0	1	0	0	0	0	11.3-B	8.1-A
Violet Molnar Way (EW) - #3	CSS	1	1	0	0	1	1	0.5	0	0.5	0	0	0	14.1-B	13.2-B
Parking Structure Driveway (EW) - #4	**CSS**	0	1	**1**	1	1	0	0	0	0	0	**1**	0	23.8-C	18.3-C
Barton Road (EW) - #5															
- Without Improvements	TS	1	0.5	0.5	1	1	1	1	2	1	1	2	1	99.9-F[5]	99.9-F
- With Improvements	TS	1	0.5	0.5	**1.5**	0.5	1	1	2	1	1	2	**1>**	47.9-D	42.2-D
Anderson Street (NS) at:															
Stewart Street (EW) - #6	TS	1	2	d	1	2	d	1	0.5	0.5	1	0.5	0.5	24.2-C	17.5-B
University Avenue (EW) - #7	TS	1	2	0	0	2	1	1	0	1	0	0	0	7.1-A	7.6-A
Mound Street (EW) - #8	AWS	1.5	0.5	1	0	1	0	1	0.5	1.5	0	1	0	13.1-B	14.5-B
Taylor Street (EW) - #9	CSS	1	2	0	0	1.5	0.5	0	0	0	0	0	0	9.1-A	8.4-A
Prospect Avenue (EW) - #10															
- Without Improvements	AWS	0	1.5	0.5	1	2	0	0	1	0	0.5	0	0.5	13.9-B	17.1-C
- With Improvements	**TS**	0	1.5	0.5	1	2	0	0	1	0	0.5	0	0.5	18.0-B	15.1-B
Main Hospital Entrance (EW) - #11	CSS	1	2	0	0	1.5	0.5	1	0	1	0	0	0	11.6-B	12.6-B
Starr Street (EW) - #12	CSS	0	1.5	0.5	1	2	0	0	0	0	0	1	0	10.8-B	10.9-B
Barton Road (EW) - #13	TS	1	0.5	0.5	1	1	1	2	2	1	1	2	1	51.0-D	43.1-D

[1] When a right turn lane 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 = De Facto Right Turn; > = Right Turn Overlap; **1** = Improvement

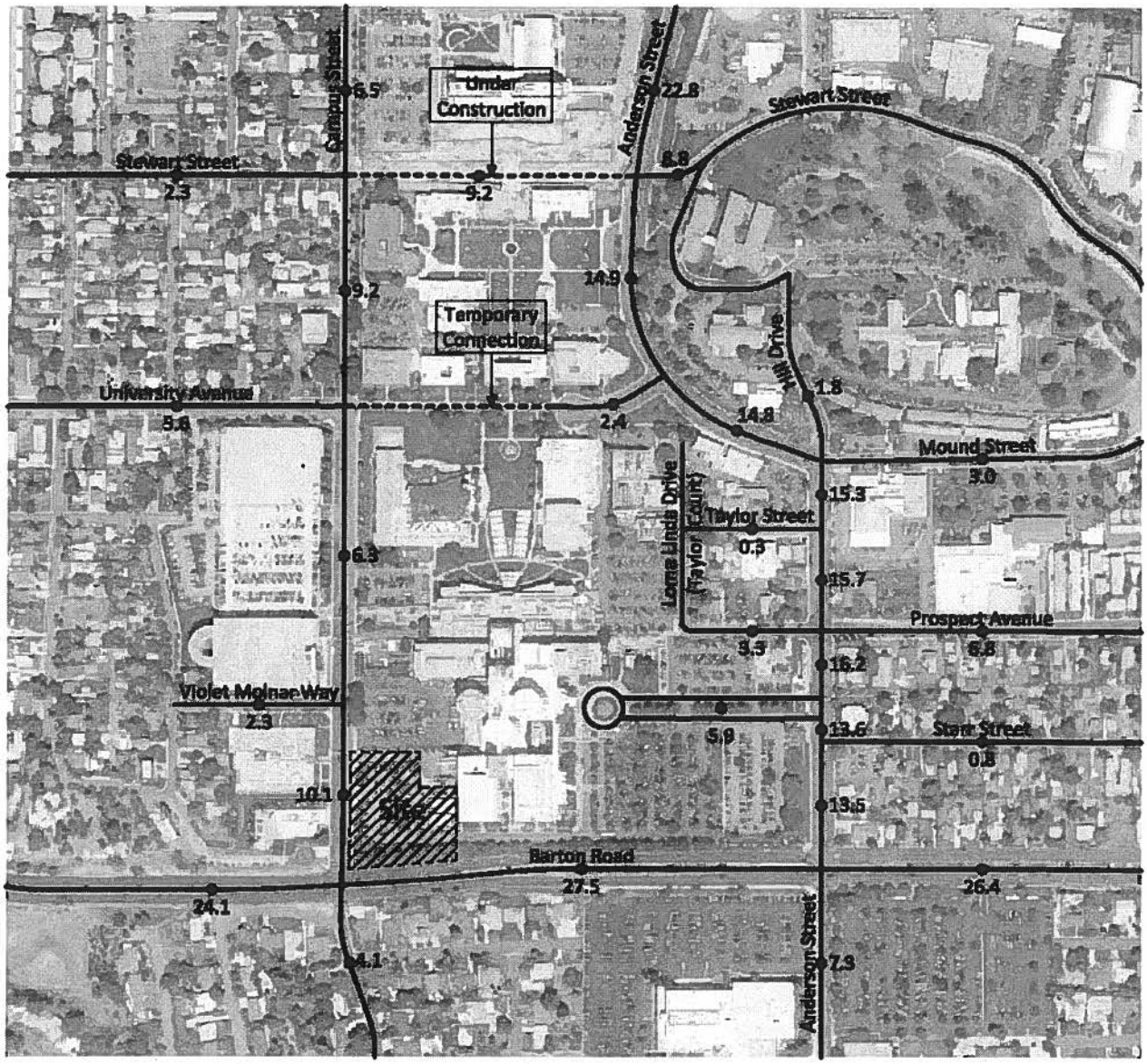
[2] Delay and level of service has been calculated using the following analysis software: Traffix, Version 7.9.0215 (2008). Per the Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control, the delay and level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

[3] TS = Traffic Signal; AWS = All Way Stop; CSS = Cross Street Stop

[4] A traffic signal has been recently installed at the Campus Street/Stewart Street intersection in conjunction with the Stewart Street undercrossing construction.

[5] 99.9-F = Delay High, Intersection Unstable, Level of Service F.

Figure 9
Opening Year (2016) Without Project Average Daily Traffic Volumes



Legend

7.3 = Vehicles Per Day (1,000's)

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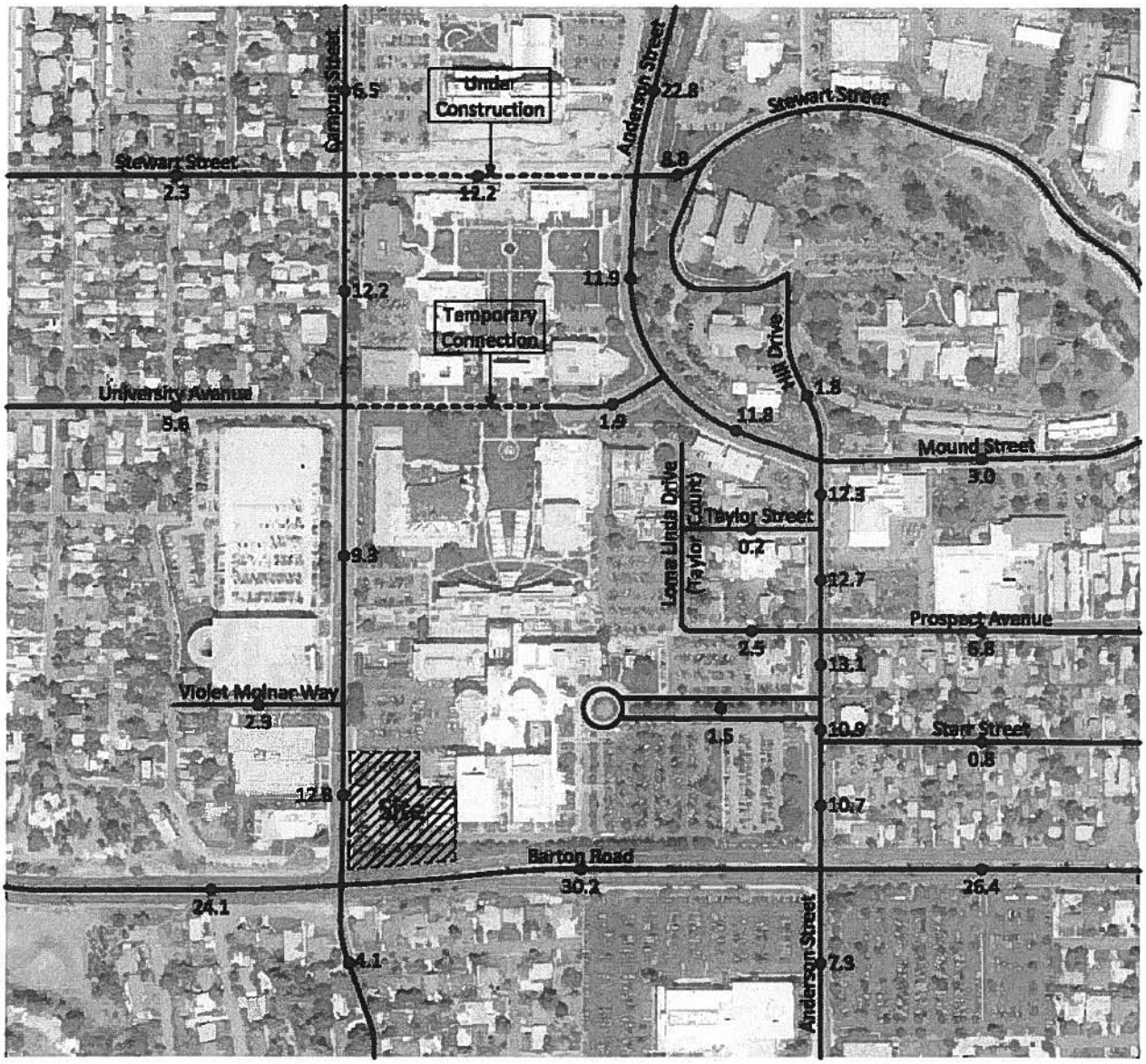
Figure 10
Opening Year (2016) With Project Average Daily Traffic Volumes



Legend

7.3 = Vehicles Per Day (1,000's)

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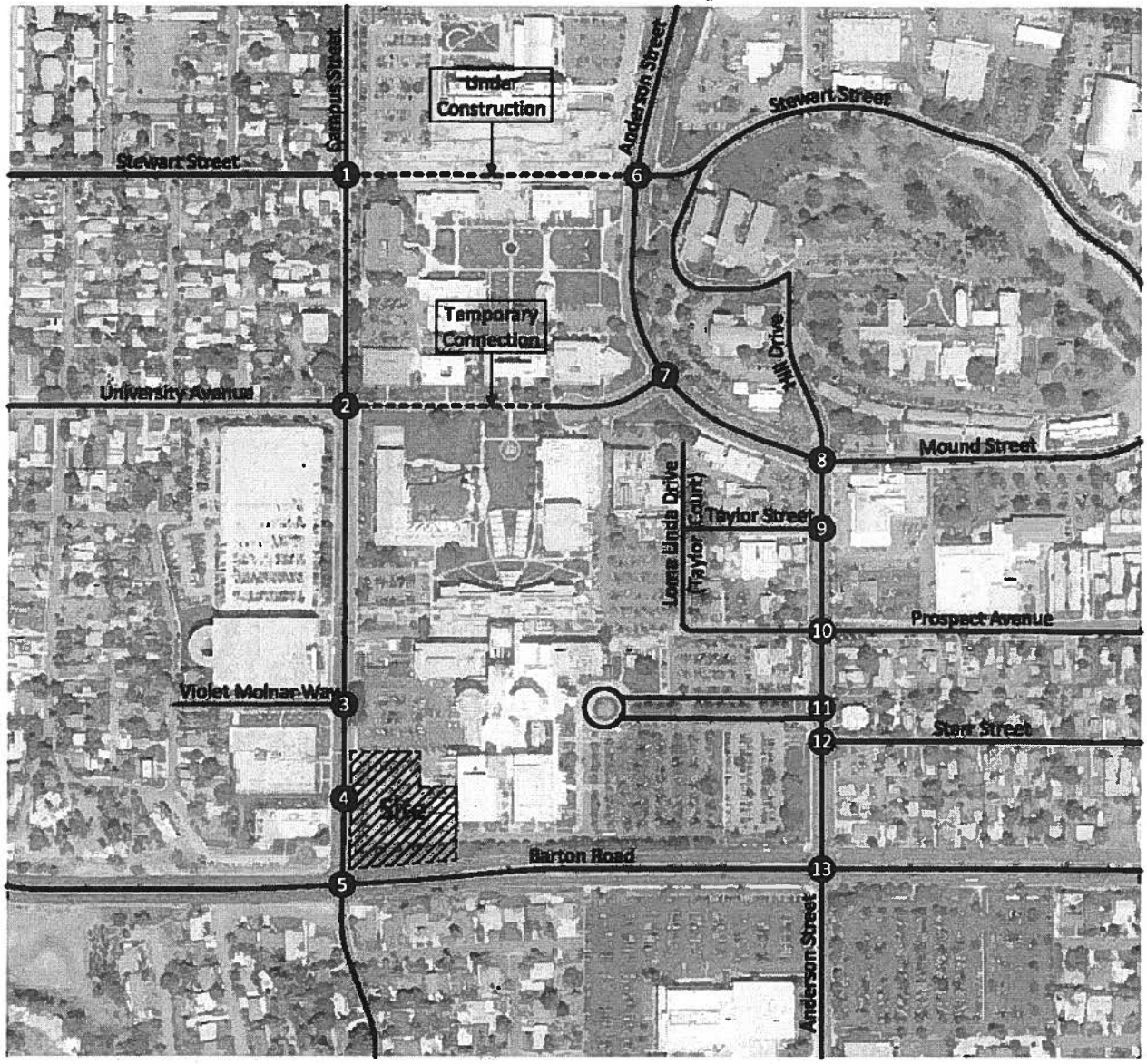
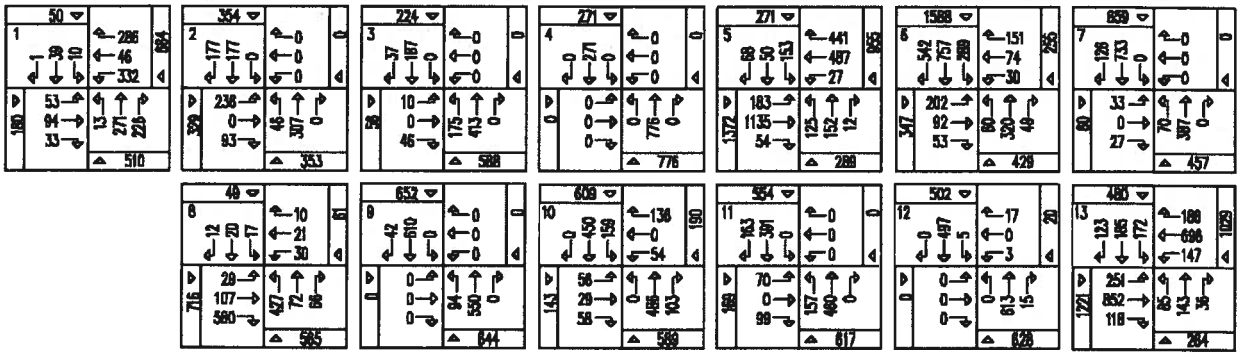
Figure 11
Opening Year (2016) Without Project
Morning Peak Hour Intersection Turning Movement Volumes





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

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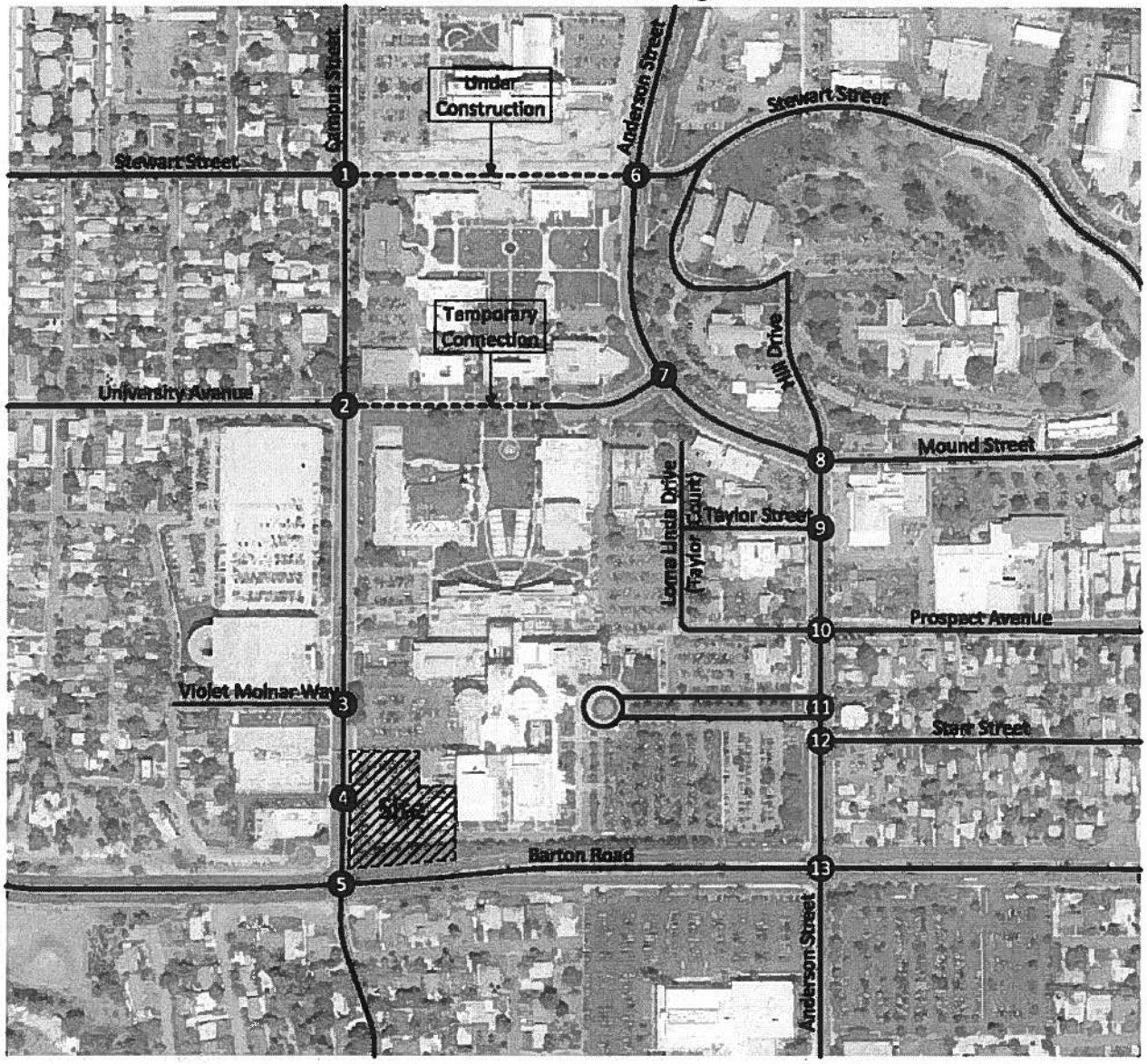
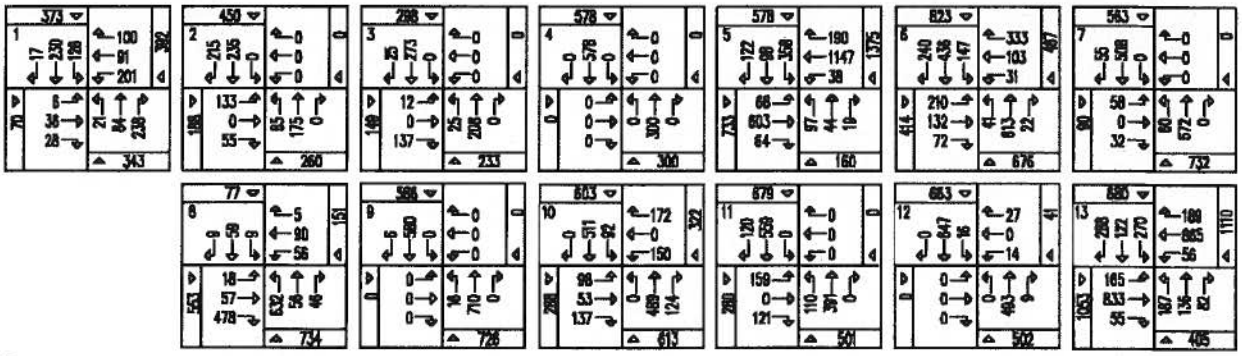
Figure 12
Opening Year (2016) Without Project
Evening Peak Hour Intersection Turning Movement Volumes





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

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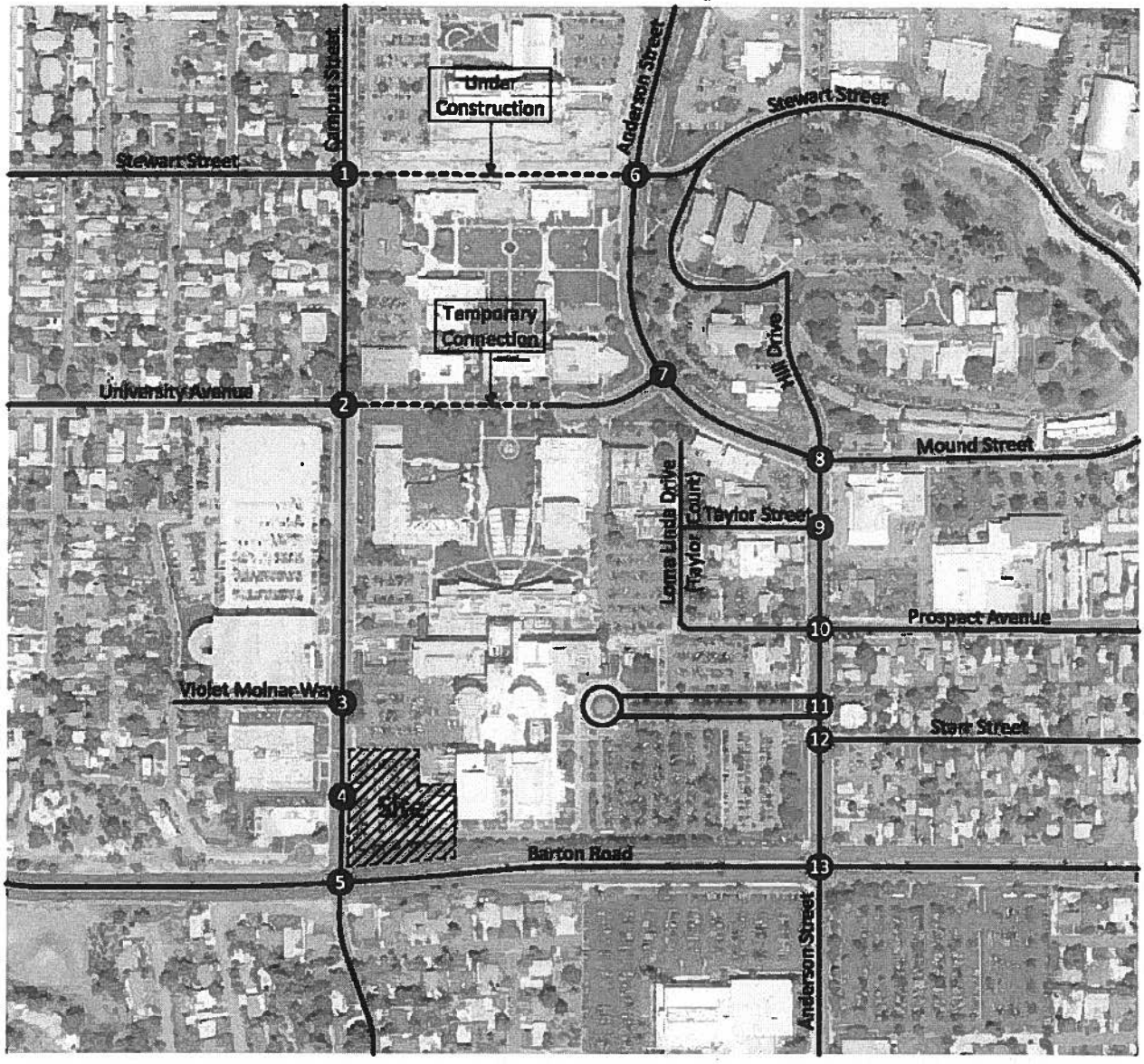
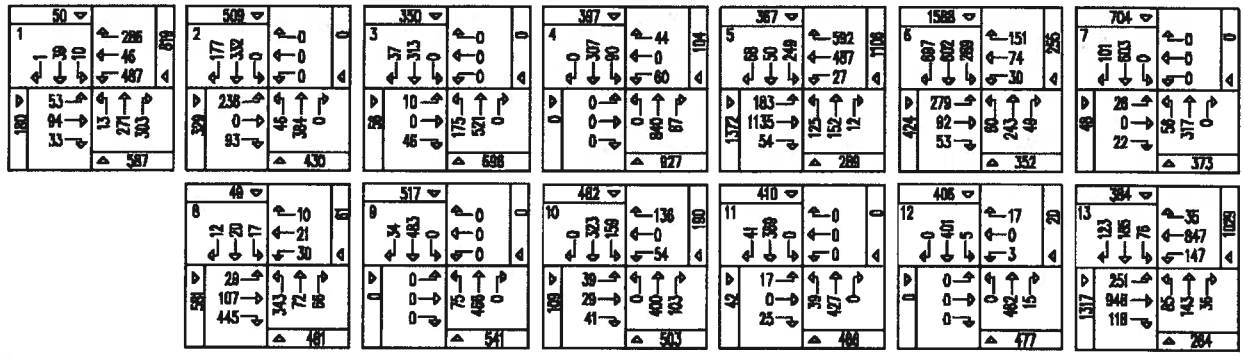
Figure 13
Opening Year (2016) With Project
Morning Peak Hour Intersection Turning Movement Volumes





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

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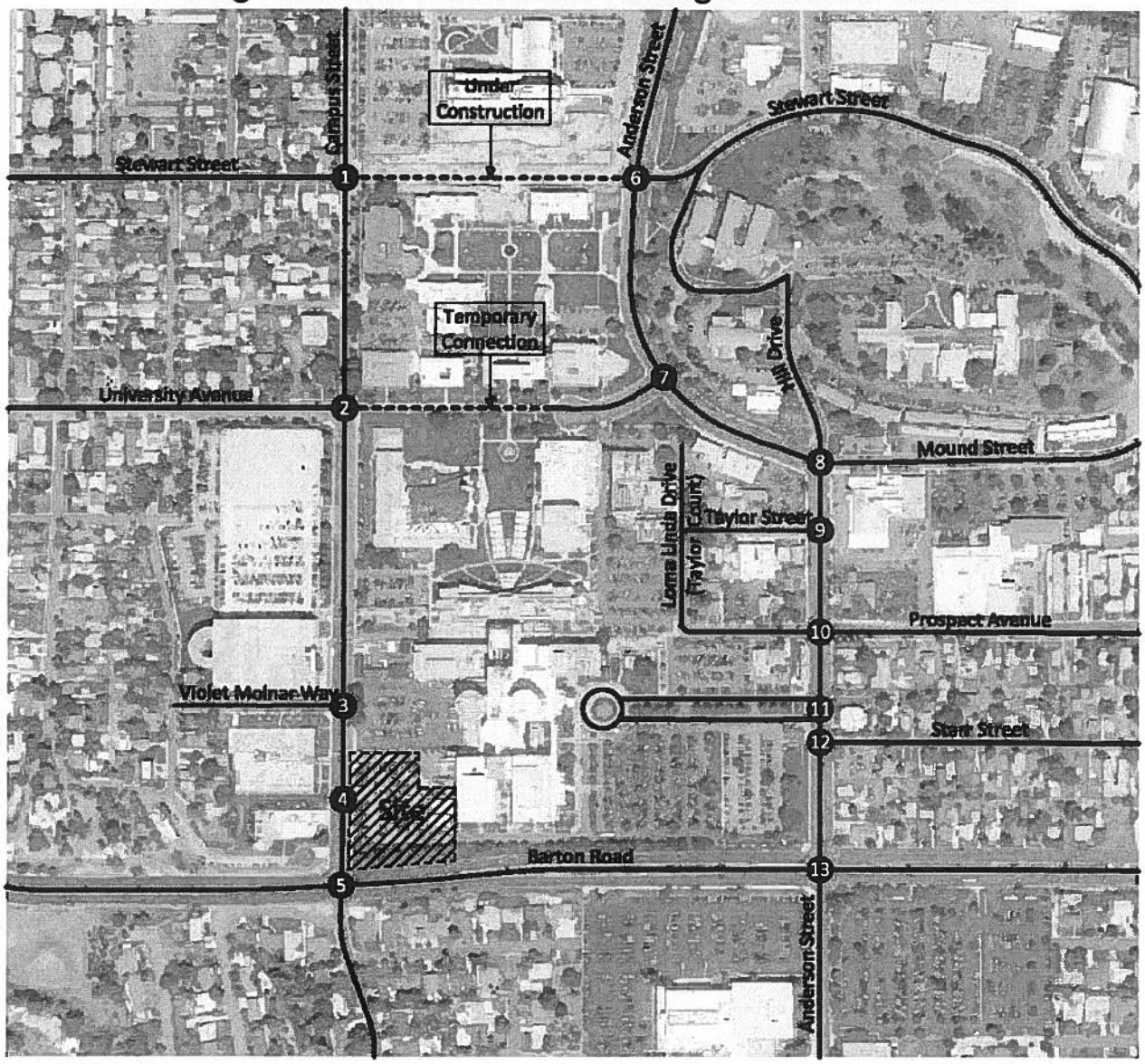
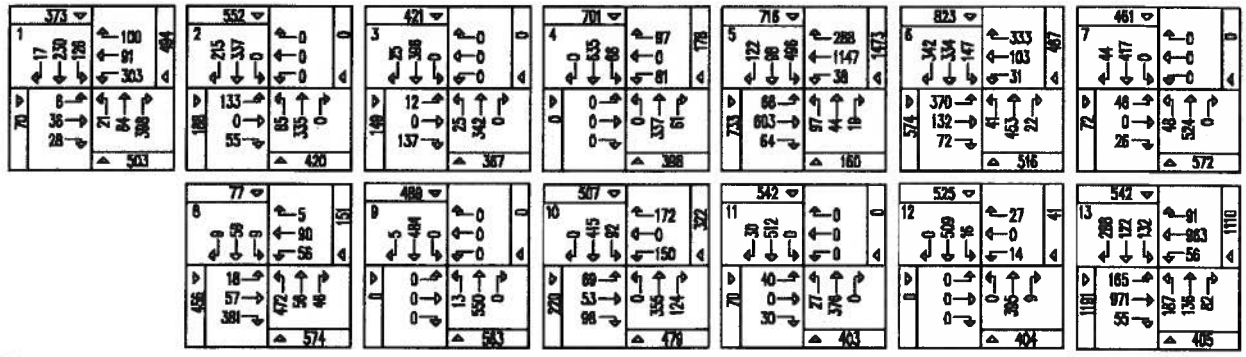
Figure 14
Opening Year (2016) With Project
Evening Peak Hour Intersection Turning Movement Volumes





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

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IV. Conclusions and Recommendations

A. Summary

The traffic issues related to the proposed land use and development have been evaluated in the context of the California Environmental Quality Act.

The City of Loma Linda is the lead agency responsible for preparation of the focused traffic analysis, in accordance with California Environmental Quality Act authorizing legislation. This report analyzes traffic impacts for existing (2014) and Opening Year (2016) traffic conditions.

A series of scoping discussions were conducted with the following agencies to define the desired analysis locations for each future analysis year:

- City of Loma Linda
- Loma Linda University Health Services
- Loma Linda University Medical Center

In addition, the San Bernardino Associated Governments staff has also been contacted to discuss the project and its associated travel patterns.

The focused traffic analysis accounts for the redistribution of traffic volumes with the construction of the new parking structure and no new trip generation is being proposed.

The average daily traffic volume forecasts have been determined using the growth increment approach on the San Bernardino Traffic Analysis Model (SBTAM) Year 2000 and Year 2035 average daily traffic volume forecasts (see Appendix C). 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 2011 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 2011 and Year 2035 is 24 years of the 35 year time frame, a factor of 0.69 (i.e., 24/35) was used.

The Opening Year daily and peak hour directional roadway segment volume forecasts have been determined using the growth increment approach on the SBTAM 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 (2016) traffic volumes have been interpolated from the Year 2035 traffic volumes based upon a portion of the future growth increment.

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 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 without and with the project. The following analysis years are considered in this report:

- Existing Conditions (Year 2014)[5]
- Project Opening Year Conditions (2016)
  - Campus Street parking structure completed
  - Stewart Street underpass completed
  - University Avenue temporary connection closed

Existing intersection traffic conditions were established through morning and evening peak hour traffic counts obtained by Kunzman Associates, Inc. from October 2011[6] (see Appendix B). In addition, truck classification counts were conducted at the study area intersections. The existing percent of trucks was used in the conversion of trucks to Passenger Car Equivalent's (see Appendix C).

B. Existing Conditions

Regional access to the project site is provided by the I-10 Freeway. Local access is provided by various roadways in the vicinity of the site. The east-west roadways which will be most affected by the project include Stewart Street, University Avenue, Mound Street, Taylor Street, Prospect Avenue, Starr Street, and Barton Road. The north-south roadways expected to provide local access include Campus Street and Anderson Street.

The study area intersections currently operate at acceptable Levels of Service during the peak hours for Existing (Year 2014) traffic conditions, except for the following study area

[5] Stewart Street is currently closed for construction (between Campus Street and Anderson Street) and University Avenue is temporarily open for through traffic (between Campus Street and Anderson Street). Based upon discussions with City of Loma Linda staff, a comparison of the differences in traffic volumes for the two sets of data (Year 2011 and Year 2013 – see Appendix B) has been prepared for the Barton Road intersections in Table 1. The traffic volume comparison data shows that a nominal decrease in traffic volumes has occurred in the study area and the Year 2011 traffic count data (taken before the Stewart Street road closure) has been used in this report.

[6] The October 2011 traffic volumes have been factored to Year 2014 traffic conditions using the SBTAM traffic projections (see Appendix C). In addition, adjustments have been made to account for the construction of the West Hall parking structure, closure of San Juan Street, and opening of Violet Molnar Way.

intersections that currently operate at unacceptable Levels of Service during the peak hours:

Campus Street (NS) at:
Barton Road (EW) - #5

Anderson Street (NS) at:
Barton Road - #13

C. Existing (Year 2014) Traffic Signal Warrant Analysis

A traffic signal appears to currently be warranted at the following study area intersection for Existing (Year 2014) traffic conditions[7] (see Appendix E):

Campus Street (NS) at:
University Avenue (EW) - #2

The unsignalized intersection has been evaluated for a traffic signal using the California Department of Transportation Warrant 3 Peak Hour traffic signal warrant analysis, as specified in the California Manual of Uniform Traffic Control Devices (January 2012).

D. Future Conditions

For Opening Year (2016) Without Project traffic conditions, the following study area intersections are projected to operate at unacceptable Levels of Service during the peak hours, without improvements:

Campus Street (NS) at:
Barton Road EW) #5

Anderson Street (NS) at:
Prospect Avenue (EW) - #10
Barton Road (EW) - #13

As shown in Table 3, the study area intersections are projected to operate at acceptable Levels of Service during the peak hours for Opening Year (2016) Without Project traffic conditions, with improvements.

For Opening Year (2016) With Project traffic conditions, the following study area intersections are projected to operate at unacceptable Levels of Service during the peak hours, without improvements:

Campus Street (NS) at:
University Avenue (EW) - #2
Barton Road EW) #5

[7] A traffic signal has been recently installed at the Campus Street/Stewart Street intersection in conjunction with the Stewart Street undercrossing construction.

Anderson Street (NS) at:
Barton Road (EW) - #13

As shown in Table 4, the study area intersections are projected to operate at acceptable Levels of Service during the peak hours for Opening Year (2016) With Project traffic conditions, with improvements.

E. Future Traffic Signal Warrant Analysis

A traffic signal is projected to be warranted at the following additional study area intersection for Opening Year (2016) Without Project traffic conditions (see Appendix E):

Anderson Street (NS) at:
Prospect Avenue (EW) - #11

The unsignalized intersection has been evaluated for a traffic signal using the California Department of Transportation Warrant 3 Peak Hour traffic signal warrant analysis, as specified in the California Manual of Uniform Traffic Control Devices (January 2012).

F. Recommendations

The study area improvement summary is included in Table 5. Table 5 includes the intersection and roadway segment improvements needed to achieve acceptable Levels of Service. The Opening Year site-specific circulation and access recommendations are depicted on Figure 15.

On-site traffic signing and striping should be implemented in conjunction with detailed construction plans for the project.

Sight distance at the project access should be reviewed with respect to California Department of Transportation/City of Loma Linda standards in conjunction with the preparation of final grading, landscaping, and street improvement plans.

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.

Table 5

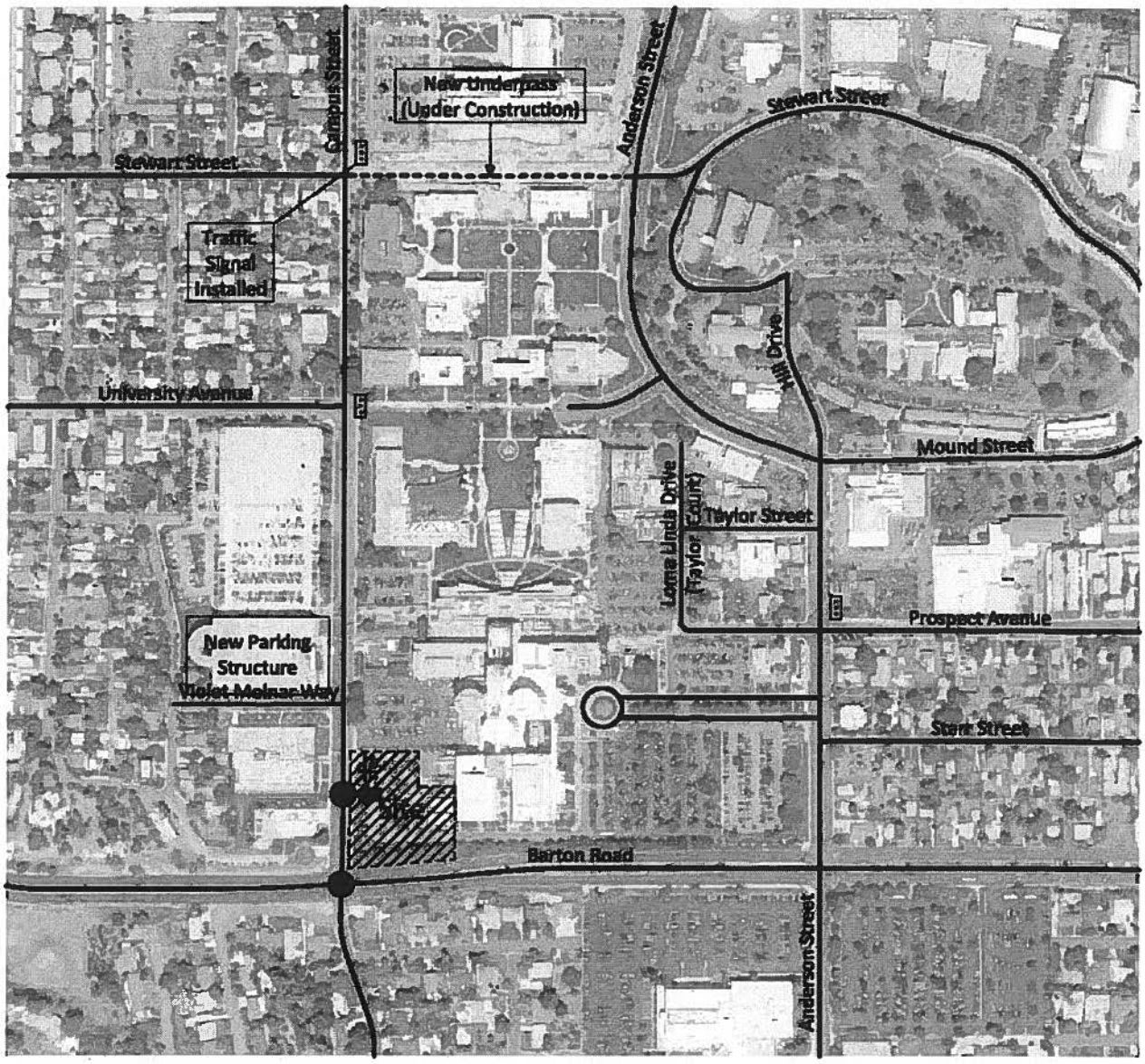
Study Area Improvement Summary

Descriptor	Location	Improvement	Existing (Year 2014)	Opening Year (2016)	
				Without Project	With Project
Parking Structures	West Hall Parking Structure	Construction completed	X	X	X
	Patient Parking Structure	787 parking spaces			X
Roadway Segments	Prospect Avenue between San Lucas Street and Campus Street	Construction completed[1]	X	X	X
	San Juan Street between San Lucas Street and Campus Street	Closure completed	X	X	X
	Violet Molnar Way between San Lucas Street and Campus Street	Construction completed	X	X	X
	University Avenue between Campus Street and Anderson Street	Closed for through traffic[2]	X	X	X
	Stewart Street between Campus Street and Anderson Street	Construct underpass	X	X	X
Intersections	Campus Street/Stewart Street - #1	Traffic signal installed	X	X	X
	Campus Street/University Avenue - #2	Install traffic signal		X	X
	Campus Street/Barton Rd. - #5	Restripe SB through lane to SB through/left turn lane		X	X
		Provide WB right turn overlap traffic signal phasing		X	X
	Anderson Street/Prospect Avenue - #10	Install traffic signal		X	X

[1] The traffic volumes have been reassigned to the Campus Street/Violet Molnar Way intersection.

[2] This improvement is temporary during the current construction of the Stewart Street underpass.

Figure 15
Circulation Recommendations



Legend

- = Traffic Signal
- STOP = Stop Sign
- = Intersection Improvements (See Table 5)

On-site traffic signing and striping should be implemented in conjunction with detailed construction plans for the project.

Sight distance at the project access should be reviewed with respect to California Department of Transportation/City of Loma Linda standards in conjunction with the preparation of final grading, landscaping, and street improvement plans.

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.

KUNZMAN ASSOCIATES, INC.

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OVER 35 YEARS OF EXCELLENT SERVICE

City of Loma Linda Official Report

Approved/Continued/Denied
By City Council
Date _____

COUNCIL AGENDA: September 9, 2014

TO: City Council

FROM: Konrad Bolowich, Assistant City Manager

SUBJECT: **Appeal of Findings of Nuisance and Notice to Abate At: APN 0281-091-22 (24800 REDLANDS BLVD), APN 0281-091-32 (24816 REDLANDS BLVD), APN 0281-091-40 (REDLANDS BLVD.)**

ITEM

Staff is forwarding a request by the property owner to appeal a finding of nuisance and notice to abate at the above reverenced property.

BACKGROUND

The above referenced properties are contiguous parcels located within the EVC General Commercial Zone. There is one existing non-conforming residence, one building in use as a commercial book store, and two buildings not in current use or occupancy.

Between September 22, 1992 and September 28, 1993 a hearing was held and continued multiple times to declare the subject property a nuisance. The continuances allowed the property owner and the City to develop a cooperation agreement resulting in a two phased plan to remediate the issues. Phase I of the agreement was completed. However, it appears that phase II was not completed as the property owner never obtained a Redevelopment Agency grant for repairs, and did not complete replacement of the fencing on the south side of the property. On-site inspections were not allowed by the property owner as required by the agreement. The prior agreement does not give the property owner any right to maintain the violations that currently exist.

In 2012, annual city wide spring weed abatement inspections identified the property as having numerous fire code and vegetation related violations. A follow up inspection on or about August 22, 2012 identified the property as having multiple Fire Code, Health and Safety Code, Zoning, and nuisance violations.

Between August 22, 2012 and April 03, 2013, City Staff attempted to develop an action plan with the property owner to remediate the issues; however the property owner has not been able to agree on an action plan to remediate the violations found upon the premises.

On April 1, 2013, the Fire Department sent a Notice to Clean Property, and on April 3, 2013, A Notice of Violation was sent to the property owner delineating the known violations and requesting compliance with the Municipal Code.

The property owner contacted the City on April 14, 2013, and informed Staff that he would be contracting a vendor to begin remediation of the tree and vegetation related issues on April 22, 2013. In light of remediation attempts by the property owner, all enforcement efforts were suspended pending a re-inspection of the property to determine which issues remained and to develop an action plan to complete remediation. The re-inspection was scheduled for May 29. 2013.

City Staff attempted to re-inspect the property on the morning of May 29, 2013 and was denied entry to the premises or access to any of the buildings. It was however observed that unpermitted electrical work had been completed in the book store and unpermitted roof repairs were made to one of the vacant buildings. In light of the inability or refusal of the property owner to show that remediation had properly occurred, Staff resumed enforcement efforts and violations were sent to the owners of record.

On July 2, 2013 Staff scheduled a re-inspection of the property with the owner. Representatives from Building, Fire, Code, and Community Development were present. Staff was led around the perimeter of the property, but not allowed to enter the property or buildings to confirm what, if any, remediation had occurred. Staff attempted to develop a remediation plan with the owner relative to the violations that were still visible, and were unable to come to an agreement as to actions to be taken.

On July 17, 2013 a public hearing was held in front of the Planning Commission to determine if a public nuisance exists at APN# 0281-091-22 (24800 Redlands Blvd), APN# 0281-091-32 (24816 Redlands Blvd), and APN# 0281-091-40 (24818 Redlands Blvd) and to find that there is sufficient cause to abate the nuisance. The Planning Commission heard a presentation from City Staff as well as from the property owner, and found that a public nuisance did exist at the above location. A finding of nuisance and notice to abate was issued by the Planning Commission with specific findings, remediations, and dates to accomplish such remediations as follows;

- That the abatement of all violations be commenced by **July 22, 2013.**
- That all dead, and overgrown vegetation, trash and debris, and inoperative vehicles be removed or remediated and that all necessary permits be obtained and inspections relating to this activity be completed by **August 26, 2013.**
- That all necessary building permits be obtained, and inspections be completed for unpermitted roofing and electrical work, and that all unsafe, exposed wiring and open junction boxes be remediated, or shown to be disconnected from power sources and are marked accordingly, and that all necessary permits be obtained and inspections relating to this activity be completed by **September 30, 2013**.
- That all outdoor storage of building materials, broken and damaged tools, and industrial and commercial goods be removed from the property and that all necessary permits be obtained and inspections relating to this activity be completed by **November 4, 2013**.
- That dilapidated and damaged structures are repaired or removed, and that all remaining violations be remediated, and that all necessary permits be obtained and inspections relating to this activity be completed by **February 3, 2014**.

On August 20, 2013 the property owner requested an appeal of the finding of public nuisance as allowed in LLMC 9.12.080 and to be conducted as per LLMC 02.08.030. The property owner requested that the appeal be delayed until the November City Council meeting as he would be out of the state and unable to attend any meeting prior to the November meeting.

Between August 20, 2013 and November 6, 2013 the Property owner has made efforts to remediate some of the violations. Permits were obtained and inspections occurred to resolve the

unpermitted electrical work on the Book Store, the vehicle damage to the west building, the suspected inoperative vehicles, and the termite damage.

On October 28, 2013 the property owner provided information that allowed the City to locate the cooperation agreement. All items covered by the cooperation agreement were considered remediated.

During the week of December 2, 2013, Staff was permitted access to the property and is in the process of determining and action plan to remediate the outstanding issues.

In the week of January 6, 2013, staff and the property owner are completing a schedule for remediation.

The property owner was to complete remediation of vegetation related issues on January 19, 2014. There was some work performed on that date, however, the work was incomplete and did not remediate any of the outstanding issues to completion. The lack of compliance was addressed with the counsel for the owner. On February 3, counsel for the property owner filed an appeal of the nuisance findings based upon California Fire Code section 108.2, claiming:

- That the intent of this code or the rules legally adopted hereunder have been incorrectly interpreted
- That the provisions of the code do not fully apply, or
- That an equivalent method of protection or safety is proposed.

The Fire Code Appeals Board met on April 9 2014 and delivered findings determining that if certain actions are implemented, there would not be a fire hazard.

Other than the requirement that a steel roof be installed on the Upholstery Building, the actions required by the Fire Appeals Board have been implemented. The property owner has obtained the necessary building permits, but has not remediated the condition.

On June 24, 2014 a hearing was held to determine the status of a cooperation agreement between the City and the property owner regarding outside storage. At that hearing, there was discussion regarding the status of the cooperation agreement. A motion by Councilman Dailey and seconded by Councilman Dupper and unanimously carried to accept the staff report and recommendations; Staff was to work with appellant over 60-70 day time period to address remaining issues, including removal of outdoor storage; and to continue the public hearing to September 9 for future action if necessary.

Subsequent to the meeting, staff met with the property owner to discuss remediation plans and to determine the suitability to place storage containers on the site to manage the outside storage. On July 17th, a site walk was scheduled and as part of the walk discussions were held with the property owner as to the disposition of outside storage items, location of any remaining items for sale or salvage, and the opportunity to have City provided refuse removal and recycle services available. On August 6th, a copy of the proposed site map was delivered to the property owner via e-mail.

As of September 4, 2014, while some items have been relocated or removed, there continues to be an extensive amount of outside storage on the site, and no provisions for storage containers have been made. In addition the permit to reroof the Upholstery Building as required by the Fire Appeals Board is due to expire on September 24, 2014, and it does not appear the work has commenced.

ENVIRONMENTAL

There is no environmental impact

FINANCIAL IMPACT

There are unknown financial impacts to the City. Forced remediation and abatement will incur an unknown direct cost to the City and such cost will be liened against the property. Such a lien could remain on the property until it is sold at some future date. There are currently fines related to code enforcement citations which are pending.

CONCLUSION

The Fire Code Appeal Board recommended that certain action be taken to eliminate the fire risk. The findings of the Fire Appeals board that require a steel roof on the Upholstery Building to be installed have not been met. The City Council rescinded the cooperation agreement regarding outside storage and directed the owner to remove the outside storage or to store such items in a storage container. This has not been accomplished. The property is out of compliance and should be declared a nuisance since the lack of adequate roof constitutes a life safety risk to the community, and the outside storage is in violation of current Municipal Code.

ATTACHMENTS

Exhibit #1 - Nuisance Findings with remediations noted

Exhibit #2 - Site Plan for remaining storage

Exhibit #1

City of Loma Linda

FINDINGS OF NUISANCE AND NOTICE TO ABATE

In Re: Hearing to determine if a public nuisance exists at APN# 0281-091-22 (24800 Redlands Blvd), APN# 0281-091-32 (24816 Redlands Blvd), and APN# 0281-091-40 (24818 Redlands Blvd). The Planning Commission, acting as Hearing Board, finds as follows:

WHEREAS, the properties located at APN# 0281-091-22 (24800 Redlands Blvd), APN# 0281-091-32 (24816 Redlands Blvd), and APN# 0281-091-40 (24818 Redlands Blvd) are located within the City of Loma Linda, and are subject to Loma Linda Municipal Code.

WHEREAS, the staff of the City of Loam Linda has confirmed the existence of multiple Municipal Code violations as set forth herein; and

WHEREAS, the property owner was served with multiple notices of violations and citations describing the conditions constituting the violations and ordering abatement; and

WHEREAS, the property owner has had significant and reasonable time to correct all violations but has refused and/or failed to meet the deadlines prescribed by these notices; and

WHEREAS, the property owner received proper notice of this meeting pursuant to Loma Linda Municipal Code 9.12.050; and

WHEREAS, the property owner has the legal responsibility for maintenance of the property, including abatement of all violations and compliance with all orders of the City; and

WHEREAS, the violations set forth herein still exist on the property and the property remains in violation of the Loma Linda Municipal Code; and

WHEREAS, the existence of conditions on the property are inconsistent with the Loma Linda Municipal Code, and detrimental to the health, safety, comfort, and general welfare of the public and persons residing in the City; and

WHEREAS, this board has considered the evidence concerning public nuisances on the property, including relevant documents, writings, codes, ordinances, as well as oral testimony on this hearing; and

WHEREAS, this board finds that a public nuisance does exist on the subject property and that there is sufficient cause to abate the nuisance,

NOW, THEREFORE, IT IS HEREBY:

Ordered:

That the property owner and/or other persons having charge or control of the premises abate all violations of Loma Linda Municipal Code as described herein by removal, rehabilitation, repair, demolition or such other abatement as is reasonable and appropriate in the manner and by the means specifically set forth herein. The property owner shall remediate the following conditions:

LLMC or other Code Section	**Nuisance Violations:**	**Method of Remediation**
9.12.030(B)(4)	Nuisance--Trash & Debris	Remove trash and debris.
9.12.030(B)(17)	Nuisance--Dilapidated structures	Remove, or repair dilapidated structures. Obtain all necessary permits and inspections.
9.12.030(B)(1)	Nuisance--Dead, Overgrown Vegetation	Remove dead, overgrown vegetation.
~~10.34.010~~	~~Nuisance--Inoperative vehicles~~	~~Remove, or repair and register inoperative vehicles~~
~~9.12.030(B)(6)~~	~~Nuisance--Unsafe wiring~~	~~Remove or repair unsafe wiring. Obtain all necessary permits and inspections.~~
9.12.030(B)(2)(a)	Nuisance--Abandoned, broken equipment, tools	Remove abandoned, broken equipment, and tools to.

LLMC or other Code Section	**Health & Safety Code (Building Code) Violations:**	**Method of Remediation**
~~17920.3(a)(13)~~	~~Extensive termite damage to facia boards and eaves on store~~	~~Remove, repair, or replace termite damage to facia boards and eaves on store. Obtain all necessary permits and inspections.~~
17920.3(g)(1,2,3,4)	~~Dilapidated roofs on bookstore and all~~ accessory structures	Repair or replace dilapidated roofs on bookstore and all accessory structures. Obtain all necessary permits and inspections.
~~17920.3(b)(4,7)~~	~~Vehicular damage to NW corner walls of old garage, end of wall off foundation~~	~~Repair vehicular damage to NW corner walls of old garage, end of wall attachment to the foundation. Provide engineering reports attesting to the stability of the building. Obtain all necessary permits and inspections.~~

~~17920.3(b)(1)~~	~~Inadequate footings for most structures~~	~~Repair, or replace foundations on buildings with absent or damaged foundations. Provide engineering reports attesting to the stability of the buildings. Obtain all necessary permits and inspections.~~
~~17920.3(d)~~	~~Unsafe wiring Extension cords used as permanent wiring to, through, and between buildings neither buriable material nor in conduit~~	~~Remove or replace and bring into California Building Code compliance all extension cords used as permanent wiring to, through, and between buildings. Obtain all necessary permits and inspections.~~
~~17920.3(d)~~	~~Unsafe, exposed wiring and open junction boxes~~	~~Remove or replace and bring into California Building Code compliance all unsafe, exposed wiring and open junction boxes. Obtain all necessary permits and inspections.~~
~~17920.3(b)(2)~~	~~Lack of flooring in at least one accessory structure~~	~~Repair and bring into California Building Code compliance all flooring where required. Obtain all necessary permits and inspections.~~
~~17920.3(g)(1)~~	~~Defective weather protection due to cracked, missing plaster~~	~~Remove or replace and bring into California Building Code compliance all defective weather protection due to damaged, cracked or missing plaster. Obtain all necessary permits and inspections.~~
~~17920.3(b)(6)~~	~~Structural members inadequate, causing roof sagging~~	~~Repair or replace and bring into California Building Code compliance all missing or damaged or inadequate structural members. Obtain all necessary permits and inspections.~~

LLMC or other Code Section	**California Fire Code:**	**Method of Remediation**
2010 CFC 304.1.2	Numerous Dead bushes on property	Remove dead vegetation.
~~2010 CFC 605.5~~	~~Extension Cords being used as permanent wiring~~	~~Remove or replace and bring into California Building Code compliance all extension cords used as permanent wiring to, through, and between buildings. Obtain all necessary permits and inspections.~~

~~2010 CFC 605.1~~	~~Open wiring connections, junction boxes, outlets~~	~~Remove or replace and bring into California Building Code compliance all unsafe, exposed wiring and open junction boxes. Obtain all necessary permits and inspections.~~
~~2010 CFC 605.6~~	~~Open wiring connections, junction boxes, outlets~~	~~Remove or replace and bring into California Building Code compliance all unsafe, exposed wiring and open junction boxes. Obtain all necessary permits and inspections.~~

That all necessary permits and inspections be obtained as part of the remediation effort.

That the abatement of all violations be commenced by **July 22, 2013.**

That all dead, and overgrown vegetation, trash and debris, and inoperative vehicles be removed or remediated and that all necessary permits be obtained and inspections relating to this activity be completed by **August 26, 2013.**

That all necessary building permits be obtained, and inspections be completed for unpermitted roofing and electrical work, and that all unsafe, exposed wiring and open junction boxed be remediated, or shown to be disconnected from power sources and are marked accordingly, and that all necessary permits be obtained and inspections relating to this activity be completed by **September 30, 2013**.

That all outdoor storage of building materials, broken and damaged tools, and industrial and commercial goods be removed from the property and that all necessary permits be obtained and inspections relating to this activity be completed by **November 4, 2013**.

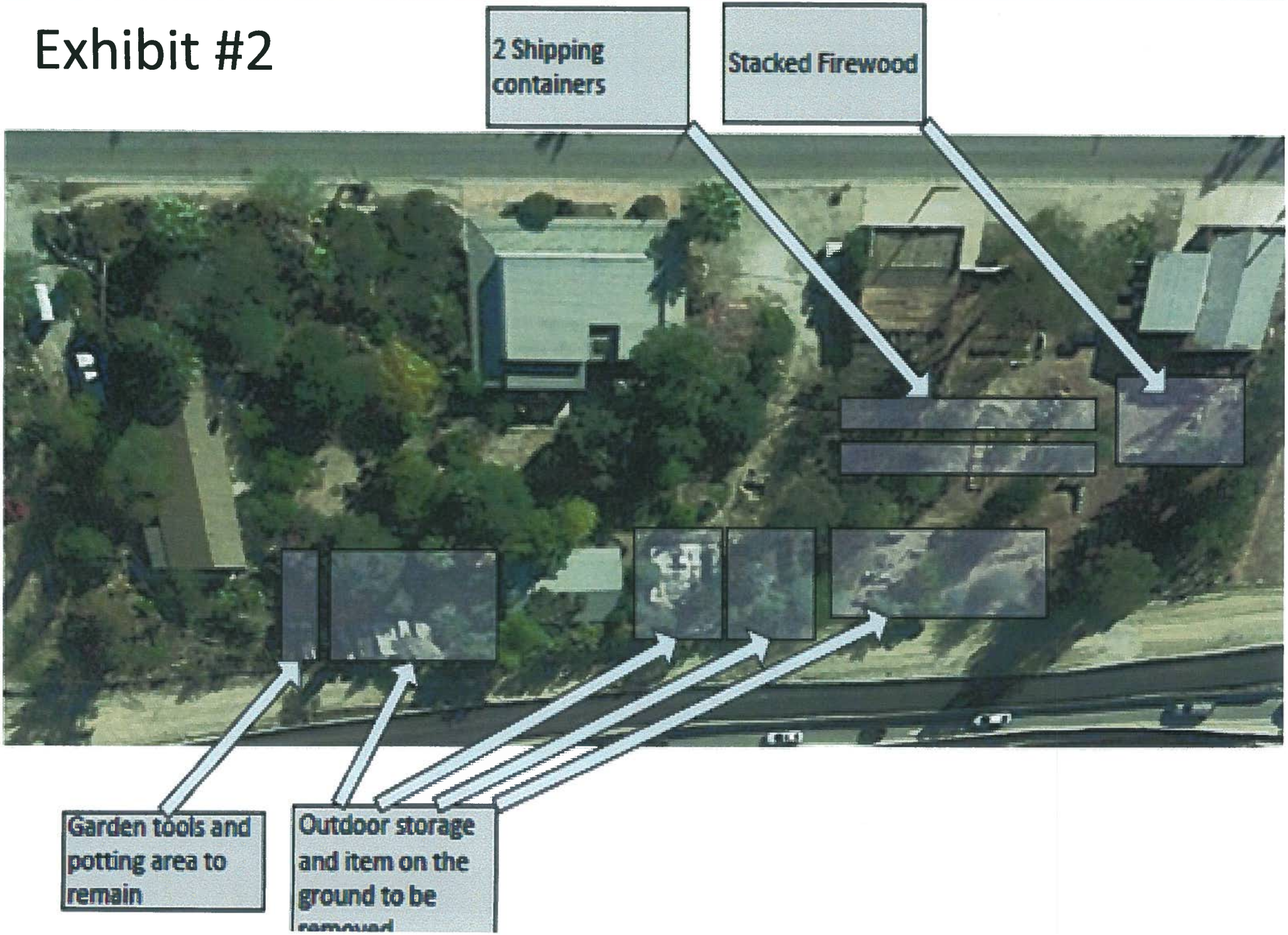
That dilapidated and damaged structures are repaired or removed, and that all remaining violations be remediated, and that all necessary permits be obtained and inspections relating to this activity be completed by **February 3, 2013**.

That City Staff is directed to take all necessary steps to assure the abatement is completed as ordered and if the property owner fails to comply with this order that City Staff approach City Council for authorization for a transfer of funds to abate such nuisance and that the costs of abatement shall become a lien on the subject property.

Dated:_____ _____

Chairman, Loma Linda Planning Commission

Exhibit #2


2 Shipping containers
Stacked Firewood
Garden tools and potting area to remain
Outdoor storage and item on the ground to be

City of Loma Linda
Official Report

COUNCIL AGENDA: September 96, 2014

TO: City Council

VIA: T. Jarb Thaipejr, City Manager

FROM: Pamela Byrnes-O'Camb, City Clerk

SUBJECT: Minutes of August 26, 2014

Approved/Continued/Denied
By City Council
Date _____

RECOMMENDATION

It is recommended that the City Council approve the Minutes of August 26, 2014.

CC AGENDA ITEM 4

City of Loma Linda

City Council Minutes

Regular Meeting of August 26, 2014

An adjourned regular meeting of the City Council was called to order by Mayor Rigsby at 7:06 p.m., Tuesday, August 26, 2014, in the City Council Chamber, 25541 Barton Road, Loma Linda, California.

Councilmen Present:	Mayor Rhodes Rigsby Mayor pro tempore Phill Dupper Ron Dailey John Lenart
Councilman Absent:	Ovidiu Popescu
Others Present:	City Manager T. Jarb Thaipejr City Attorney Richard Holdaway

Mayor pro tempore Dupper led the invocation and Pledge of Allegiance. No items were added or deleted and no conflicts of interest were noted.

CC-2014-095 – **Oral Reports/Public Participation**

Ken Breyer, Assistant Vice President Construction and Architectural Services Loma Linda University, announced the Ribbon Cutting Ceremony commemorating the opening of the Stewart Street Underpass September 9 at 3:00 p.m. at the corner of Campus Street and Stewart Street. He also commented on other aspects of the LLU/LLUMC Master Plan.

Scheduled And Related Items

CC-2014-096 - **Presentation to Miguel Rojas in recognition of his service to the community as a Planning Commissioner**

Mayor Rigsby called Mr. Rojas forward and presented him with a plaque in recognition of his service as a Planning Commissioner from 2008 to 2014. Mr. Rojas acknowledged City Council Members.

CC-2014-097 - **Presentation to Jan Manahl in recognition of her service to the community as a member of the Trails Development Committee**

Mayor Rigsby noted that Mrs. Manahl was unable to attend and acknowledged her service on the Trails Development Committee from 2008-2014. The plaque will be forwarded to her.

CC-2014-098 - **Proclamation declaring the month of September 2014 Childhood Cancer Awareness Month in Loma Linda**

Mayor Rigsby summarized the proclamation and indicated it would be forwarded.

CC-2014-099
LLHA-201-016 - **Joint Public Hearing** of the City Council and Housing Authority pertaining to the sale of 25613 Prospect Avenue and approving a Housing Disposition Agreement (Continued from June 24 **and to be continued to October 14)**

a. LLHA Bill #R-2014-02 - Authorizing the sale of 25613 Prospect Avenue to Michelle Anderson and approving the Housing Disposition Agreement
b. Council Bill #R-2014-30 - Consenting to the sale of 25613 Prospect Avenue to Michelle Anderson

The Housing Authority Board was called to order at 7:13 p.m. with all members present except Board Member Popescu. The public hearing was opened for those who could not be present October 14. No one spoke.

Motion by Dupper, seconded by Lenart and unanimously carried to continue the public hearing to October 14. Councilman Popescu absent.

CC-2014-100
LLHA-2014-017 - **Joint Public Hearing** of the City Council and Housing Authority pertaining to the sale of 25637 Prospect Avenue and approving a Housing Disposition Agreement

a. LLHA Bill #R-2014-04 – Authorizing the sale of 25637 Prospect Avenue to Heather Choi and approving the Housing Disposition Agreement
b. Council Bill #R-2014-34 – Consenting to the sale of 25637 Prospect Avenue to Heather Choi

The public hearing was opened and the Secretary entered the report into evidence, stating that the Housing Authority Board directed Staff to encourage prospective purchasers to pursue outside financing; the Board also indicated that, in appropriate cases, the Housing Authority would consider carrying back paper should outside financing prove to be unsuccessful.

She noted that a prospective buyer was pre-qualified; outside financing was not successful; the full sales price of $175,000 was offered; and that sale of the property would provide the Authority with revenue by way of monthly payments; the Housing Authority would be responsible for payment of the real estate commission and normal escrow costs. She then recommended the transaction be approved.

No other public testimony was offered and the public hearing was closed.

Motion by Dailey, seconded by Lenart and unanimously carried to adopt LLHA Bill #R-2014-04 and Council Bill #R-2014-34. Councilman Popescu absent.

Resolution No. 22

A Resolution of the Loma Linda Housing Authority approving an Agreement for the disposition of property for affordable housing use with Heather Choi (25637 Prospect Avenue)

Resolution No. 2826

A Resolution of the City Council of the City of Loma Linda consenting to the approval by the Loma Linda Housing Authority of an Agreement for the disposition of property for affordable housing use with Heather Choi (25637 Prospect Avenue)

The Housing Authority Board recessed at 7:18 p.m. to allow completion of the City Council agenda.

CC-2014-101 - **Consent Calendar**

Staff responded to questions.

Motion by Dailey, Seconded by Lenart and unanimously carried to approve the following items. Councilman Popescu absent.

The Demands Register dated August 26, 2014 with commercial demands totaling $942,991.14 and payroll demands totaling $235,838.60.

The Demands Register dated August 26, 2014 for Fiscal Year 2013-2014 with commercial demands totaling $289,700.40.

The Demands Register dated August 12, 2014 with commercial demands totaling $508,351.30 and payroll demands totaling $250,412.62.

The Demands Register dated August 12, 2014 for Fiscal Year 2013-2014 with commercial demands totaling $140,880.31.

The Demands Register dated July 31, 2014 with commercial demands totaling $191,079.89.

The Demands Register dated July 31, 2014 for Fiscal Year 2013-2014 with commercial demands totaling $336,740.76.

The Minutes of July 22, 2014 as presented.

The July 2014 Fire Department Report for filing.

The Request from LLU School of Nursing to waive Special Events Fee – 5 K Charity Run.

Appropriation of $57,000 from Measure I Fund balance and award contract for Pavement Rehabilitation by Slurry Seal Method at Barton Road and Mt. View Avenue.

Agreement with Southern California Gas Company to install advanced meter facilities citywide.

Amendment to Contract for Hill International by $70,500 for Construction Management Services Stewart Street Widening Project.

Request from Ronald McDonald House for fee reduction relating to digital sign.

An additional $11,000 from the Water Production account towards the purchase a Dump Truck for the Water Department.

Re-appropriation of $5,000 from Fiscal Year 2013-14 to Fiscal Year 2014-15 for the Community Garden Program.

Old Business

CC-2014-102 - **Council Bill #O-2014-09** – (Second Reading/Roll Call Vote) - Amending Chapter 9.28 of the Municipal Code pertaining to sex offenders to clarify the definition of "adult" and to delete "B" and "C" of Section 9.28.030 "Prohibitions" and repealing Ordinance No. 702

City Attorney Holdaway presented the report, stating that the ordinance was an amendment to the Municipal Code to clarify the definition of "adult" and to delete provisions regarding the regulation of where regulated sex offenders may be physically present in the City, pursuant to state court ruling that cities are preempted where sex offenders may be physically present. He then recommended adoption of the proposed ordinance.

Motion by Lenart, seconded by Dupper and unanimously carried to waive reading of Council Bill #O-2014-09 in its entirety; direct the Clerk to read by title and call the roll. Councilman Popescu absent.

The Clerk read the title and called the roll with the following results:

Ayes:	Rigsby, Dupper, Dailey, Lenart
Noes:	None
Absent:	Popescu

Ordinance No. 724

An Ordinance of the City Council of the City of Loma Linda amending Chapter 9.28 of the Loma Linda Municipal Code entitled Regulating Registered Sex Offenders and repealing Ordinance No. 702

New Business

CC-2014-103 - **Council Bill #R-2014-35** – Measure I Five-Year Capital Improvement Program

City Manager Thaipejr presented the report, stating that the City would receive approximately $360,000 during Fiscal Year 2014-2015 and that each year the amount increases about 3 percent.

He then presented a PowerPoint of projects utilizing Measure I Funds, commenting that some of the streets were slurry sealed to preserve the pavement. During 2014-2015, slurry seal will be applied to Barton Road from the RR tracks to San Timoteo Canyon Road and Mt. View from Barton Road to Lawton Avenue. He confirmed that the section of Barton Road beyond New Jersey was within the County area and therefore the City would be reimbursed the cost for that portion of the improvement.

He also stated that the request to award contract for a sidewalk on Lawton Avenue from Anderson Street to Richmont Road would be on the September 9 agenda, and noted that the improvements to Stewart Street were funded through Measure I Funds.

During Fiscal Year 2015-2016, it was planned to slurry seal University Avenue from Barton Road to Campus Street, Campus Street to its end and if there were adequate funds, then certain residential area streets would be improved as well.

Motion by Dupper, seconded by Dailey and unanimously carried to adopt Council Bill #R-201-35. Councilman Popescu absent.

Resolution No. 2827

A Resolution of the City Council of the City of Loma Linda, State of California, adopting the Five Year Capital Improvement Program

CC-2014-104 - . **League of California Cities Resolution Packet and direction to voting delegate**

City Council discussed the proposed resolutions.

By common consent, concurred with direction from the League of California Cities. Councilman Popescu absent.

Reports of Councilmen

Mayor pro tempore Dupper commented on the increase of crime by suspects from the San Bernardino area.

Mayor Rigsby noted that in response to an inquiry by Supervisor Ramos, he asked that Beaumont Avenue in the County Area be repaired.

Reports Of Officers

CC-2014-105 - **Oral report regarding status of State-wide drought restrictions**

City Manager Thaipejr introduced Utility Services Superintendent Russ Handy and Treatment Plant Operator Dennis Bolt.

Mr. Bolt provided a PowerPoint presentation, noting that the City of Loma Linda received 100 percent of its water from the Bunker Hill Basin; several surrounding communities received water from the Bunker Hill Basin as well. He compared snow pack in the Sierras and local rainfall in recent years.

Three challenges facing Loma Linda are: 1) the ground water levels in the Bunker Hill Basin are at their lowest in recorded history; 2) cut backs in the State Water Project water deliveries from the Sacramento and San Joaquin Delta will limit the ability to recharge local ground water basins; and 3) the public does not realize that imported water makes up about 30 percent of our water supply for direct consumption as well as water recharge.

He then recommended that the City move from Stage 1 Conservation Measures within normal conditions and voluntary conservation measures to Stage 2 wherein there is threatened water supply shortage and therefore formulate a strategy for water issues and citizen education.

He then responded to questions. No action taken.

CC-2014-106 - **Report pertaining to skunks in residential neighborhoods**

Assistant City Manager Bolowich presented the report noting that the infestation of skunks is due partly to the City's proximity to habitat; the recent high temperatures; and ripening fruit. He suggested residents remove outside pet food and water as well as fallen fruit to discourage skunks. He also noted that the City would make available skunk traps; that the trapped skunk would then be transported to habitat and released; killing of skunks was not allowed.

The meeting adjourned at 8:26 p.m.

Approved at the meeting of

_____

City Clerk

City of Loma Linda Official Report

Approved/Continued/Denied
By City Council
Date _____

COUNCIL AGENDA:

TO: City Council

VIA: T. Jarb Thaipejr, City Manager

FROM: Diana De Anda, Finance Director/City Treasurer

SUBJECT: July 2014 Treasurer's Report

RECOMMENDATION

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

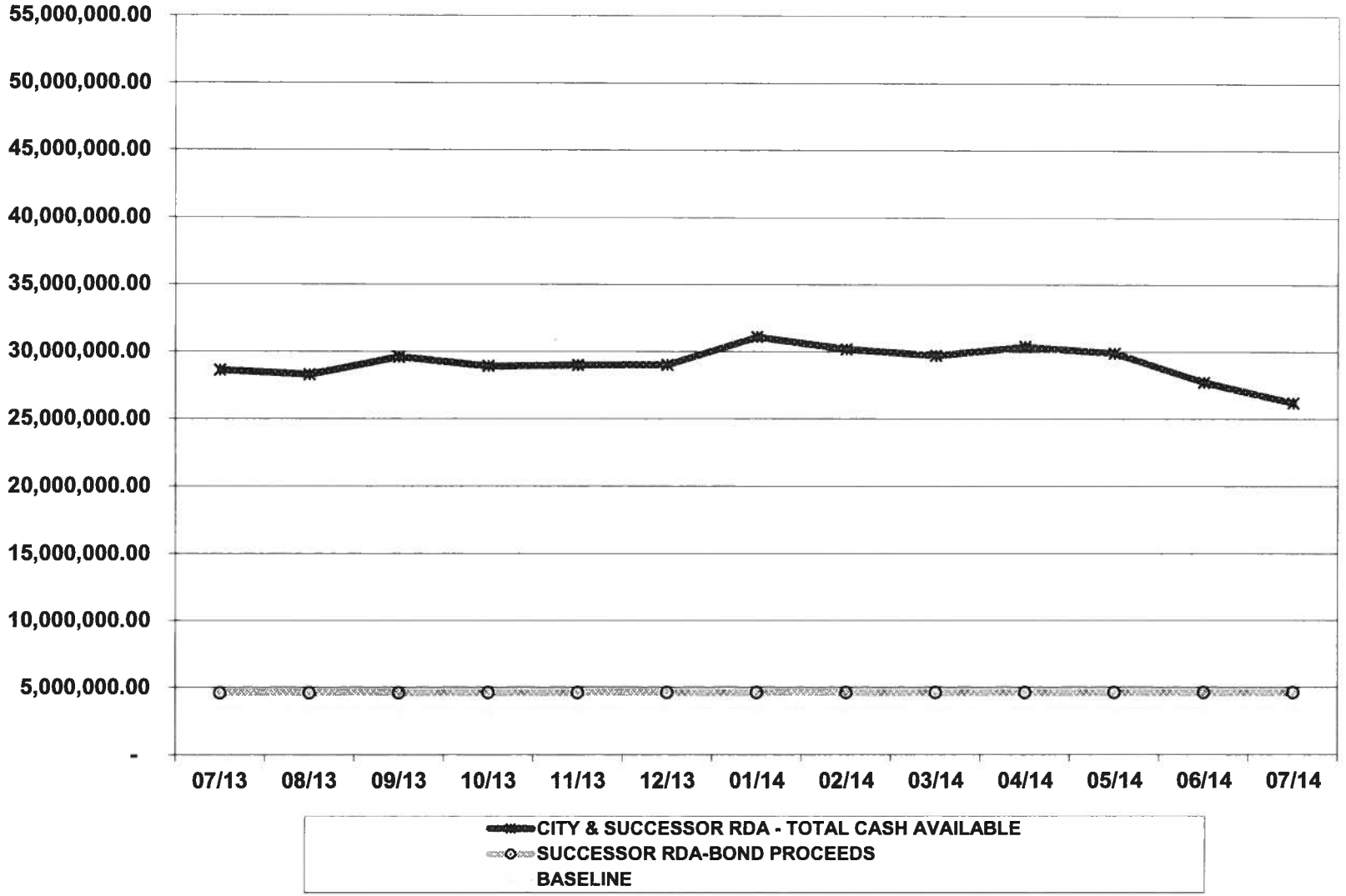
CITY OF LOMA LINDA
COMPOSITION OF CASH
JULY 2014

DEMAND DEPOSIT ACCOUNTS				
CITY - BANK OF AMERICA - MAIN CHECKING ACCOUNT				$ 706,247.82
Outstanding Checks as of month-end				(184,852.45)
CITY - MAIN CHECKING ACCOUNT AVAILABLE BALANCE				$ 521,395.37
BANK OF AMERICA - PAYROLL				$ 37,943.36
HOUSING AUTHORITY - BANK OF AMERICA - CHECKING ACCOUNT				114,393.35
Outstanding Checks as of month-end				(1,544.05)
HOUSING AUTHORITY - CHECKING ACCOUNT AVAILABLE BALANCE				$ 112,849.30
SUCCESSOR AGENCY - BANK OF AMERICA - CHECKING ACCOUNT				38,598.06
Outstanding Checks as of month-end				(603.12)
SUCCESSOR AGENCY - CHECKING ACCOUNT AVAILABLE BALANCE				$ 37,994.94
DEMAND DEPOSIT ACCOUNTS - TOTAL				$ 710,182.97
INVESTMENTS	**YIELD**			
LOCAL AGENCY INVESTMENT FUND (LAIF)				
CITY	0.244%		$ 20,174,719.34	
SUCCESSOR RDA	0.244%	515,602.01		
SUCCESSOR RDA -Bond Proceeds		4,612,370.15		
SUCCESSOR RDA -Total			5,127,972.16	
HOUSING AUTHORIT	0.244%		170,413.08	
INVESTMENTS TOTALS				$ 25,473,104.58
OTHER CASH				
IMPREST ACCOUNT			$ 500.00	
CASH ON HAND			1,350.00	
OTHER CASH TOTAL				$ 1,850.00
CASH AND INVESTMENTS - GRAND TOTAL				26,185,137.55
PREVIOUS MONTH				27,717,420.88
CHANGE +/(-)				$ (1,532,283.33)

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

Diana DeAnda
Treasurer

CITY OF LOMA LINDA
MONTHLY TREASURER'S REPORT 07/13 - 07/14



City of Loma Linda Official Report

Approved/Continued/Denied
By City Council
Date _____

COUNCIL AGENDA: September 9, 2014

TO: City Council

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

SUBJECT: Approve an Appropriation of $34,000 from Measure I Fund Balance and Award Contract for Installation of Sidewalks on Lawton Avenue (CIP 14-166)

RECOMMENDATION:

It is recommended that the City Council approve an appropriation of $34,000 from Measure I Fund balance into Account No. 26-5340-8500. It is then recommended that the City Council award the contract for the construction of the subject project to DM Contracting, Inc. of Colton for an amount of $50,927.50 and approve a contingency amount of $7,600. City staff will provide construction management services, including construction inspection.

BACKGROUND:

City staff is constantly monitoring infrastructure for safety concerns, signs of aging and missing links. This project will continue sidewalk from 100' west of Richmont Road to Anderson Street. This missing link section is well used by pedestrians in the area who currently walk in the street.

ANALYSIS:

Ten (10) bids were received and opened on September 2, 2014 for this work. Bids ranged from a low of $50,927.50 to a high of $152,150.00 (see attached). The low bidder, DM Contracting, Inc. of Colton, has been checked for references and license. This contractor has performed similar acceptable work for the City. It is not unusual for a construction project to experience the need to add or reduce the quantities of work items or the scope of work as field conditions dictate. This is generally caused by unforeseen circumstances or work needed to maintain the integrity of the project. Therefore, Staff recommends an allocation of $7,600 (±15% of contract) for such circumstances.

FINANCIAL IMPACT:

Appropriate $34,000 from Measure I Fund balance into Account No. 26-5340-8500.

Attachments: Bid Summary

City of Loma Linda

BID OPENING DATE: September 2, 2014

Sidewalk at Lawton Avenue

C.I.P. 14-166

ITEM				Engineering Estimate		DM Contracting		Tryco General Engineering		CLS Constructors		Sean Malek Engineering & Const.	
				UNIT		UNIT		UNIT		UNIT		UNIT	
NO.	DESCRIPTION	UNIT	QUANTITY	PRICE	TOTAL	PRICE	TOTAL	PRICE	TOTAL	PRICE	TOTAL	PRICE	TOTAL
1	Mobilization	L.S.	1	4,000.00	4,000.00	2,500.00	2,500.00	5,000.00	5,000.00	4,800.00	4,800.00	5,000.00	5,000.00
2	R & R curb and gutter	L.F.	50	20.00	1,000.00	30.00	1,500.00	29.00	1,450.00	33.00	1,650.00	50.00	2,500.00
3	Install sidewalk	S.F.	5,325	4.00	21,300.00	4.20	22,365.00	4.40	23,430.00	4.25	22,631.25	8.00	42,600.00
4	Install access ramp	EA.	9	2,000.00	18,000.00	1,900.00	17,100.00	1,900.00	17,100.00	2,100.00	18,900.00	1,200.00	10,800.00
5	Adjust water meter box to grade	EA.	1	100.00	100.00	100.00	100.00	150.00	150.00	75.00	75.00	200.00	200.00
6	Remove existing Palm tree	EA.	4	400.00	1,600.00	1,000.00	4,000.00	350.00	1,400.00	2,000.00	8,000.00	500.00	2,000.00
7	Remove existing tree	EA.	7	300.00	2,100.00	400.00	2,800.00	410.00	2,870.00	500.00	3,500.00	300.00	2,100.00
8	Remove and replace sidewalk	S.F.	75	6.00	450.00	7.50	562.50	12.00	900.00	5.25	393.75	10.00	750.00
	TOTAL				**$48,550.00**		**$50,927.50**		**$52,300.00**		**$59,950.00**		**$65,950.00**

ITEM				CT&T, Inc.		Mamco, Inc.		PTM General Engineering		Hillcrest Contracting		J. RDMMAC, Inc		The Richardson Group	
				UNIT		UNIT		UNIT		UNIT		UNIT		UNIT	
NO.	DESCRIPTION	UNIT	QUANTITY	PRICE	TOTAL	PRICE	TOTAL	PRICE	TOTAL	PRICE	TOTAL	PRICE	TOTAL	PRICE	TOTAL
1	Mobilization	L.S.	1	5,000.00	5,000.00	6,236.50	6,236.50	27,300.00	27,300.00	6,400.00	6,400.00	1,500.00	1,500.00	28,000.00	28,000.00
2	R & R curb and gutter	L.F.	50	7.00	350.00	60.00	3,000.00	50.00	2,500.00	256.50	12,825.00	54.00	2,700.00	100.00	5,000.00
3	Install sidewalk	S.F.	5,325	6.70	35,677.50	6.50	34,612.50	5.50	29,287.50	7.82	41,641.50	11.40	60,705.00	10.00	53,250.00
4	Install access ramp	EA.	9	2,100.00	18,900.00	2,000.00	18,000.00	2,850.00	25,650.00	2,700.00	24,300.00	2,840.00	25,560.00	4,000.00	36,000.00
5	Adjust water meter box to grade	EA.	1	100.00	100.00	150.00	150.00	300.00	300.00	1,200.00	1,200.00	120.00	120.00	500.00	500.00
6	Remove existing Palm tree	EA.	4	1,400.00	5,600.00	1,000.00	4,000.00	2,200.00	8,800.00	1,900.00	7,600.00	1,800.00	7,200.00	4,200.00	16,800.00
7	Remove existing tree	EA.	7	1,100.00	7,700.00	750.00	5,250.00	800.00	5,600.00	350.00	2,450.00	900.00	6,300.00	1,500.00	10,500.00
8	Remove and replace sidewalk	S.F.	75	8.90	667.50	10.00	750.00	7.50	562.50	94.00	7,050.00	10.00	750.00	28.00	2,100.00
	TOTAL				**$73,995.00**		**$71,999.00**		**$100,000.00**		**$103,466.50**		**$104,835.00**		**$152,150.00**

City of Loma Linda Official Report

Approved/Continued/Denied
By City Council
Date _____

COUNCIL AGENDA: September 9, 2014

TO: City Council

VIA: T. Jarb Thaipejr, City Manager

FROM: Konrad Bolowich, Assistant City Manager

SUBJECT: Request for Approval of Agreement for Contract Planning Services between the City and MIG for a Focused Update of the Development Code.

RECOMMENDATION

It is recommended that the City Council takes the following actions:

1. Approve the Agreement with M.I.G. to prepare a Focused Update of the Development Code.

BACKGROUND

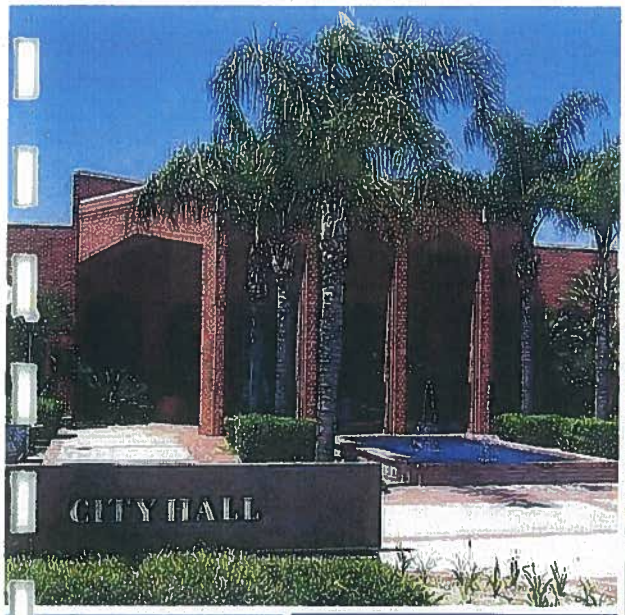
On August 14, 2014, planning staff circulated a Request for Proposal (RFP) to provide a Focused Update of the Development Code, specifically, the Land Use and Sign sections. The RFP was sent to four consultants, Civic Solutions, Chambers Group, PMC, and Jacobson & Wack. Staff received a total of one proposal: MIG-Jacobson & Wack. The team of MIG-Jacobson & Wack has significant experience with development code updates. Some of their recent updates include: City of Newport Beach, City of Pasadena, City of Duarte, and the City of Baldwin Park. Furthermore, MIG was the consultant that prepared the 2014 Loma Linda Housing Element Update, Loma Linda's first Housing Element certified by the State of California.

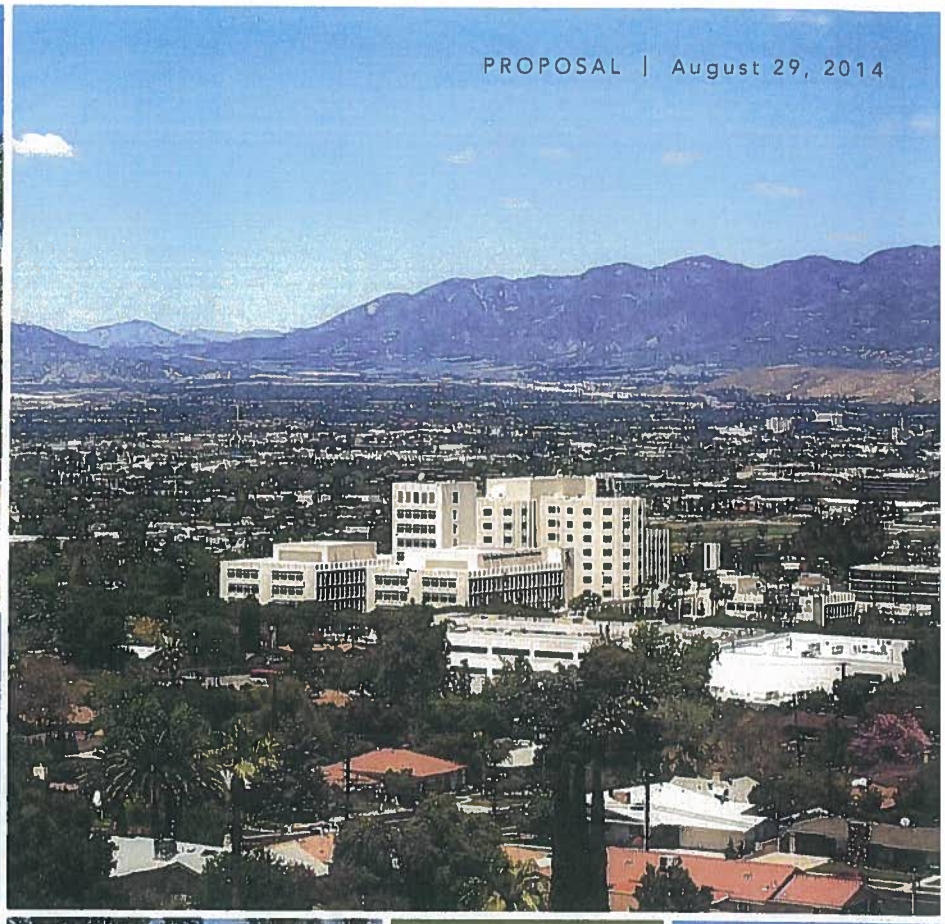
FINANCIAL IMPACT

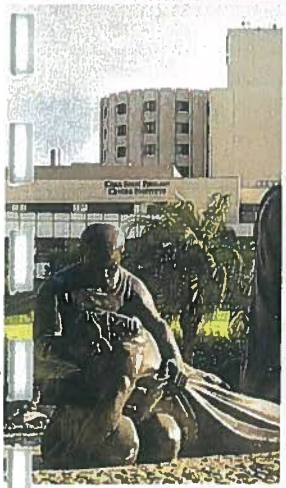
The City will expend funds in the amount of $63,805. These funds are currently budgeted in Account #01-1600-1820 (General Fund/Planning/Professional Services).

ATTACHMENT

1. Proposal, Scope of Services and Cost Estimate







CITY OF LOMA LINDA

Focused Update of the Development Code

SUBMITTED BY

MIG

169 N. MARENGO AVE | PASADENA, CA 91101

626-744-9872 | WWW.MIGCOM.COM

In association with:

JACOBSON & WACK
Land Use Planning Consultants

43982

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Pasadena, CA 91101
Phone: (626) 744-9872
Fax: (626) 744-9873
www.migcom.com

CALIFORNIA
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NORTH CAROLINA
RALEIGH

OREGON
EUGENE & PORTLAND

TEXAS
SAN ANTONIO

August 29, 2014

Guillermo Arreola, Associate Planner
City of Loma Linda
Community Development Department
15541 Barton Road
Loma Linda, CA 92354

Subject: Proposal for Focused Update of the Development Code

Dear Mr. Arreola:

MIG, Inc.—in association with Jacobson & Wack—is pleased to present this proposal to complete a focused update of the City of Loma Linda's Development Code. Specifically, the City looks to update the land use and development regulations for all zones and to create a new and modern sign code. In addition to completing the Code revisions, the City would like the consultant team to prepare the associated CEQA documentation, prepare staff reports for public hearings, and present the updated Code sections to the Planning Commission and City Council at the public hearings.

For this assignment, we offer the City a team of dedicated and well-respected professionals who will work closely with your staff and community to prepare modern land use and sign regulations. We have crafted a work scope that directly addresses the City's desire to:

- Clearly articulate the City's development objectives
- Update the land use regulations in the Development Code to implement General Plan policy
- Ensure that the sign regulations advance the City's goal of ensuring quality commercial and institutional/educational development while providing property owners and institutions with the flexibility they desire

Our team's experience preparing more than 100 zoning ordinances and development codes—combined with our knowledge of Loma Linda and our reputation for providing quality services—gives us deep insight into code preparation and implementation. We know what works best, and we will use that knowledge to tailor solutions to Loma Linda's specific needs, as expressed by City staff, policy makers, and the affected public.

Staff from our Pasadena office will work with you on this assignment, with the program directed by Laura Stetson, AICP, who will work in tandem with Bruce Jacobson of Jacobson & Wack. We are frequent collaborators on code updates, and we also team to teach zoning code update extension classes at UCLA and UC Davis. We will also involve Diana Gonzalez, who knows the City well from her recent work on the Housing Element, and Jonathan Pheanis, who understands the importance of well-written sign regulations.

Our team offers unparalleled creativity and experience, as well as practical knowledge of how zoning regulations are used by front-line Community Development staff and the development community. We enjoyed working with you and your community on the Housing Element, and updating the zoning regulations to implement General Plan policy represents an exciting challenge.

We look forward to meeting with you to discuss our ideas. If you have questions about our proposal, please contact me at (626) 744-9872 or via email at lstetson@migcom.com or Bruce Jacobson at (661) 213-4100 or jwplans@bak.rr.com.

Regards,

Laura R. Stetson, AICP
Principal
MIG, Inc.

Bruce Jacobson
Principal
Jacobson & Wack

SECTION ONE

Overview and Approach

Good Samaritan Sculpture

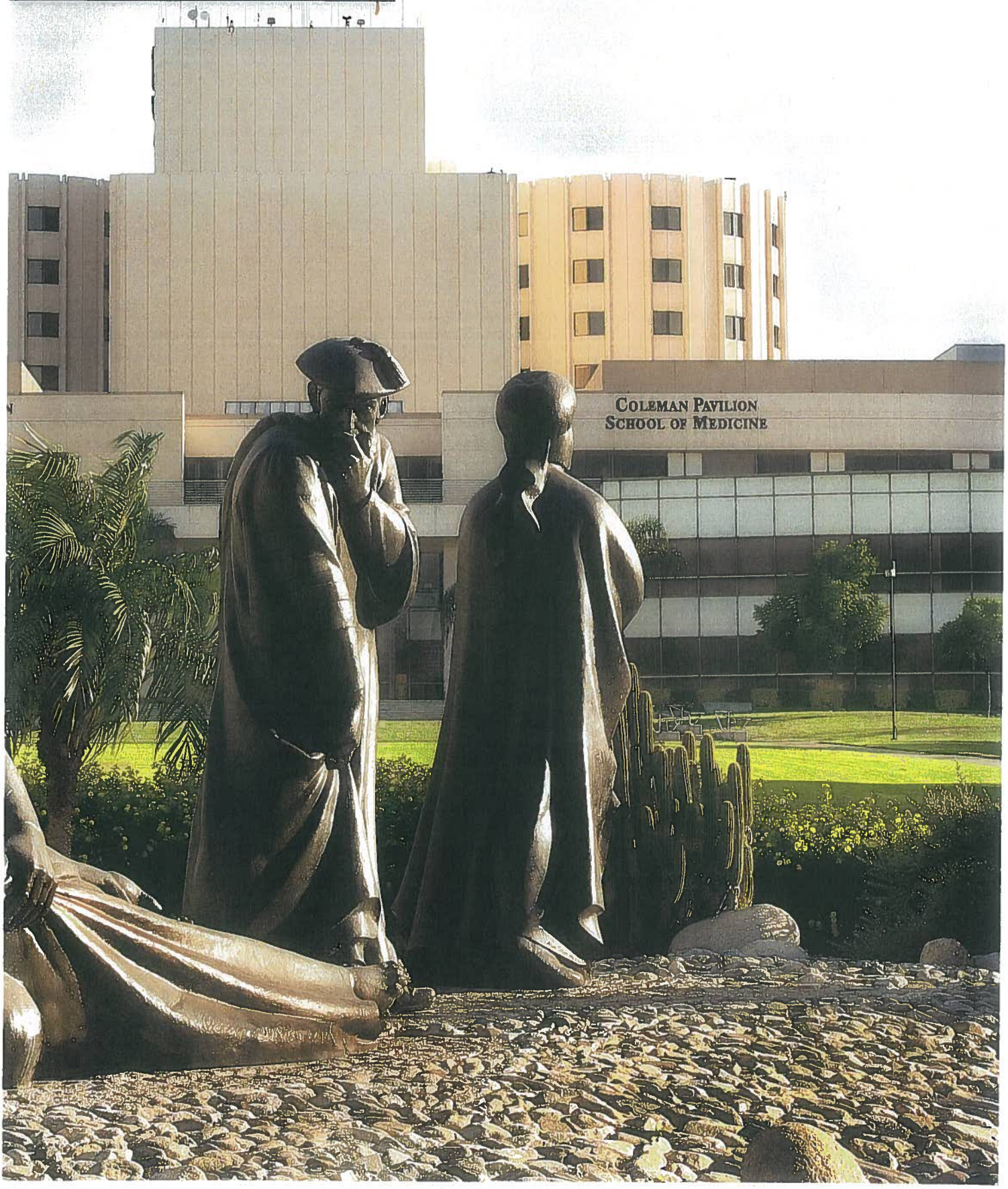


Table of Contents

Overview and Approach

Overview

OBJECTIVES OF THE DEVELOPMENT CODE UPDATE PROGRAM

In May of 2009, the City of Loma Linda adopted an updated General Plan that sets policy direction for the City for the next 20 years. The update program engaged community members and City leaders to define and celebrate how Loma Linda will adapt and respond to improved access to transit with extension of the sbX line, evolving housing choices, changes in retail commerce, and national healthcare initiatives that may lead to growth in medical services businesses and institutions. In the General Plan, the City established very specific policies for residential hillside areas and outlined development direction for several Special Planning Areas. To implement these new ideas, targeted changes are required to Title 17 (Zoning) of the Municipal Code and more specifically, the chapters in Title 17 that regulate use and development standards for all of the zones (Chapters 17.32 through 17.70 in particular, but perhaps also chapters that are tied to the zones chapters). Also, the City wishes to undertake a comprehensive update to the sign ordinance (Chapter 17.18).

As noted in the Request for Proposals, the City previously initiated a comprehensive update to Title 17, but that work was not completed. As part of this effort, that previous work may be of use. Toward the above ends, City staff looks to work in partnership with an experienced consulting team to undertake the focused update to Title 17. Key objectives to be achieved include:

- **Achieve consistency** between the General Plan land use designations and the zones
- **Modernize** the lists of permitted uses to reflect General Plan policy direction and to allow optimum response to continually evolving land use trends
- Revisit the development standards to ensure they can **achieve the desired results**
- Provide **compatibility** between new infill uses and established development
- **Update the sign regulations** consistent with community objectives

In addition to preparing these Code updates, City staff looks to the consultant team to complete the required CEQA documentation, prepare staff reports for public hearings, and attend Planning Commission and City Council hearings to present the proposed changes. Community Development staff desires that the work program be completed within eight months of contract approval.

Project Team and Philosophy

To help the City successfully and efficiently accomplish its objectives, we offer you a team of zoning experts who collectively have led update programs for more than 100 development codes, zoning ordinances, and similar programs for cities and counties throughout California, and who have intimate knowledge of Loma Linda. The **MIG and Jacobson & Wack** team has a simple philosophy reflected in our approach: understand, simplify, and anticipate. For each of our programs, we tailor the work scope and products to meet clients' unique needs and objectives. For every program, we practice simplicity, efficiency, and creativity appropriate to the project at hand.

The team will be led by planning practitioners who specialize in preparing zoning-related documents, and who collaborate frequently to provide top-notch services to municipalities. Laura Stetson, AICP, a Principal with MIG and project manager for this effort, has over 25 years of experience in the planning profession. She has managed and overseen more than a dozen zoning code update programs either as part of MIG or with prior firms. Bruce Jacobson of Jacobson & Wack will be the primary author. He will be supported by MIG's Diana Gonzalez for the land use chapters and Jonathan Pheanis for the sign code revisions.

The superior qualifications of our team leaders and support staff are described in Section 3 of this proposal. We understand your goal is to create up-to-date land use and sign regulations that are easy to use and administer. Consistent with this goal, we have crafted a work program that will meet your needs. We will thoroughly review current provisions, the General Plan, and the prior work accomplished, supplemented by in-depth phone calls with Community Development staff to ensure the work reflects desired direction. As an optional task, we can conduct a workshop with the Planning Commission once the draft is completed to help them understand the proposed changes. Regularly scheduled staff meetings and phone calls will ensure that the update moves along efficiently.

Our Experience

The MIG Team's experience preparing zoning and development codes is extensive. Together, MIG staff (under our current corporate structure and as staff of Hogle-Ireland prior to the merger of the two firms in January of 2013) and Jacobson & Wack have been involved in more code update programs than any other firm in California. Because we focus our zoning work in California, we have in-depth knowledge of the particulars of California law. For each assignment we undertake, we build from our prior work and experiences to tailor development regulations for each community.

As described in Section 3 – Qualifications, Laura Stetson and Bruce Jacobson team frequently on zoning code update programs, combining their collective knowledge and experience to best serve our clients. Currently we are teamed to prepare a new sign ordinance for the City of Temple City, a new LED billboard conversion ordinance for the City of Commerce, and to complete comprehensive zoning code updates for the cities of La Puente and Arcadia. We invite you to visit the following websites to see examples of our team's work.

City of Duarte Development Code
http://library.municode.com/index.aspx?clientId=16321&stateId=5&stateName=California

City of Newport Beach Zoning Code
http://www.codepublishing.com/CA/NewportBeach/?NewportBeach20/NewportBeach20.html

City of Pasadena Zoning Code
http://ww2.cityofpasadena.net/zoning/

City of Baldwin Park Zoning Code
http://www.amlegal.com/nxt/gateway.dll/California/baldwin/cityofbaldwinparkcaliforniacodeofordinan?f=templatesfn=default.htm3.0vid=amlegal:baldwinpark_caBaldwin Park

Our Approach to Working with Loma Linda Staff

Completing the focused update to the Loma Linda Development Code will be a collaborative project. As we demonstrated with our work on the Loma Linda Housing Element, we will work seamlessly as a team with your staff. We will lead the program, but we anticipate that Community Development staff will contribute to the

update by:

- Working with the MIG team to refine the work program to ensure all City objectives will be accomplished
- Staying in close contact with our project manager
- Sharing a "fix it" list for the Code revisions
- Preparing detailed, consolidated comments on the draft Code
- Providing noticing and summaries of hearings and actively participating in the hearings
- Reviewing staff reports we prepare for public hearings
- Reviewing the Final EIR Addendum prior to publication, and preparing any required CEQA notices
- Having fun!

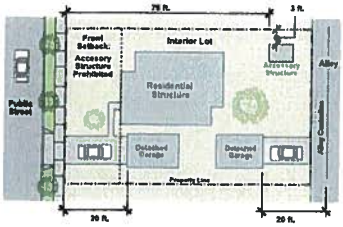
Advantages of the MIG Team

We believe that our team of professionals offers the City of Loma Linda an ideal combination of background and expertise for preparing all components of the focused Development Code update. Our knowledge and experience will ensure that all documents produced will be of high technical quality and designed to be clear, practical, understandable, and easily administered. All team members have strong reputations for producing timely, professional, high-quality work.

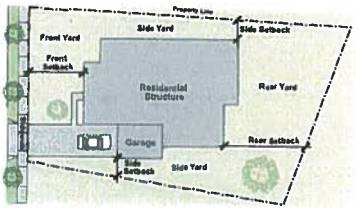
Our team offers these advantages:

- Significant experience with the drafting and adoption of zoning ordinances, development codes, design guidelines, and other types of development regulations. Our award-winning work demonstrates our ability to create solutions to zoning and planning problems that are both innovative and practical.
- Extensive experience with all levels of development code administration, ranging from answering zoning inquiries at public planning counters, to the processing of land use permit applications and preparation of staff reports, to division and department management. We have personally drafted zoning and subdivision, ordinances, and then been responsible for the administration and enforcement of those regulations. We understand the wide array of day-to-day issues staff must address in ordinance administration, and the needs of the public for timely, accurate responses to their questions.
- Experience with successful public participation and outreach programs, including public workshops, publicity, and notice materials of all types.
- We regularly share our experiences with and perspectives on zoning and subdivision ordinance preparation and administration through two professional development courses: Redesigning the Zoning Ordinance at UC Davis Extension, and Designing and Implementing Effective Zoning Ordinances at UCLA Extension.
- Principals of our firms actually draft the development codes, ensuring that our products reflect the most extensive experience and informed analysis.

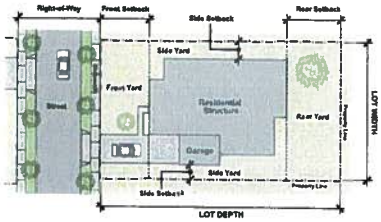
Accessory Structures



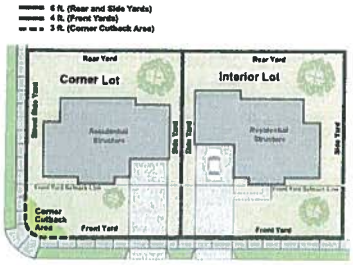
Setbacks: Irregular Shaped Lot



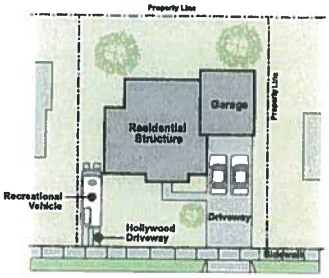
Setbacks



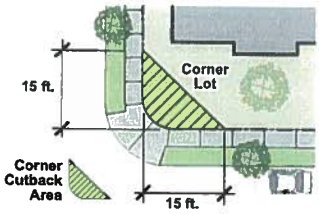
Fence Height Location



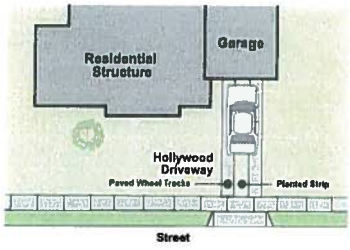
Recreational Vehicle Alternative Location



Corner Cutback Area

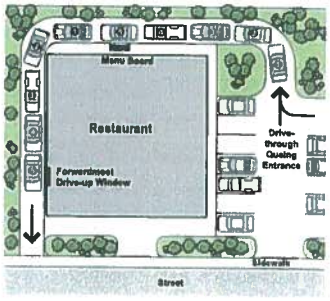


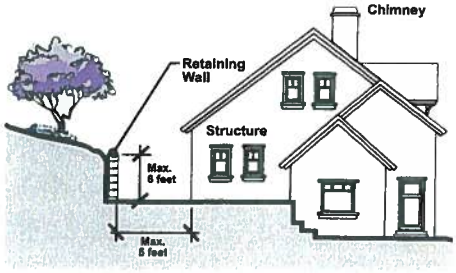
Hollywood Driveway

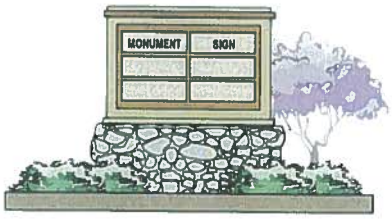


Residential Parking Locations

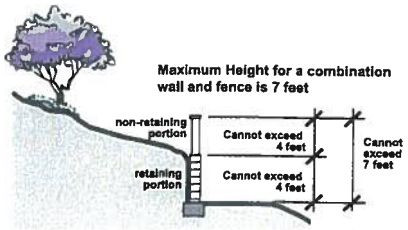
Drive-Though

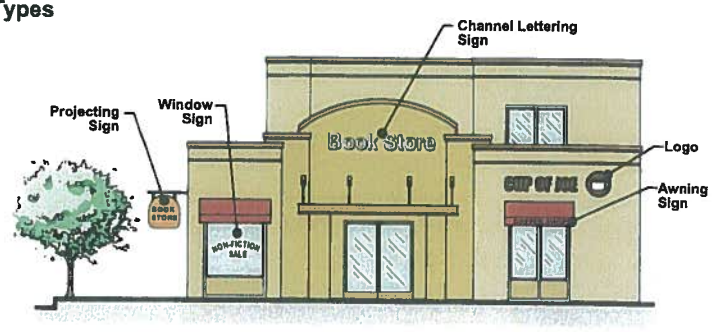






Sign Types

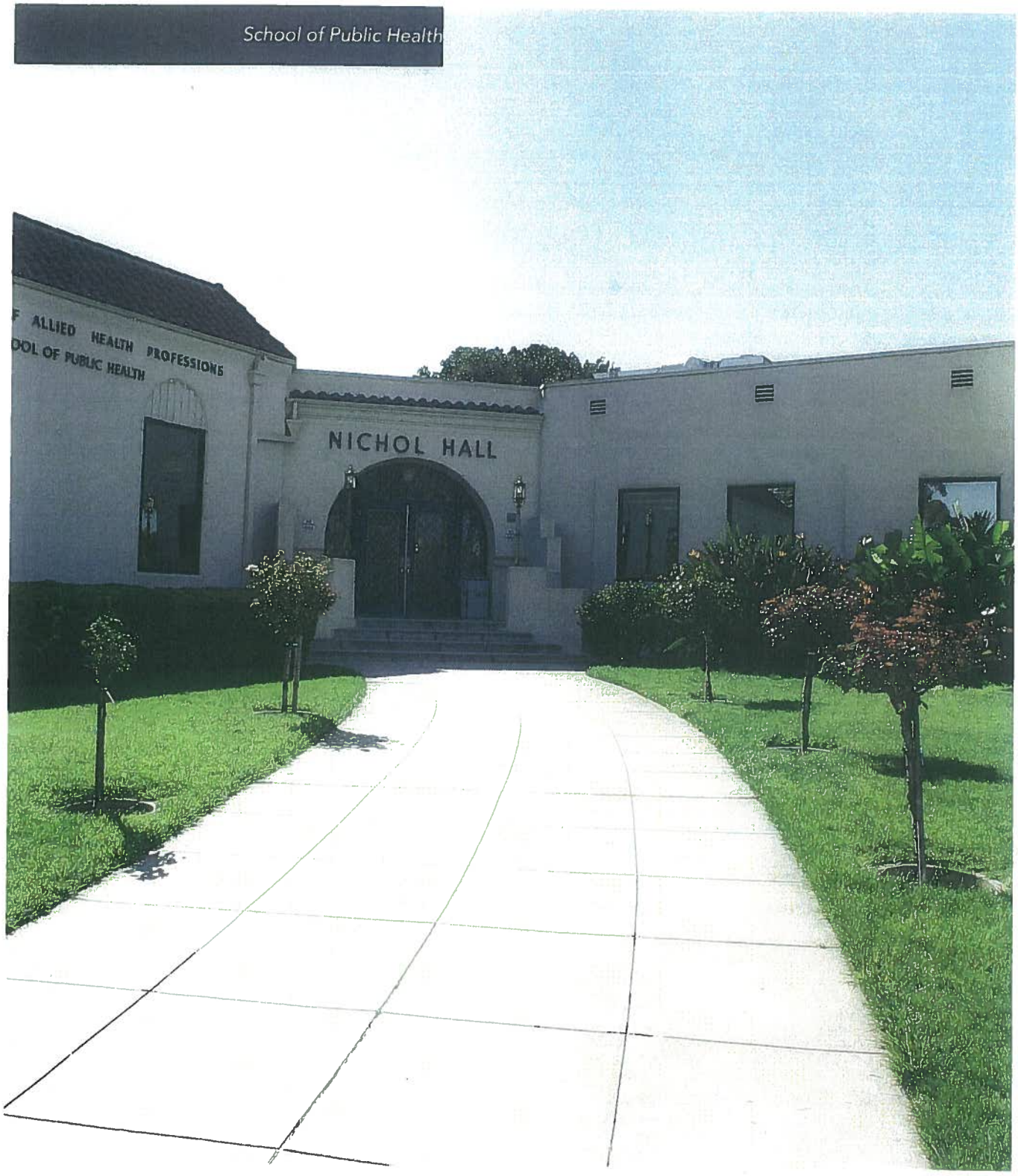




SECTION TWO

Work Program and Schedule

School of Public Health



Work Program and Schedule

A review of the on-line City of Loma Linda Development Code indicates that the Code has not been comprehensively updated since 1974. The Request for Proposals notes that the City embarked on a comprehensive Code update immediately following adoption of the General Plan in 2009. However, while extensively reviewed by the Planning Commission, that version was never formerly adopted by the City. Also, the City has continued to revise the Code as necessary to address evolving land use and development practices (i.e., Chapter 17.100 [Medical Marijuana Distribution Facilities] in 2011), and to address changes in State law.

While the City would like to reinitiate the effort to comprehensively update the code to address internal inconsistencies and outdated regulations, the priority at this point is to modernize the land use and development regulations and to adopt a new sign code. Undertaking a surgically "focused" approach will move the City toward the original goal for the most important code sections. This update will accomplish the following goals:

- Implement General Plan land use policy
- Reflect modern land use regulations and development approaches
- Implement General Plan policies relating to the chapters dealing with the zone districts (Chapters 17.32 through 17.70)
- Incorporate current laws and particularly, the requirements of SB 2 regarding transitional and supportive housing and emergency shelters
- Update the sign provisions located in Chapter 17 18 to ensure that they are clear, consistent, compatible with State law, and capable of providing the types of signs desired by the City

Based on our review of current Title 17 (Zoning), our knowledge of the updated General Plan and Loma Linda in general, discussions with Planning staff, and information presented in the Request for Proposals, we have put together a recommended Scope of Services that responds to the City's objectives and incorporates approaches we have found to be successful in prior Development Code update programs. As part of the scoped and budgeted work program, we intend to incorporate good design principles and standards into the provisions for each broad zone category (single-family residential, multifamily residential, commercial, and industrial), with graphics and illustrations showing what the City looks to achieve.

The schedule at the end of this section illustrates our commitment to complete all required tasks within an eight-month time frame.

Our additional commitment to the City is the focused dedication of the two team leaders: Laura Stetson and Bruce Jacobson. They will be available at all times to the City's project manager, be the primary Code authors, and attend and participate in all public hearings required for the adoption of the updated Development Code.

KEY DELIVERABLES

We propose to prepare the following documents to allow for comprehensive review and coordination with City staff throughout the process:

- A Diagnosis of the chapters dealing with the zone districts—Chapters 17.32 through 17.70—as well as the sign provisions located in Chapter 17 18. As needed, we will review other sections of Title 17 that directly relate to the above chapters to determine what parallel revisions may be required.
- Draft Style Sheet and Annotated Outline for the updated Code sections
- Administrative Draft: First draft (in sections) for internal City staff review
- Public Hearing Draft: Second draft for public review, environmental review, and public hearings with the Planning Commission and City Council
- Final Development Code Chapters: Final updated chapters of the Development Code for codification and publication

In addition, as requested in the RFP, we will prepare staff reports for the Planning Commission and City Council hearings.

With regard to CEQA documentation, a comprehensive Final Environmental Impact Report (FEIR) was prepared for the General Plan update. Because the updated Development Code chapters will be consistent with and implement the General Plan Land Use Element, we believe that CEQA documentation can consist of an Addendum.

Work Program

TASK 1 - PROJECT MANAGEMENT AND STAFF MEETINGS

This task provides for project management time to keep the program on schedule and budget, as well as staff meetings and conference calls throughout the course of the work program.

1.1 - Scope Refinement and Initial Strategy Meeting

We will meet and/or conference call with City staff to confirm objectives for the focused Development Code update work program and define how General Plan land use policies will be reflected in the updated zoning regulations. We will also discuss problems and issues associated with present land use and development regulations (including regulatory topics that need attention but are not fully addressed in the current Development Code), and we will review and discuss format and organizational alternatives for the Code chapters.

We expect that City staff members (including the City Attorney) have kept a list of inconsistencies and confusing provisions (a "fix-it" list) in the current code language related to the land use regulations and sign code. We will ask to review this list prior to the meeting to help our team understand staff's objectives and desires for amending the regulations.

As part of this meeting and/or conference call, we will review with staff the Municipal Code as a whole to identify other provisions that should be cross referenced in these targeted chapters of the Development Code (e.g., fortunetelling and massage parlors in Title 5), or that will at least need to be understood so that no conflicts occur with the updated Code provisions.

We will produce a final work scope and budget to reflect these discussions.

1.2 -Project Team Meetings and Phone Calls

Throughout the course of the work program, we will meet and/or conference call with City staff to discuss policy options and preferred direction, and to review draft work products. Our budget includes an allowance for staff meetings and phone calls we feel appropriate for accomplishment of the work described in this proposal. If additional time is required beyond this allowance, we will bill for additional meeting time on a reimbursable basis with prior authorization from the City's project manager.

1.3 - Project Management

The purpose of this subtask is to ensure a consistent basis for project management, including contract administration, invoicing, progress reporting, scheduling, and the timely delivery of products and services. Our project manager will maintain weekly contact with the City's project manager to monitor and review project progress and results.

Meetings

- Scope Refinement and Initial Strategy Meeting
- Staff Meetings and/or Conference Calls (allowance)

Work Products

- Revised work scope and budget
- Monthly progress reports with invoices

TASK 2 - DIAGNOSIS OF THE CURRENT TARGETED CHAPTERS OF THE DEVELOPMENT CODE

Based upon the results of meetings and/or conference calls with City staff; our review of prior City staff work to update the Code; our review of City staff's list of identified problems with the current Code; and our in-depth review of the relevant chapters of the Code, General Plan, and other pertinent documents, the consultant team will prepare a diagnosis of the chapters dealing with the zone districts (Chapters 17.32 through 17.70) and the sign provisions located in Chapter 17.18. We will prepare an annotated outline showing how we propose to address issues in the updated Development Code chapters. The outline will identify existing deficiencies, the revisions to the zone districts and sign code provisions deemed necessary to correct those deficiencies, and where the revisions will be addressed in the updated Code.

As part of this task, we will also prepare a recommended style sheet, a standard chapter format that will be used, and a working outline for revised chapters. In consultation with City staff, we will identify which existing zones will remain to implement General Plan land use designations, which, if any, will be eliminated as no longer necessary or purposeful, and any new zones that may need to be created.

We will conference call with staff to review the diagnosis, style sheet and format, and outline. Because we anticipate that revised chapters ultimately will be incorporated into the City's on-line Municipal Code, we will structure the document to allow for easy conversion.

Meetings and/or Conference Calls

- Meeting and/or conference call to review diagnosis and related materials

Work Products

- Diagnosis of Chapters 17.32 through 17.70 and sign provisions located in Chapter 17.18
- Annotated Outline of updated Development Code chapters
- Sample format and style sheet and chapter format

TASK 3 - PREPARE ADMINISTRATIVE DRAFT DEVELOPMENT CODE CHAPTERS

This task includes the subtasks necessary to prepare the first review draft (Administrative Draft) of the Development Code chapters for City staff review.

The efforts will focus on:

- Restructuring Chapters 17.32 through 17.70 and the sign provisions in Chapter 17.18 for ease of use
- Eliminating redundancies and inconsistencies
- Extensive use of tables and illustrative graphics and/or photographs
- Implementing General Plan land use policies
- Incorporating State law provisions that are not currently reflected in the Code that relate to these chapters (for example, transitional/supportive housing and homeless shelter provisions per SB 2)

Once we have delivered all the Administrative Draft Code materials, City staff will provide the consultant team one version of the Administrative Draft Code that contains all of staff's mark-ups and comments, using Word's track changes tool.

3.1 - Refined Format and Outline

Based on the input received from staff, the team will revise the annotated outline, format and style sheet, and sample chapter format to illustrate the intended format and style of the updated Development Code chapters.

Any substantial deviations from this outline later directed by staff will be considered a change in scope potentially requiring a scope and budget adjustment.

3.2 - Administrative Draft Development Code

This task involves preparing the Administrative Draft of the updated Code chapters. The Code generally will address the following, with the details to be defined as part of the diagnosis process.

New Chapter: Zone District Provisions

Chapters 17.32 through 17.70 of Title 17 (Zoning) establishes the various zone districts in Loma Linda and the land use and development regulations that apply. More specifically, as we currently understand the assignment, we will comprehensively reorganize, stylize, and update the following zones: A-1 (Agricultural Estates Zone), R-1 (Single-family Residence Zone), R-2 (Two-family Residence Zone), R-3 (Multiple-family Residence Zone), R-4 (Mobile Home Park Zone), A-P (Administrative and Professional Office Zone), C-1 (Neighborhood Business Zone), C-2 (General Business Zone), C-M (Commercial Manufacturing Zone), M-R (Restricted Manufacturing Zone), M-1 (Light Manufacturing Zone), H (Hillside Development Suffix Zone), OS (Open Space Conservation Zone), FP (Flood Plain Zone), I (Institutional Zone), P (Parking Zone), PD (Planned Development Overlay Zone), GH (Geologic Hazards Overlay Zone), MH (Manufactured Housing Overlay Zone), and PC (Planned Community District). The details will be further enhanced/explored during Subtask 1.1 - Scope Refinement and Initial Strategy Meeting, above. We note that the provisions do not contain purpose and intent statements for each zone. We will draft purpose statements for each existing and any new proposed zone district.

The current Code structure provides long lists of permitted and conditionally permitted uses. These regulations will be pulled into the new Chapter. To create an easy-to-use Code, we will construct land use tables for each zone or groups of zones. See the example of a portion of such a table provided on the next page. We will analyze the use regulations applicable to each specific zone district and the development standards to ensure they reflect the General Plan, other City objectives, and current State law. For the residential districts, we will ensure that the use regulations and development

standards reflect specific programs in the current Housing Element necessary to maintain its certified status (see below).

With regard to all other zone districts, including overlay districts, we will revise the land use regulations and development standards to respond to City staff concerns. Some overlay zones may be eliminated if staff finds them no longer appropriate.

Residential Uses and Standards
To implement Housing Element policy and comply with current State law, we will prepare regulations (and associated definitions) addressing transitional and supportive housing, emergency shelters, single-room occupancy housing, and innovative housing choices such as live/work development. Because Loma Linda's single-family neighborhoods are well established, we do not anticipate changing development standards for any of the hillside and other R-1 zones. However, we will discuss with you whether staff desires making any changes to the R-2, R-3, and R-4 multi-family zones so that new developments exhibit high design quality, massing and relationships to adjacent uses, open space standards, and adequate parking.

Chapter 17.18: Sign Code Regulations
The team will update provisions of the Code that comprehensively address the design (i.e., number, size, placement, and materials), review, installation, and maintenance of signs for each zone in the City that allows signs. We will comprehensively update existing Chapter 17.18 (Signs).

The team will draft updated sign provisions to address best practices, latest technologies (i.e., LED on-site [and/or off-site] signs, if so directed by the City staff), and other issues resulting from a thorough analysis/diagnosis of the existing sign provisions along with the City's fix-it list. All of the above will be evaluated to ensure that the updated materials contribute to economic development and advancement of the City's design quality goals. Furthermore, an unlimited number of graphic illustrations (and photographs, if desired by City staff) will be prepared to assist in the understanding of the regulations. Additionally, areas where procedures/processes could be improved will be identified and offered for updating as needed and all of the sign-related definitions will be updated, added to as necessary, and supported by graphic illustrations. We will address all categories of signs suitable for placement in the City.

Chapter 17.02: Definitions
We will update the definitions in Chapter 17.02 to provide a definition for each allowed land use specified in the new Chapter addressing Zone District Provisions.

Meetings
- Meetings and/or conference calls with City staff (within the meeting allowance) to discuss issues and review Administrative Draft materials

Work Products
- Administrative Draft Development Code (electronic copy in Microsoft Word and as pdf)

TASK 4 - PUBLIC REVIEW DRAFT DEVELOPMENT CODE

4.1 - Prepare Public Review Draft Development Code

The Public Review Draft Development Code will be prepared to incorporate final staff comments on the Administrative Draft. This is the version that will be available for the Planning Commission and City Council public hearings.

Work Products
- Public Review Draft Development Code (electronic copy in Microsoft Word and as pdf)

TASK 5 - CEQA DOCUMENTATION

Per CEQA, adoption of or an amendment to the Development Code is considered a "project," and environmental review will be required as part of this project component. Because the updated Code chapters will implement land use policy examined in the General Plan FEIR, we anticipate preparing an Addendum to the FEIR. An Addendum does not require formal circulation and public review, and can be completed efficiently given the recent and comprehensive nature of the General Plan FEIR. We have budgeted for CEQA compliance assuming this level of review.

In compliance with the City's CEQA requirements, the team will address Air Quality/Greenhouse Gas emissions. We do not anticipate the need to prepare a Traffic Study

Example of Land Use Table

Table 2-5 Allowed Uses and Permit Requirements	Commercial Zone Permit Requirements P Permitted By Right A Permitted as Accessory Use MUP Minor Use Permit CUP Conditional Use Permit -- Not Allowed			
Land Use	**C-P**	**C-G**	**C-F**	**Specific Use Regulations**
Retail Trade Uses				
Alcohol Beverage Sales				
Alcohol Sales (off-sale)	--	CUP	CUP	See 19.60.030 (Alcohol Beverage Sales Business)
Alcohol Sales (on-sale), Accessory Only	A	A	A	
Convenience Store	CUP	CUP	A	
Pawn Shop	--	--	--	
Retail Store (Less than 20,000 sf)	P	P	--	
Retail Store (20,001 to 80,000 sf)	--	MUP	MUP	
Retail Store (80,001 or greater sf)	--	CUP	CUP	
Shopping Center				
Neighborhood	--	CUP	--	See 19.12.040 (Limitations on Shopping Centers)
Community	--	CUP	CUP	
Regional	--	CUP	CUP	
Vehicle Rental	--	MUP	MUP	
Vehicle Sales - New	--	CUP	P	
Vehicle Sales - Used	--	--	CUP	
Vehicle Parts Sales (including stereos/alarms, but no installation)	--	P	A	
Vending Machines - Outside	MUP	MUP	MUP	See 19.60.170 (Vending Machines - Outdoor)
Business, Financial, and Professional				
ATMs	A	A	A	
Financial Institutions and Related Services	P	P	MUP	
Offices – Business or Corporate	P	P	--	
Eating and Drinking Establishments				
Accessory Food Service (open to public)	A	A	A	
Bars, Lounges, Nightclubs, and Taverns	--	CUP	CUP	

(in compliance with Measure V) since no development will result from the project.

Work Products

- Screencheck Draft Addendum to FEIR (electronic copies: Microsoft Word and .pdf)
- FEIR Addendum for public hearing process (electronic copies: Microsoft Word and .pdf)

TASK 6 - PUBLIC REVIEW AND ADOPTION

This task involves preparation of staff reports and conduct of public hearings for the adoption of the specified portions of the updated Development Code. As required by page 2 of the RFP, the team will prepare reports, exhibits, and presentations for consideration by the Planning Commission and City Council. We have budgeted for attendance both by Laura Stetson and Bruce Jacobson at two (2) Planning Commission hearings and one (1) City Council hearing, per page 2 of the RFP. We are available to attend additional hearings on a reimbursable basis.

Meetings

- Planning Commission hearings – Two (2)
- City Council hearing – One (1)

Work Products

- Reports, exhibits, and hearing presentation materials (PowerPoint)

TASK 7 - FINAL DEVELOPMENT CODE

7.1 - Screencheck Final Development Code

After the final City Council hearing on the updated portions of the Development Code and before its effective date, we will prepare a final version to incorporate all changes made by the City Council. We will provide a screencheck version so that City staff can verify that the document accurately incorporates all changes approved by the City Council (including changes recommended by the Planning Commission and accepted by the Council) during the adoption process.

Because we cannot anticipate the scope of changes to be directed by the City Council, our budget includes a specific allowance for this task. Any work required beyond this allowance will be billed on a time-and-materials basis with prior authorization from the City.

7.2 - Final Development Code

We will prepare the final portions of the amended Development Code for delivery to the City for codification and publication. The team will provide a reproducible camera-ready copy of the adopted document and an electronic copy in Microsoft Word and as a pdf.

Meetings

- Meeting and/or conference calls with staff to review final changes

Work Products

- Screencheck Final Development Code (updated portions only) (electronic copy in Microsoft Word and as pdf)
- Final Development Code (updated portions only) (master reproducible; electronic copy in Microsoft Word and as pdf)

Materials and Work Assistance Required from the City of Loma Linda

The team will require electronic versions of the existing Development Code, as well as all of the drafts of the 2009 Development Code previously presented to the Planning Commission.

The City staff will be required to review, evaluate, and respond to all of the materials prepared and submitted by the Consultant team in a timely manner.

In the RFP, the City asks that the consultant team coordinate SB 18 notification requirements. Because this project does not involve any General Plan amendment, no SB 18 compliance is required.

Schedule

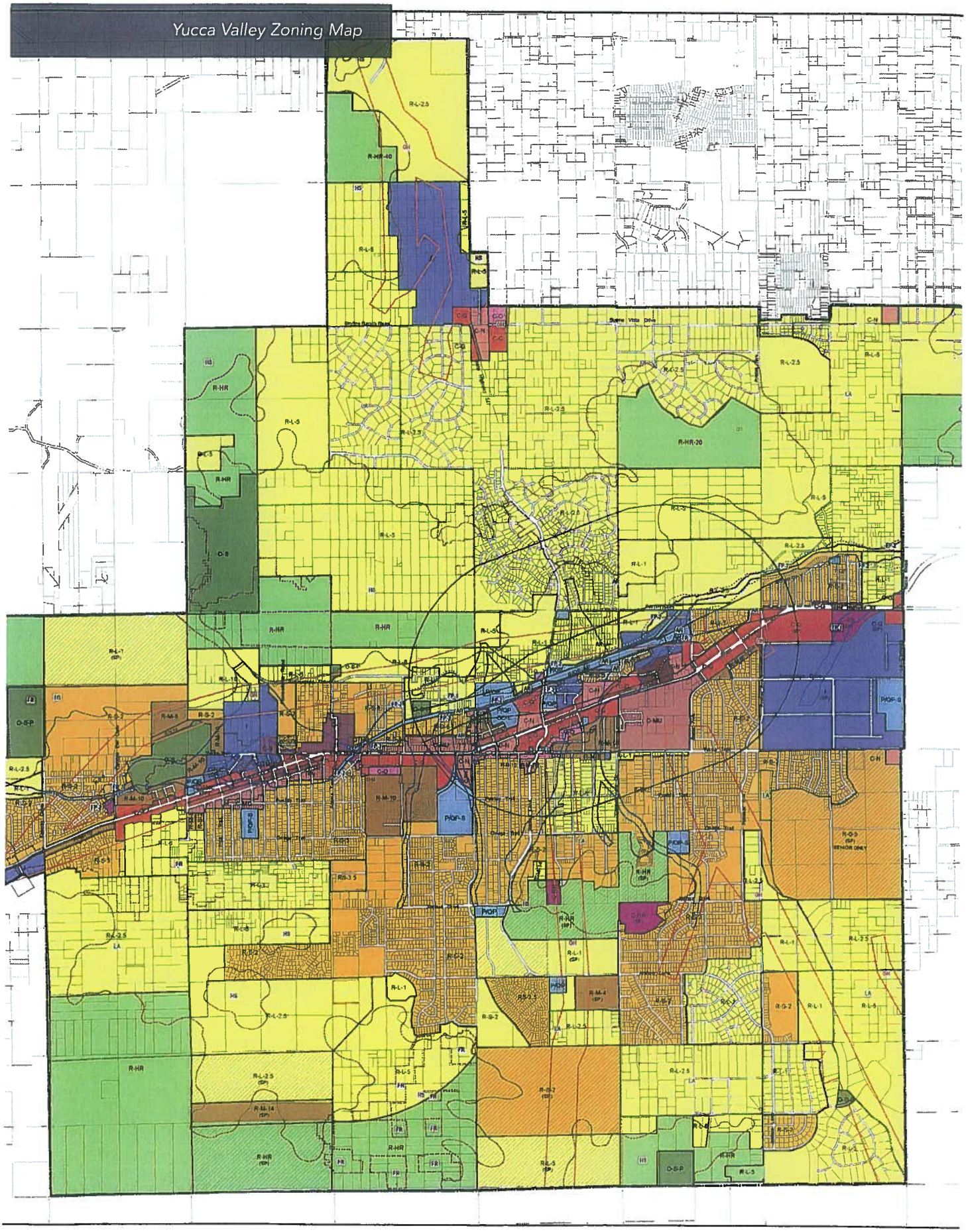
We are committed to completing the focused Development Code update within eight months, as outlined in the schedule below.

Tasks	Schedule
1. Project Management and Staff Meetings	Kick-off week of September 22, 2014
2. Diagnosis	Week of October 21, 2014
3. Administrative Draft Code Revisions to City for review	Week of January 19, 2015
4. Public Review Draft Code	Week of February 16, 2015
5. CEQA Documentation (no circulation of Addendum required)	February 2015
6. Public Hearings	March-April 2015
7. Final Revised Code Chapters	May 2015

SECTION THREE

Qualifications

Yucca Valley Zoning Map



Qualifications

Our Team

For the Loma Linda focused Development Code update, we offer the City an outstanding team of individuals who have worked together on a multitude of zoning and development codes, specific plans, and similar programs involving the crafting of modern and innovative land use and design regulations, each tailored to clients' specific objectives. The team will be led by **Laura Stetson, AICP** of MIG and Bruce Jacobson of Jacobson & Wack. Resumes of key staff and supporting team members are included in this section. Laura Stetson and Bruce Jacobson have completed comprehensive and focused zoning code updates for diverse communities throughout California, including recent work in Duarte and La Puente.

In this section, we provide detailed descriptions of our past and current zoning code work experience and present resumes of our staff.

MIG, Inc., a Berkeley-based multidisciplinary firm with offices throughout California and in Oregon, Colorado, and Texas, merged with Hogle-Ireland, Inc., a Southern California planning and environmental firm, in January of 2013. With this merger, our team brings to the City of Loma Linda the significant capabilities and staff experience of two innovative planning organizations. Staff based in our Pasadena office will be involved in the update program. As needed, we have the ability to call on additional staff expertise in our Riverside, Fullerton, and Berkeley offices.

MIG, Inc. and Hogle-Ireland, Inc. are the force behind some of the most successful design, advanced planning, zoning, and environmental planning projects in the western United States. MIG is a privately held multidisciplinary consulting firm. Founded in 1982, MIG has focused on planning, designing, and sustaining environments that support human development. We embrace inclusivity and encourage community and stakeholder interaction in all of our projects. For each endeavor — in planning, design, management, communications, or technology — our approach is strategic, context-driven, and holistic. For all of our assignments, we look critically at and integrate social, political, economic, and physical factors to ensure our clients achieve the results they want. MIG works extensively with public agencies and municipalities throughout California on design and planning for future change.

Hogle-Ireland, established in 1988, brings to the partnership significant land use planning and environmental consulting expertise and in particular, the legacy of 25 years of preparing innovative zoning and development codes and design guidelines for cities throughout California. Hogle-Ireland's 30 professional planners serve both public and private clients, and are now fully integrated into the MIG organization.

The merger of Hogle-Ireland with MIG strengthens our firm by introducing and enhancing MIG's abilities to provide contract staffing services, as well as advanced, current, and environmental planning. MIG now has 10 offices and 115 planning professionals to serve our clients. The services we offer include:

- Zoning Codes, Development Codes, and Subdivision Regulations
- Design Guidelines
- Contract Planning Services
- Environmental Analysis and Documentation (CEQA and NEPA)
- Community Engagement
- General Plans and Housing Elements
- Landscape Architecture Design Services
- Organizational Management and Strategic Planning Urban and Community Design
- Staff, Commission, and City Council Training
- Specific Plans and Site Plans
- Graphic Design, Web Design, GIS

Laura R. Stetson, AICP

PRINCIPAL

AREAS OF EXPERTISE

Zoning Codes / General Plans / CEQA Documentation

QUALIFICATIONS

Ms. Stetson has served as project manager on zoning codes, general plans, specific plans, and special planning studies for diverse cities throughout California. In this capacity, she has worked with advisory committees, commissions, and councils to develop long-range goals, policies, and programs, and to craft the regulatory tools to implement those programs. She has conducted background research for planning, written plan elements, coordinated preparation of plans and related environmental documentation, and presented recommendations to decision-making bodies. She also directs preparation of CEQA documents, either as part of planning programs or to address development projects.

Ms. Stetson leads the planning practice in MIG | Hogle-Ireland's Pasadena office, and manages projects for a variety of public sector clients. Experience includes comprehensive and focused zoning code updates for the cities of Duarte, La Puente, La Mirada, Commerce, Vernon, and Baldwin Park, and serving as managing principal for General Plan updates in Redwood City, Arcadia, Rancho Cucamonga, and Torrance.

Ms. Stetson led a team of specialists to prepare the City of Riverside's key land use regulatory tools: the General Plan, the zoning ordinance, the subdivision ordinance, and citywide Design Guidelines, as well as a Program EIR. The program involved working with many community groups to affirm direction defined through a prior visioning process and economic strategy study.

As part of crafting a vision for the City of Claremont that was to be integrated into the General Plan, Ms. Stetson led a multi-layered public involvement program, including working with a 100+ member General Plan Committee with topic-oriented subcommittees.

AFFILIATIONS

- American Planning Association
- American Institute of Certified Planners
- California Planning Roundtable

EDUCATION

- B.S., Stanford University, 1983
- Graduate Coursework in Public Administration, American University, 1992

RELEVANT EXPERIENCE

In addition to the projects described above, experience includes managing the following projects:

Zoning Codes/Code Sections

- Baldwin Park
- Brea Hillsides
- Commerce
- Duarte
- La Mirada
- La Puente
- Maywood
- Redwood City Mixed Use
- Garden Grove Mixed Use
- Temple City Sign Code
- Vernon Zoning Ordinance

General Plans/Housing Elements

- Azusa
- Brea
- Baldwin Park
- Colton
- Garden Grove
- Manhattan Beach
- Montebello
- Monterey Park
- Rialto
- San Marcos
- Vernon

EIRs

- Raymond Theater Reuse
- Del Mar Station Mixed Use
- Palmdale Water District Mater Plan
- Rosedale Planned Community (Azusa)
- Pasadena Land Use and Mobility Element

Diana Gonzalez

ASSOCIATE

AREAS OF EXPERTISE

General Plans / Housing Elements / Zoning Codes

QUALIFICATIONS

Ms. Gonzalez has a broad range of land use planning experience in both advanced and current planning. She has a high level of expertise and experience in graphic and geographic information system (GIS) mapping. She has produced mapping, demographic, and spatial analysis for several large-scale housing projects, including the Analysis of Impediment to Fair Housing Choice for Los Angeles and San Diego Counties and Consolidated Plans for Orange and San Diego Counties.

Ms. Gonzalez has land use planning experience and expertise in a broad range of areas, including:

- Preparation of general plans and long-range planning studies
- Housing elements and programs

She has extensive experience preparing housing elements and housing-related studies in such cities as Alhambra, Hemet, Torrance, Colton, La Mesa, Garden Grove, Buena Park, La Puente, San Marcos, and Monterey Park. For several of the housing element programs, she served as project manager and key planner.

Her general plan experience includes working on comprehensive updates to:

- City of Arcadia General Plan
- City of Torrance General Plan
- City of Colton General Plan

She also has experience in public outreach and website development for public outreach purposes. Ms. Gonzalez is fluent in Spanish and has provided translation at community meetings.

She has been the lead planner for specific plans and focused zoning code update programs.

Ms. Gonzalez also has skills with GIS mapping and analysis. She has prepared many land use plan and zoning maps, and frequently undertakes consistency analyses to create accurate parcel-based zoning maps.

AFFILIATIONS

- American Planning Association

EDUCATION

- M.A., Urban Planning, University of California, Los Angeles, 2001
- B.A., Political Science and Communication Studies, University of California, Los Angeles, 1996

John Pheanis, AICP

PROJECT ASSOCIATE / PLANNER

AREAS OF EXPERTISE

Land Use / Planning and Zoning

Downtown Planning / Streetscape Design

QUALIFICATIONS

Jon Pheanis is a land use planner with experience working with communities throughout California, Nevada and the Pacific Northwest. Jon brings a deep understanding of land use policy and zoning issues and trends facing today's communities, with experience working as a municipal and consultant planner. He has a wide range of experience with municipal codes, including land use overlays, design standards, signs, and parks and open space. For the City of Temple City, California he updated the City's sign code. Based on needs expressed by the community, Jon identified standards to improve the appearance of their downtown through the reduction of visual clutter and the improvement of sign design. In Adelanto, California, Jon helped bring the City's general plan and zoning ordinance into conformance with its newly adopted plan for land use and sustainability.

PROFESSIONAL AFFILIATIONS

- American Planning Association
- American Institute of Certified Planners

EDUCATION

- Masters in Community and Regional Planning, University of Oregon
- Bachelors in International Affairs, University of Nevada

RELEVANT EXPERIENCE

- Temple City Sign Code Update, Temple City, California
- Adelanto Zoning Ordinance and General Plan Update, City of Adelanto, California
- La Puente Zoning Code Update, City of La Puente, California
- Big Bear Valley Pedestrian, Bicycle and Equestrian Master Plan, City of Big Bear Lake, California
- Southern Nevada Strong Transit Oriented Development Demonstration Site Analysis, Las Vegas, Nevada
- Apple Valley Parks and Recreation Master Plan, City of Apple Valley, California
- Emeryville Parks and Recreation Strategic Plan, Emeryville, California
- Sandy Municipal Code Update and Downtown Development Guidelines, City of Sandy, Oregon

Chris Brown

DIRECTOR, ENVIRONMENTAL SERVICES - SOUTHERN CALIFORNIA

AREAS OF EXPERTISE

CEQA and NEPA Compliance and Documentation

QUALIFICATIONS

Mr. Brown is a project manager and senior analyst and oversees the environmental practice in MIG | Hogle-Ireland's Riverside office. He has prepared a variety of environmental documents pursuant to CEQA and NEPA for jurisdictions throughout Southern California. Key projects include:

- Oro Grand School District junior high, high school, and college campus facilities IS/MND (-acre site and 182,480 square feet of school facilities)
- Claremont University Consortium East Campus EIR (80-acre sports complex)
- Jeffries Road Affordable Housing project IS/MND (59-unit, 100 percent affordable housing complex; included preparation of air quality and climate change assessments)
- Redlands Pioneer Business Center IS/MND (1.3 million-square-foot distribution warehouse; included preparation of air quality and climate change assessments)
- Station Square Transit Village Specific Plan, Phase II IS/MND (MTA Operations and Maintenance facility on 27 acres)
- Jones Industrial Building (8,863-square-foot industrial building and staging yard; included air quality assessment)
- Desert Hot Springs I-10 Community Annexation IS/ND (4,000-acre annexation)

Mr. Brown is also skilled in conducting programmatic assessments for a variety of comprehensive plans and General Plan Elements for local governments, including the following jurisdictions:

- City of Alhambra
- City of Colton
- City of Commerce
- City of Desert Hot Springs
- City of Huntington Beach
- City of La Puente
- City of Monterey Park
- City of Rialto
- City of Rosemead
- City of Twentynine Palms

Mr. Brown has prepared air quality assessments utilizing the latest CalEEMod software for a variety of development and infrastructure projects and is experienced in assessing local and regional emissions impacts, carbon dioxide "hotspot"' screening and analysis using CALINE4 and EMFAC, and toxic air contaminant risks and modeling using AERMOD. He has prepared GHG emissions models utilizing the methods and practices presented in the California Air Pollution Control Officers Association's CEQA and Climate Change white paper and their Quantifying Greenhouse Gas Mitigation Measures guidelines.

In addition to his environmental experience, Mr. Brown has provided contract land use planning services for public agencies such as the cities of Desert Hot Springs, Palm Springs, and Twentynine Palms. Mr. Brown also served as the City of Rancho Santa Margarita's code enforcement officer and NPDES Authorized Inspector.

AFFILIATIONS

- Association of Environmental Professionals (AEP)

EDUCATION

- B.A. Environmental Planning, California State University, Northridge
- ARB 190: Air Quality Academy
- ARB 511 Diesel Exhaust After-Treatment Devices
- EPA 422: Air Pollution Control Orientation

MIG

Bruce Jacobson

JACOBSON & WACK

JACOBSON & WACK
Land Use Planning Consultants

AREAS OF EXPERTISE

Zoning

QUALIFICATIONS

A Principal with Jacobson & Wack, Bruce Jacobson is a land use planner and administrator with over 30 years of planning experience. He specializes in the implementation of community planning programs through the preparation of development codes, zoning and subdivision ordinances, local coastal programs, specific plans, and rezoning studies and related programs. With Jacobson & Wack, he has worked on over 100 zoning ordinances, subdivision ordinances, design guidelines, and development codes. Earlier planning positions include Deputy Planning Director for San Luis Obispo County, Principal Planner for Ventura County, and Planning Director for the City of Santa Paula.

Mr. Jacobson's work on the City of Livermore Development Code was recognized with the 2011 Driehaus Form-Based Code Award for outstanding form-based codes from the Form-Based Code Institute. The Driehaus award selection jury cited the Code for the following attributes. This is a valuable model of how to code a medium-sized town with existing walkable and sprawl neighborhoods; the code is focused on providing a complete form-based regulation for higher density residential areas that are, or have the potential to be, walkable and will provide a successful model for other areas within the City; and the document is organized to incorporate a form-based code into a larger development code overhaul so that the sprawl areas of the City remain under Euclean zoning while the form-based code is designed for walkable areas of the City and designed to expand to all walkable areas — as the City is ready.

Mr. Jacobson prides himself on working very closely with the client throughout the update process to ensure that the finished product meets/surpasses the client's needs and expectations for an updated zoning document that is uniquely crafted to serve the client/community needs for an easy to use and enforce, legally defendable set of zoning regulations. From initial general plan and code review and assessment, public outreach, organizational and formatting style selection, drafting of individual segments, meeting and refining the draft segments, through to the public hearing and adoption phases of the project, Mr. Jacobson can be counted on for continual hands-on client collaboration and guidance.

AFFILLIATIONS

- Member, American Planning Association

EDUCATION

- B.S. degree in City and Regional Planning, at California Polytechnic State University in San Luis Obispo

RELEVANT EXPERIENCE

See Section 3 - Our Experience of this proposal.

Experience

Our experience preparing zoning and development codes is extensive. Together, MIG and Jacobson & Wack have been involved in more code update programs than any other firm in California. Because we focus our zoning work in California, we have in-depth knowledge of the particularities of California law. For each assignment we undertake, we build from our prior work and experiences to tailor development regulations for each community. And while we consider California to be at the forefront of innovative planning approaches and solutions, we frequently draw from our experience in other states to inform how we craft codes.

As described in the Overview, Laura Stetson and Bruce Jacobson team frequently on zoning code update programs, combining their collective knowledge and experience to best serve our clients. Currently we are teamed to prepare a new LED billboard conversion ordinance for the City of Commerce, complete a comprehensive zoning code update for the cities of La Puente and Arcadia, and prepare modern sign regulations for Temple City.

In this section we describe zoning and development code assignments each team member has completed, as well as other relevant experience that will inform our work for Loma Linda.

MIG staff, while with the firm or prior firms, has led zoning ordinance updates and similar programs for the following jurisdictions:

- City of Azusa Zoning Ordinance
- City of Baldwin Park Zoning Code
- City of Brea Hillside Ordinance
- City of Commerce Zoning Ordinance
- City of Commerce LED Billboard Ordinance (in process)
- City of Duarte Development Code (with Sustainable Development Chapter)
- City of Fullerton Sign Code
- City of Garden Grove Mixed-Use Zoning Regulations
- City of Hawaiian Gardens Zoning Code
- City of Laguna Hills Zoning Ordinance
- City of La Mirada Zoning Ordinance
- City of Lancaster Design Guidelines (including sustainable design principles)
- City of La Puente Zoning Code (in process)
- City of Maywood Zoning Ordinance
- City of Newport Beach Zoning Ordinance
- City of Orange Mixed Use Zoning Regulations
- City of Redwood City Mixed-Use Zoning Regulations
- City of Riverside Zoning Ordinance, Subdivision Ordinance, and Citywide Design Guidelines
- Riverside County Zoning Ordinance
- Riverside County Context-Sensitive Design Manual
- City of Santa Paula Zoning Ordinance (draft)
- City of Temple City Sign Code (in process)
- City of Villa Park Sign Code
- City of Westminster Zoning Ordinance (draft)
- Nye County, Nevada – Comprehensive Rezoning

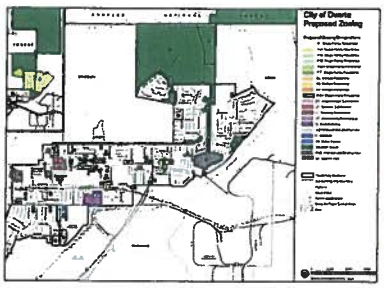
For many of our clients, we have prepared GIS-based zoning maps, either as a stand-alone effort or in concert with a comprehensive code update program. Recent and current projects include zoning maps for the cities of Arcadia, Baldwin Park, Commerce, Duarte, La Puente, Monterey Park, Rialto, and West Covina.

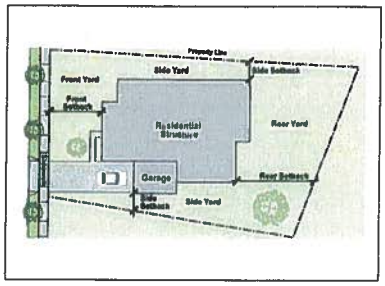
EXPERIENCE IN LOMA LINDA

MIG/Hogle-Ireland prepared the 2014-2021 Housing Element for the City of Loma Linda, and succeded in receiving HCD certification for the first time in many years. Our team worked closely with community leaders and staff to ensure the element forwards housing objectives while balancing the requirements of Measure V.

Duarte Comprehensive Development Code

DUARTE, CALIFORNIA





The team of MIG, Inc. and Jacobson & Wack worked with the City of Duarte to create a new Development Code, which combines the City's zoning and subdivision regulations in a unified code section. Duarte's code dated to the 1950s, and the regulations had become confusing, conflicting, and out of step with modern development practices. Our effort resulted in a new Code that is well organized, amply illustrated, and easy to use. A key feature is a chapter addressing Sustainable Design Practices.

A significant effort was put into streamlining and standardizing the City's administrative review procedures, with a focus on being business friendly. New provisions established in the Development Code include those addressing Minor Conditional Use Permits, Minor Variances, tiered Site Plan Review, and Planned Development Permits.

The program involved several community workshops, including workshops focused on hillside development regulations and signage. The team also conducted numerous study sessions with the Planning Commission and City Council throughout the program.

PROJECT INFO

Client: City of Duarte

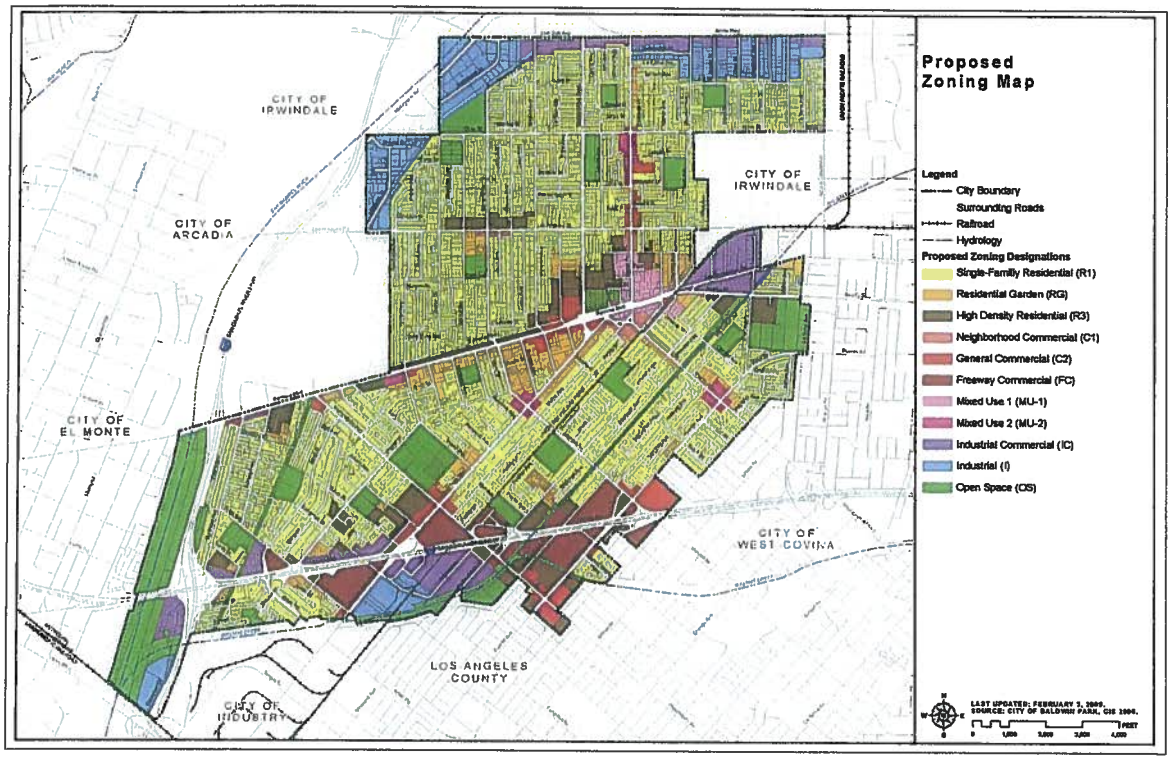
Project Scope: Comprehensive Development Code, GIS-based Zoning Map

Project Initiated: 2008

Project Completed: 2010

Baldwin Park Zoning Code Update

BALDWIN PARK, CALIFORNIA



Following an update of its General Plan in the early 2000s, the City of Baldwin Park worked with staff of MIG to complete a comprehensive overhaul of its 1950s-era zoning code. In addition to completely restructuring the code to improve its user friendliness, we created two new mixed-use zones to implement General Plan land use policies, modernized the parking regulations, crafted new regulations to address emergency and transitional housing, (pursuant to new State law), and established streamlined administrative review procedures.

The program included the creation of a new GIS-based zoning map and a citywide rezoning effort to achieve General Plan consistency. To help property owners understand the implications of rezoning, MIG prepared an informative newsletter, with a full Spanish-language translation, and conducted focused public workshops to address property owners' questions and concerns.

PROJECT INFO

Client: City of Baldwin Park

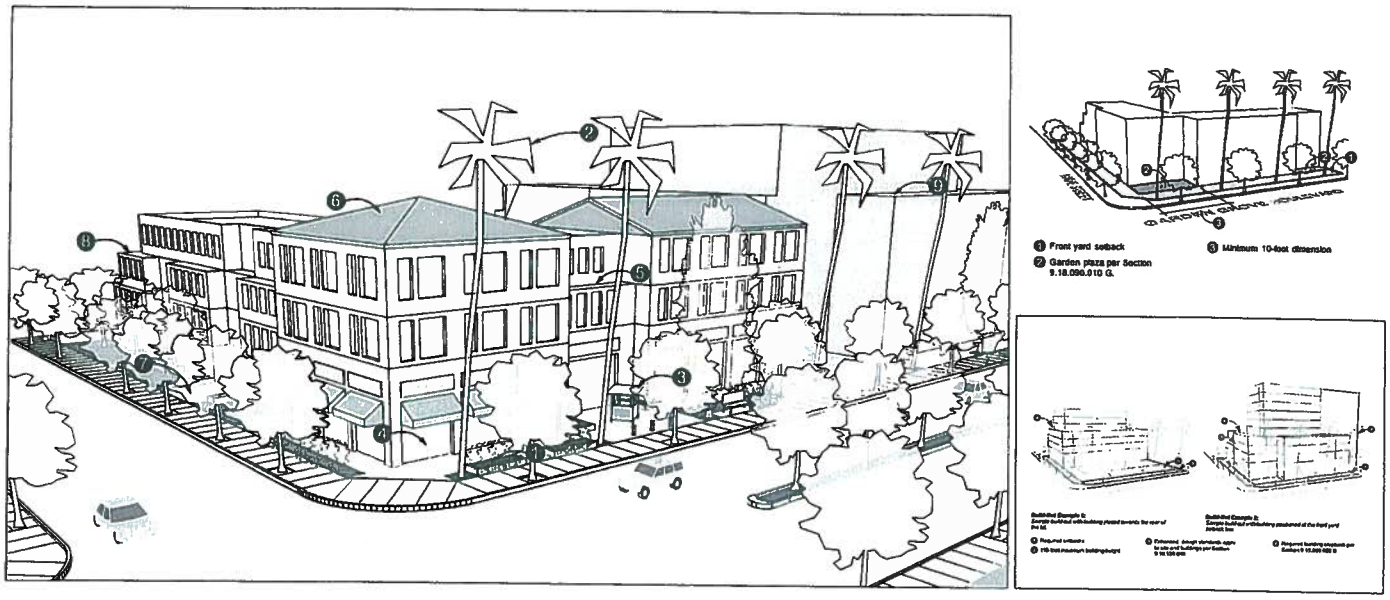
Project Scope: Comprehensive Zoning Code Update, Citywide Design Guidelines, New Zoning Map

Project Initiated: 2008

Project Completed: Adopted May 2012

Garden Grove Mixed-Use Zoning Regulations

GARDEN GROVE, CALIFORNIA



In recent years, many cities have begun to revitalize districts and neighborhoods by allowing greater variety of uses with higher levels of density and intensity. Mixed-use zoning regulations are a primary implementation mechanism for this effort. Mixed-use development generally consists of a combination of residential, commercial, and entertainment/recreation uses within walkable distances of each other. A mix of uses may occupy a single building (vertical integration) or exist as individual uses adjacent to each other (horizontal integration).

Following a 2008 comprehensive General Plan update, the City of Garden Grove hired the team of MIG and Urban Studio, Inc. to develop zoning regulations to implement newly created Mixed Use General Plan land use designations. Four new Mixed Use zone districts provide for a high degree of flexibility in use and development approaches, including regulations for the Adaptive Reuse zone intended to encourage creative industry uses. The Garden Grove Boulevard Mixed Use zone provides for varying intensities of development along the corridor, all tied together with a ribbon-like stretch of frontage landscaping and pedestrian enhancements. The neighborhood Mixed Use zone provides opportunity to revitalize aging commercial centers. The civic center zone, with four sub-zones, offers opportunities for development to reinforce this areas continued function as a place of prominence in Garden Grove.

PROJECT INFO

Client: City of Garden Grove

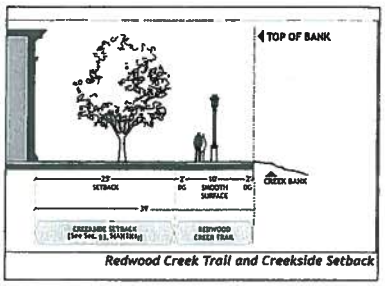
Project Scope: Mixed-Use Zoning Regulations

Project Initiated: October 2010

Project Completed: Adopted May 2012

Redwood City Mixed-Use Zoning Ordinance

REDWOOD CITY, CALIFORNIA



Redwood Creek Trail and Creekside Setback

Transitional Space at Residential Entries

Redwood City's new General Plan, adopted in 2010, blends form-based and more traditional planning approaches to provide a plan focused on returning those qualities to the City that create success: walkable districts and neighborhoods, a diverse economy, and a vibrant downtown. MIG worked with the Redwood City team to update the General Plan, and then quickly moved forward with implementation by drafting the zoning regulations for the Mixed-Use Corridor land use designation. The Mixed-Use Corridor zoning regulations are crafted to transform portions of the City's major roadway corridors into mixed-use, multi-modal environments with compact development patterns and graceful transitions to neighborhoods. Five sub-districts, each with unique development, design, and use regulations, were developed to implement this vision. Convenient transit access, innovative housing options, sensitivity to lower-intensity adjacent uses, amenities, and pedestrian and street-oriented design were key considerations.

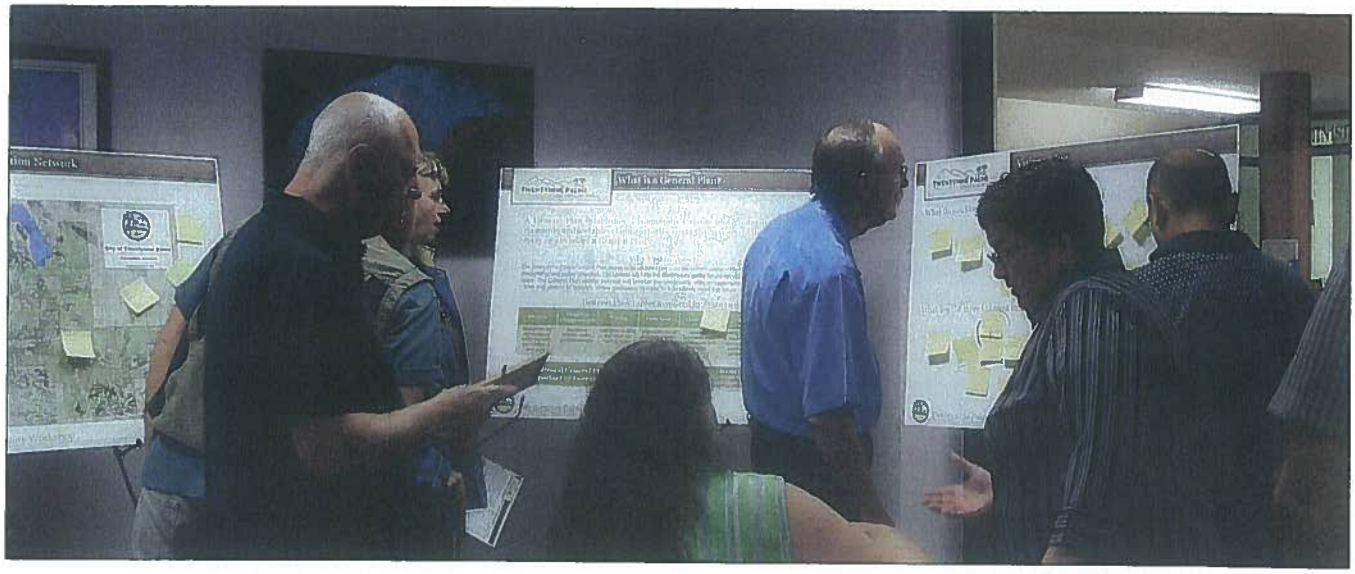
As part of the outreach effort, MIG staff led a workshop with the Planning Commission to discuss open space, density, parking, setbacks, frontage types, and transitions to adjacent uses. Prior to conducting formal public hearings, the team met with affected property owners and developers to vet the draft Mixed-Use Corridor regulations and ensure the regulations met their needs. This approach allowed the City to adopt the ordinance with confidence that successful projects would quickly follow.

PROJECT INFO

Client: City of Redwood City
Project Scope: Mixed-Use Zoning Ordinance
Project Initiated: December 2010
Project Completed: June 2011

Twentynine Palms Development Code

TWENTYNINE PALMS, CALIFORNIA



MIG | Hogle-Ireland updated the City of Twentynine Palms General Plan and Development Code, including establishing a Development Impact Fee Program and preparing an Environmental Impact Report to ensure CEQA compliance.

The City of Twentynine Palms is a 57-square-mile high desert community located in the southeast portion of San Bernardino County. Twentynine Palms is the gateway to the Marine Corps Air Ground Combat Center and Joshua Tree National Park. The City's population is 28,000 residents.

The General Plan update includes a comprehensive update to all seven mandatory elements, including the Recreation Element. The General Plan Program was driven by a strong community outreach program including formation of a General Plan Advisory Committee that provided input throughout the planning process, community workshops that provided residents with an opportunity to comment, and a General Plan website that provided constant updates on the General Plan efforts. In addition to the General Plan, MIG | Hogle-Ireland updated the City's Development Code and developed the City's first Development Impact Fee Program.

PROJECT INFO

Client: City of Twentynine Palms
Project Scope: Comprehensive General Plan Update, Development Code Update, Development Impact Fee Program, Environmental Impact Report
Project Initiated: February 2009
Project Completed: Fall 2010

JACOBSON & WACK
Land Use Planning Consultants

The partnership of Jacobson & Wack has prepared over 100 zoning and development codes, subdivision ordinances, design guideline documents, and related regulations. This extensive body of work includes the following projects, some of which are works in process.

Coastal Zoning Ordinance, City of Arcata

Coastal Zoning Ordinance, City of Carpinteria

Coastal Zoning Ordinance, City of Fort Bragg

Coastal Zoning Ordinance, City of Malibu

Coastal Zoning Ordinance, City of Newport Beach

Coastal Zoning Ordinance, City of Oxnard

Coastal Zoning Ordinance, City of Pismo Beach

Coastal Zoning Ordinance, City of Seaside

Coastal Zoning Ordinance, Marin County

Design Guidelines, City of Pismo Beach

Design Guidelines, City of South Pasadena

Design Guidelines, City of Stockton

Design Guidelines as part of the following Development Codes, where noted

Development Code (zoning/subdivision), City of Arcata

Development Code (zoning/subdivision), Calaveras County

Development Code (zoning/subdivision/design), City of Chico

Development Code (zoning/subdivision/design), City of Clovis

Development Code (zoning/subdivision/design), City of Diamond Bar

Development Code (zoning/subdivision/ sustainability), City of Duarte

Development Code (zoning/subdivision/FBC), City of Flagstaff, Arizona

Development Code (zoning/subdivision/design/grading/ NPDES), City of Fort Bragg

Development Code (zoning/subdivision/FBC), City of Grass Valley

Development Code (zoning/subdivision), City of Hollister

Development Code (zoning/subdivision/FBC), City of Livermore

Development Code (zoning/subdivision/design), City of Lodi

Development Code (zoning/subdivision/coastal), Marin County

Development Code (zoning/subdivision/design), City of Murrieta

Development Code (zoning/subdivision), City of Norwalk

Development Code (zoning/subdivision/design), City of Pomona

Development Code (zoning/subdivision/ sustainability), City of San Jacinto

Development Code (zoning/subdivision/design), City of Simi Valley

Development Code (zoning/ subdivision/design/ FBC), City of Sonoma

Development Code (zoning/subdivision), City of Stockton

Development Code (zoning/subdivision/design), City of San Bernardino (Three Times)

Development Code (zoning/subdivision), San Bernardino County

Development Code (zoning/subdivision/ sustainability), Sonoma County

Development Code (zoning/subdivision), City of Tracy

Development Code (zoning/subdivision/design), Town of Truckee

Sign Ordinances with all the Development Codes above, and the Zoning Ordinances below

Subdivision Ordinance, Calaveras County

Subdivision Ordinance, City of Cotati

Subdivision Ordinance, City of Gustine

Subdivision Ordinance, City of Malibu

Subdivision Ordinance, City of South Pasadena

Subdivision Ordinances as part of all of the above Development Codes, where noted

Zoning Ordinance, City of Brea

Zoning Ordinance, City of Brentwood

Zoning Ordinance, City of Burbank

Zoning Ordinance, City of Campbell

Zoning Ordinance, City of Carpinteria

Zoning Ordinance (FBC), City of Cotati

Zoning Ordinance, City of Culver City

Zoning Ordinance, City of Cypress

Zoning Ordinance, City of Desert Hot Springs

Zoning Ordinance, City of East Palo Alto

Zoning Ordinance, City of Fillmore

Zoning Ordinance, City of Gustine

Zoning Ordinance, City of Huntington Park

Zoning Ordinance, City of La Puente

Zoning Ordinance, City of Lompoc

Zoning Ordinance, City of Malibu

Zoning Ordinance, City of Mountain View

Zoning Ordinance, City of Newport Beach

Zoning Ordinance, City of Novato

Zoning Ordinance, City of Ojai

Zoning Ordinance, City of Oxnard

Zoning Ordinance, City of Pasadena

Zoning Ordinance, City of Pismo Beach

Zoning Ordinance, City of Rancho Mirage (Twice)

Zoning Ordinance, City of Sam Ramon

Zoning Ordinance, City of Santa Rosa

Zoning Ordinance, City of Seaside

Zoning Ordinance, City of Soledad

Zoning Ordinance, City of South Pasadena

Zoning Ordinance, City of Tustin

Zoning Ordinance, City of West Hollywood

Zoning Ordinance, Lake Havasu City, Arizona

Zoning Ordinance, Fresno County

Zoning Ordinance, Los Angeles County

Zoning Ordinance, Santa Barbara County

Zoning Ordinance, Sierra County

Zoning Ordinance, Solano County

Zoning Ordinance, Town of Loomis

Zoning Ordinance, Town of Windsor

We invite you to visit these codes and related planning regulations:

City of Fort Bragg – Development Code
http://ci.fort-bragg.ca.us/cityclerk/Title%2018.html

City of Grass Valley – Development Code
http://www.cityofgrassvalley.com/services/departments/cdd/DEVELOPMENTCODE/DevCode2012_red.PDF

City of Livermore – Development Code
http://www.codepublishing.com/CA/Livermore.html

Newport Beach – Zoning Code
http://www.codepublishing.com/CA/NewportBeach/?NewportBeach20/NewportBeach20.html

City of Pasadena – Zoning Code
http://ww2.cityofpasadena.net/zoning/index.html

City of San Bernardino – Development Code
http://www.ci.san-bernardino.ca.us/cityhall/community_development/development_code.asp

County of San Bernardino – Development Code
http://www.amlegal.com/nxt/gateway.dll/California/sanbernardinocounty_ca/sanbernardinocountycaliforniacodeofordin?f=templates$fn=default.htm$3.0$vid=amlegal:sanbernardinocounty_ca

County of Santa Barbara – Land Use Development Code
http://www.sbcountyplanning.org/PDF/forms/LUDC/County%20LUDC%20December%202011%20Updated%20April%202012.PDF

City of Santa Rosa – Zoning Code
http://qcode.us/codes/santarosa/

City of Seaside – Zoning Ordinance
http://www.ci.seaside.ca.us/Modules/ShowDocument.aspx?documentid=2566

City of Simi Valley – Development Code
http://library.municode.com/HTML/16629/level1/TIT9DECOSIVAMUCO.html

City of Sonoma – Development Code
http://www.sonomacity.org/uploads/Planning/Development_Code.PDF

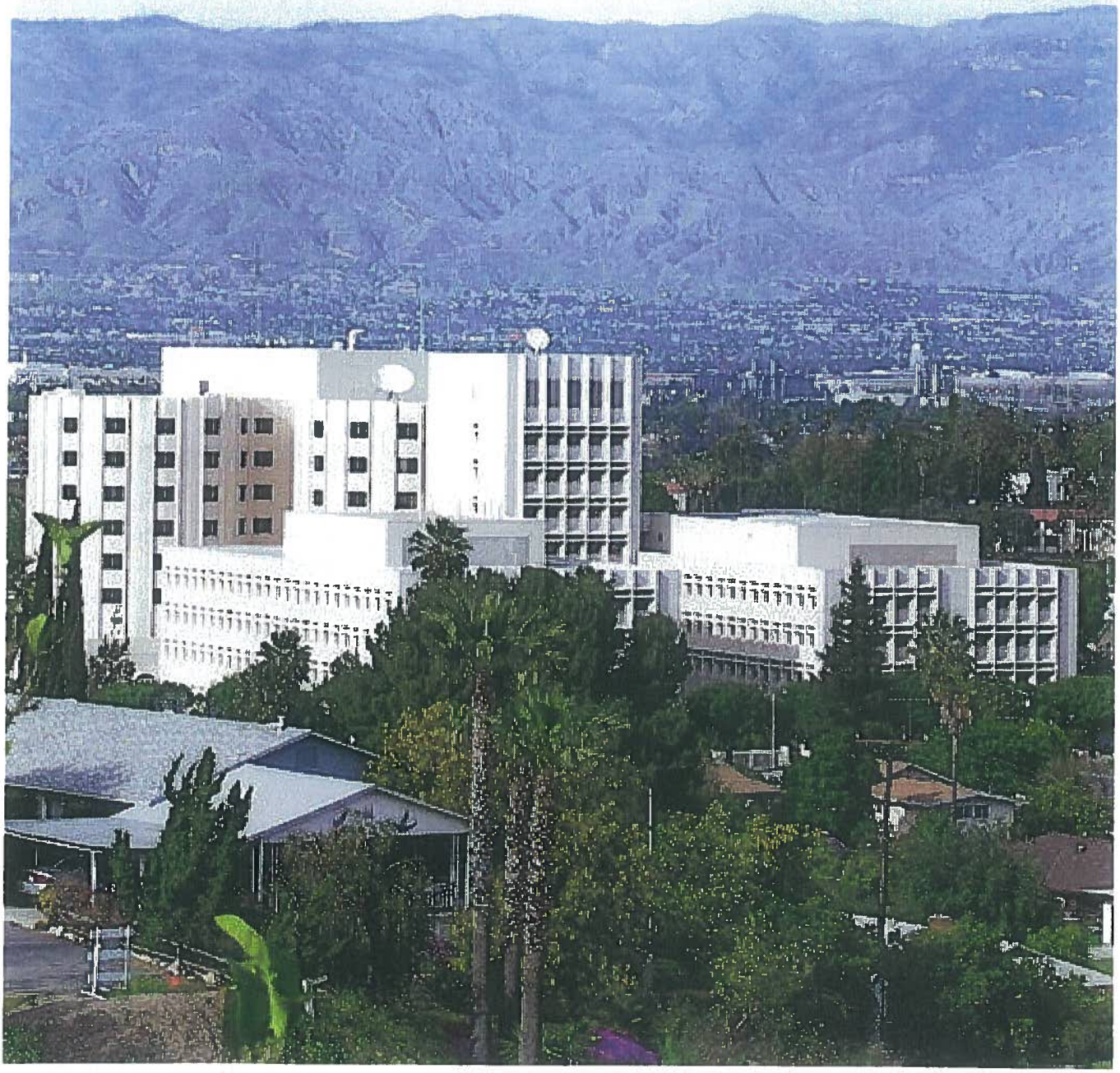
City of Stockton – Development Code
http://qcode.us/codes/stockton/view.php?topic=16&frames=on

Town of Truckee – Development Code
http://www.townoftruckee.com/index.aspx?page=125

SECTION FOUR

References

Loma Linda Medical Center



References

In this Proposal, we describe our extensive experience preparing zoning and development codes. This body of work demonstrates the depth and breadth of our knowledge, as well as our ability to work with diverse communities on complex projects. However, recommendations from our current and prior clients can more fully represent to you the quality of services we provide. They will tell you of our commitment not only to provide outstanding guidance but to write the codes themselves. Our clients will describe to you our ability to work as true team members with city and county staffs to deliver work on time, on budget, and to our clients' great satisfaction. We encourage you to contact the following current and prior clients.

MIG References

City of Baldwin Park
Amy Harbin, City Planner
14403 E. Pacific Avenue
Baldwin Park, CA 91706
(626) 960-4011 x475
AHarbin@baldwinpark.com

City of Duarte
Craig Hensley, Community Development Director
1600 Huntington Drive
Duarte, CA 91010
(626) 357-7931
chensley@accessduarte.com

City of Rialto
Gina Gibson, Senior Planner
150 S. Palm Avenue
Rialto, CA 92376
(909) 421-7240
ggibson@rialtoca.gov

City of Redwood City
Bill Ekern, Assistant City Manager
1017 Middlefield Road
Redwood City, CA 94063
(650) 780-5934
bekern@redwoodcity.org

Jacobson & Wack References

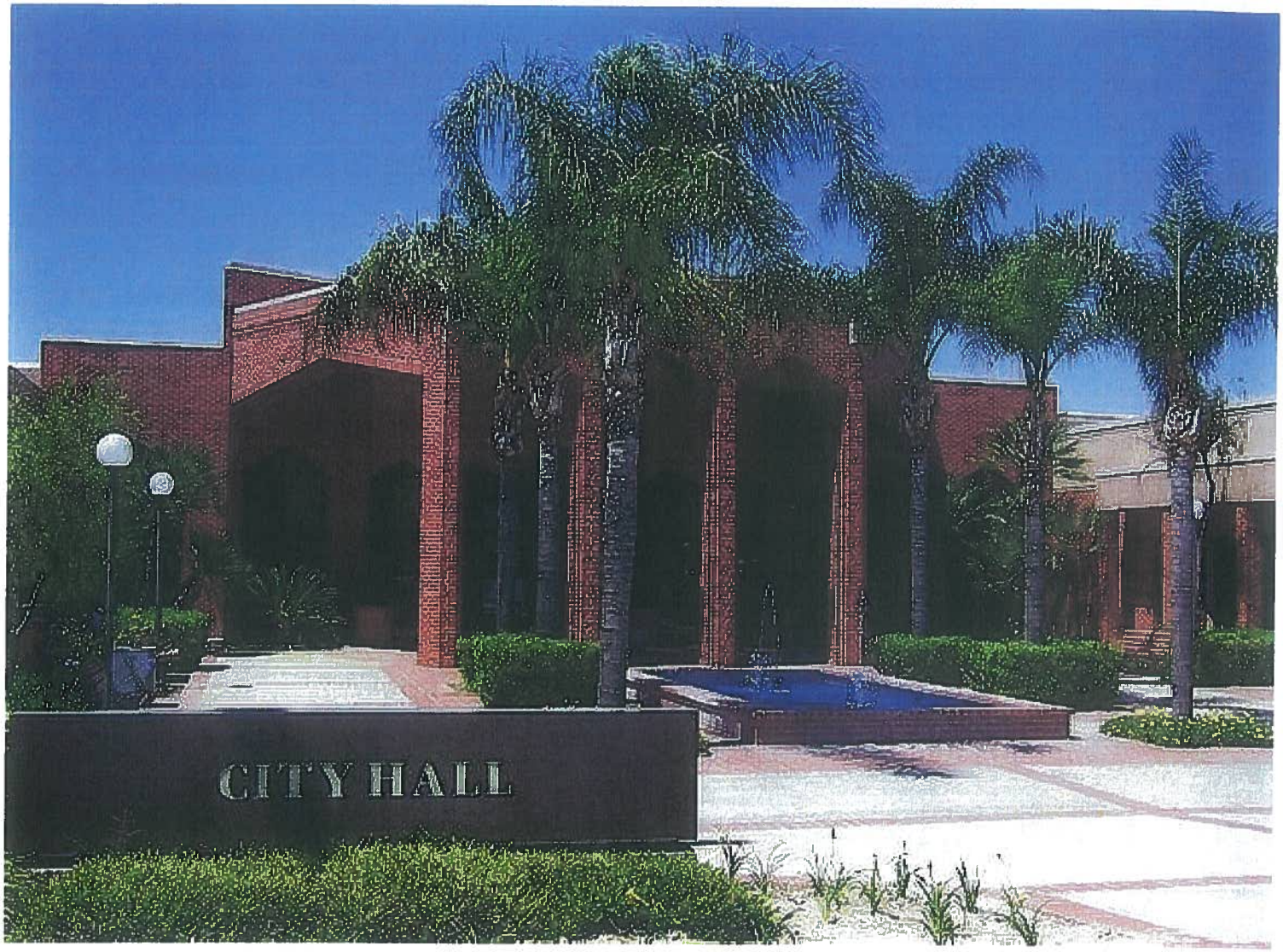
Sonoma County
Denise Peter, Senior Planner
Permit and Resource Management Department
2550 Ventura Avenue
Santa Rosa, CA 95403
(707) 565-7385
dpeter@sonoma-county.org

City of Newport Beach
Gregg Ramirez, Senior Planner
3300 Newport Blvd.
Newport Beach, CA 92663
(949) 644-3219
GRamirez@city.newport-beach.ca.us

City of Pasadena
Denver Miller, Zoning Administrator (retired)
175 N. Garfield Avenue
Pasadena, CA 91109
626-744-6733 (Direct)
dmiller@ci.pasadena.ca.us

SECTION FIVE

Insurance Requirements


CITY HALL

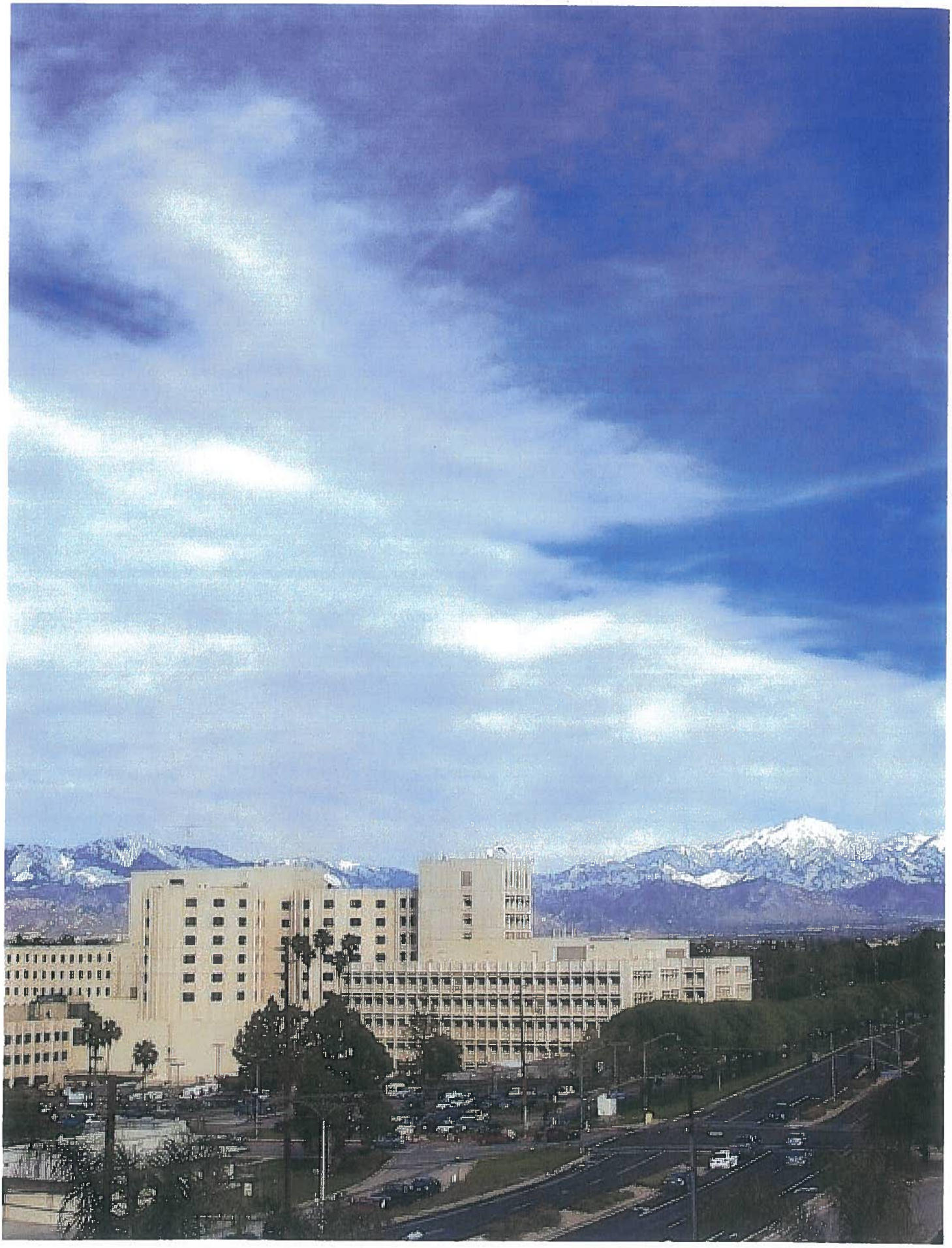
Insurance Requirements

Insurance Coverage

We have reviewed the insurance requirements included in the Request for Proposals and can comply with the City's terms.

SECTION SIX

Cost Estimate



Cost Estimate

The table on the following pages identifies the costs associated with each work program task, direct costs, and the overall proposed budget. Also identified are cost per task and the associated hourly rates for all team personnel.

We have prepared this cost proposal based on our understanding of the City's Request for Proposal. However, the work program is flexible and the budget can be adjusted to respond to any required changes to the work program. Task 1.1 involves meeting with staff to refine the work program.

Please note in particular the two tasks not directly related to updating the Code chapters but requested by the City in the Request for Proposals: Task 5 - CEQA Documentation and a portion of Task 6 - Staff Report Preparation. Together these two tasks total $8,320, or 13 percent of the overall budget.

All charges for services identified in this proposal represent a not-to-exceed fee. We will bill for work on a percent complete basis not to exceed the fees shown.

For any work requested by the City not included in the work scope, we will bill on a time-and-materials basis using the hourly rates shown in the budget matrix. All direct costs will be billed with a 10 percent administrative charge.

The work tasks identified in the RFP are included in our work scope in their entirety, with the exception of SB18 compliance, which is not required for this work effort.

Project Budget
City of Loma Linda- Focused Development Code Update

		Principal-in-Charge, Project Manager	Key Author	Authors	Zoning Graphics	CEQA Director	CEQA Associate	Word Proc and Admin Support	Total
		L. Stetson	B. Jacobson	D. Gonzalez & J. Pheanis	C. Davis	C. Brown			
	Labor Rates	$190	$155	$105	$110	$140	$85	$85	
Task 1	**Project Management and Staff Meetings**								
1.1	Refine Work Program; Project Strategy	2	1					1	$620
1.2	Team Meetings and Calls (allowance)	8	8						$2,760
1.3	Project Management	8						4	$1,860
	Total Task 1	*18*	*9*	-	-			*5*	**$5,240**
Task 2	**Diagnosis of Development Code Chapters**								
2.1	Diagnosis	8	8						$2,760
	Total Task 2	*8*	*8*	-	-	-	-	-	**$2,760**
Task 3	**Administrative Draft Development Code Chapters**								
3.1	Refined Format and Outline	2	1					8	$1,215
3.2	Administrative Draft Focused Revisions								
	Zone District Provisions	8	80	40	16			8	$20,560
	Sign Code Regulations	16	4	70	16			8	$13,450
	Definitions	4	4	8					$2,220
	Total Task 3	*30*	*89*	*118*	*32*	-	-	*24*	**$37,445**
Task 4	**Public Workshop Review Draft Code**								
4.1	Prepare Public Review Draft	6	16	24	2			2	$6,530
	Total Task 4	*6*	*16*	*24*	*2*			*2*	**$6,530**
Task 5	**CEQA Documentation**								
	General Plan FEIR Addendum	2				8	54	-	$6,090
	Total Task 5	*2*		-	-	*8*	54	-	**$6,090**
Task 6	**Public Review and Adoption**								
	Staff Report Preparation	2		16				2	$2,230
	Public Hearings (2 PC mtgs and 1 CC mtg)		18						$2,790
	Total Task 6	*2*	*18*	*16*	-	-	-	*2*	**$5,020**
Task 7	**Final Development Code**								
7.1	Screencheck Final (allowance)	OPTIONAL							
7.2	Final Development Code	2						4	$720
	Total Task 7	*2*	-	-	-	-		4	**$720**
TOTAL Labor Hours and Costs		*68*	*140*	*158*	*34*	*8*	*54*	*37*	**$63,805**
Direct Costs									
	Deliverables (allowance)								$500
	Travel								$500
Total	***Direct Costs***								***$1,000***
TOTAL LABOR AND DIRECT									**$64,805**

City of Loma Linda Official Report

COUNCIL AGENDA:	September 9, 2014
TO:	City Council
VIA:	T. Jarb Thaipejr, City Manager
FROM:	Konrad Bolowich, Assistant City Manager
SUBJECT:	Waiver of Special Events Fee – 9/11 Memorial Ride

Approved/Continued/Denied
By City Council
Date _____

RECOMMENDATION

None.

ANALYSIS/BACKGROUND

The Loma Linda Fire Association, on behalf of Quaid Harley-Davidson, is requesting a fee waiver for a Special Events Permit for a 9/11 Memorial Ride on Sunday, September 7, 2014. The Memorial Ride, made up of approximately 200 motorcycle riders, will begin at Quaid Harley-Davidson at approximately 9:30 am and arrive at City Hall at approximately 9:50 am in time for the beginning of the 9/11 Memorial Ceremony taking place at City Hall at 10:30 am. Proceeds raised by the Memorial Ride will benefit the Loma Linda and Colton Injured Firefighter Fund, Loma Linda University Children's Hospital, and the Wounded Warrior Project. Typically, the cost of a Special Events Permit is $280.00.

A special events permit is required for the event and all mitigations and restrictions inherent in such a permit must be complied with.

ENVIRONMENTAL

None.

FINANCIAL IMPACT

The City will forgo the $280.00 revenue that a permit would typically generate. Since January 1, 2014, the City is in the process, or has processed, eleven (11) special event permits (not including the current application), of which five (5) fee waivers have been approved.