CITY OF LOMA LINDA

CITY COUNCIL AGENDA

REGULAR MEETING OF OCTOBER 28, 2014

A regular meeting of the City Council of the City of Loma Linda is scheduled to be held Tuesday, October 28, 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 *NOVEMBER 12, 2014* meeting must be submitted in writing to the City Clerk no later than NOON, MONDAY, OCTOBER 27. 2014

A. Call To Order

B. Roll Call

C. Closed Session and/or Workshop Items (5:30 p.m.)

7:00 Reconvene

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

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

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

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

H. **Scheduled And Related Items**

1. **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) [CONTINUED FROM SEPTEMBER 23, 2014]**

I. **Consent Calendar**

2. Demands Register

3. September 2014 Treasurer's Report

4. September 2014 Fire Department Report

5. Second Amendment to Lease Agreement between the City and the County of San Bernardino relating to the Loma Linda Branch Library **[Public Works]**

6. Request for Approval of an Addendum to the Agreement for Professional Services with Lilburn Corporation to expand the scope of services for Precise Plan of Design No. 14-043 for the Parking Structure at the northeast corner of Barton Road and Campus Street; and the use of funds deposited as Pass-Through-Fees paid for by the Applicant to cover the cost of the expanded scope of services **[Community Development]**

J. **Old Business**

K. **New Business**

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

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

N. **Adjournment** to 5:00 p.m. Wednesday, November 12 for a workshop relating to Development Impact Fees

City of Loma Linda Official Report

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

Approved/Continued/Denied
By City Council
Date _____

COUNCIL AGENDA: October 28, 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 (six levels above grade) 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 and 379,650 square feet to be constructed with six (6) levels above-grade with one subterranean level, and 740 parking spaces. 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 the following action to 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 parking structure is a part of the Master Plan and was reviewed in the EIR. The Final EIR was certified in January 2014.

On September 9, 2014, the City Council continued the public hearing to allow the applicant to address a number of issues related to the proposed parking structure. Those issues included:

- A larger vicinity map for traffic and regional context
- Parking structure and future site circulation;
- Clarify final design of building;
- Indicate number of parking spaces;
- Indicate final height and number of stories;
- Discuss egress and ingress alternatives and limitations along Barton Road;
- Clarify final street striping design along Campus Street;
- Provide information on traffic impacts on all studied intersections;
- Possible relocation of bus stop;
- Sidewalk and pedestrian access along Campus Street.

Analysis

The Applicant has clarified the following issues raised by the Council at the previous public hearing:

- The proposed parking structure will include seven floors, with one floor below grade at a height of 65-feet. The Environmental Impact Report (EIR) analyzed a seven story structure, with seven floors above grade at a maximum height of 85-feet;
- The new parking structure design will include 740 parking spaces, of which 10 are Electric Vehicle Charging Stations. The EIR evaluated the parking structure at 760 parking spaces;
- The parking structure will be designed with 90-degree parking spaces on mostly flat areas, with a front ramp along Campus Street. The parking structure will also include a handicapped and patient loading and unloading zone along the east side of the structure;
- The applicant is providing emergency and service vehicle ingress and egress only off Barton Road. A public entrance off Barton Road was originally considered but proved to be difficult to incorporate due to the required lengths of both an acceleration and deceleration lane and the proposed emergency and service vehicle entrance and exit. The

acceleration and deceleration lanes would overlap one another, but more importantly, the lanes would also overlap the emergency vehicle entrance, creating a dangerous situation. Furthermore, Southern California Edison lines within the public right-of-way and a steep change in grade towards the corner of Barton Road and Campus Street make installing public vehicular access off Barton Road very problematic. Therefore, ingress and egress is limited to emergency and service vehicles only;

- The Omni-Trans bus stop will be relocated or removed dependent on a future meeting with Omni-Trans. The bus stop may be completely removed as there is already a second stop along Campus at the approximate mid-block point.
- Based on the Traffic Impact Analysis provided by Kunzman and Associates, the Level of Service (LOS) for most of the studied intersections will improve or remain the same. Service during the morning and afternoon peak levels will remain at LOS D, however, the LOS however at the intersection of Barton Road/Campus Street will become slightly worse. The amount of traffic will not necessarily increase, but will be redistributed due to the location of the proposed parking structure and entrance;
- The Applicant will be providing a sidewalk (pedestrian access) along Barton Road and in front of Campus Street;
- On-site campus traffic circulation has not been finalized, and dependent upon final configuration of the yet-to-be-proposed structures.

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 final parking structure design has been slightly modified, however, the height, number of floors, and the number of parking spaces fall within the scope of the Campus Transformation Plan EIR. Up to a 10 percent deviation of the approved design would be approvable at the staff level. 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 (six floors above grade) 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.

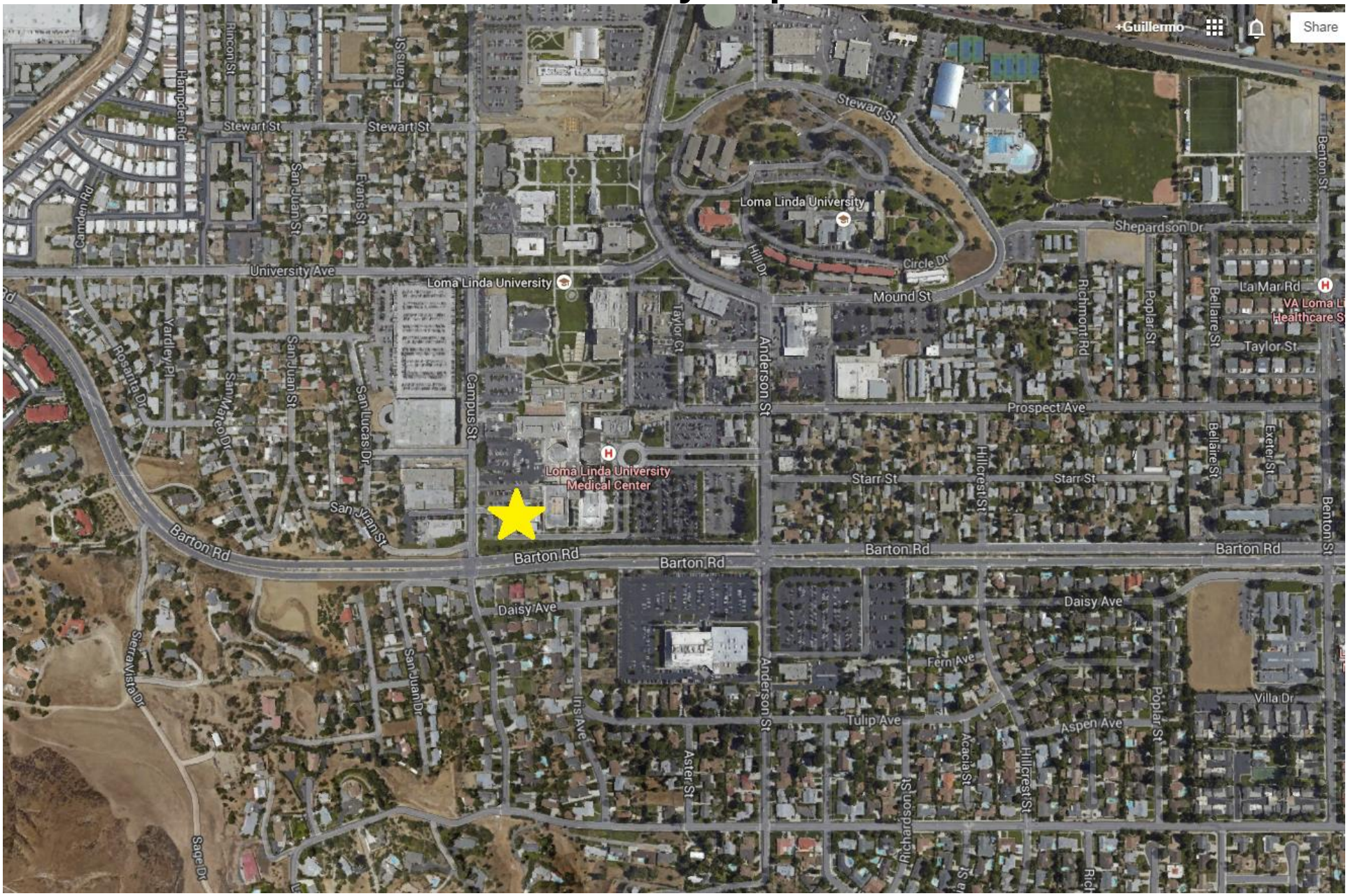
Report prepared by:

Konrad Bolowich
Assistant City Manager

ATTACHMENTS

A. Vicinity Map
B. Conditions of Approval
C. Project Plans
D. Traffic Impact Analysis
E. September 9, 2014 City Council Report

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	**October 28, 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 22.6 percent in the September 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. The applicant shall submit for City Council review and approval, plans for the connecting covered walkway structure between the parking structure and hospital.

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

I:\PROJECT FILES\PPD's\2014\PPD 14-043 PS2\9-9-14 CC Meeting\Attachment B - Conditions of Approval.doc

Patient Parking Structure

Vicinity map

LOMA LINDA UNIVERSITY

Attachment C

Patient Parking Structure

Barton Access Considerations

Patient Parking Structure

Daytime Rendering

Patient Parking Structure

Nighttime Rendering

KUNZMAN ASSOCIATES, INC.

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

FOCUSED TRAFFIC ANALYSIS

September 4, 2014

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

ATTACHMENT - D

KUNZMAN ASSOCIATES, INC.

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

FOCUSED TRAFFIC ANALYSIS

September 4, 2014

Prepared by:

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

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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

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[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.

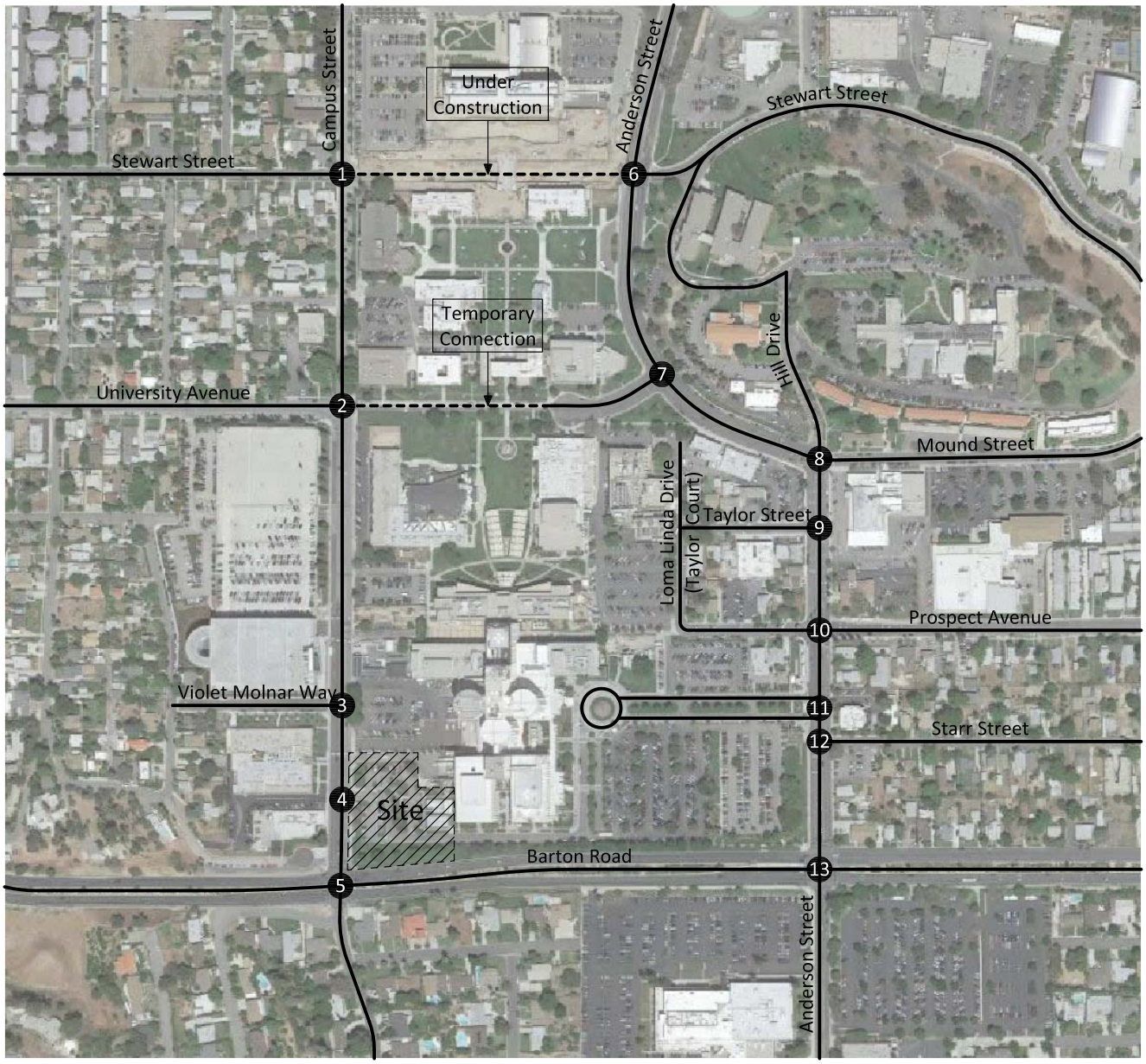
A traffic impact is considered significant if the project both: i) contributes measurable traffic to and ii) substantially and adversely changes the Level of Service at any off-site location projected to experience deficient operations under foreseeable cumulative conditions, where feasible improvements 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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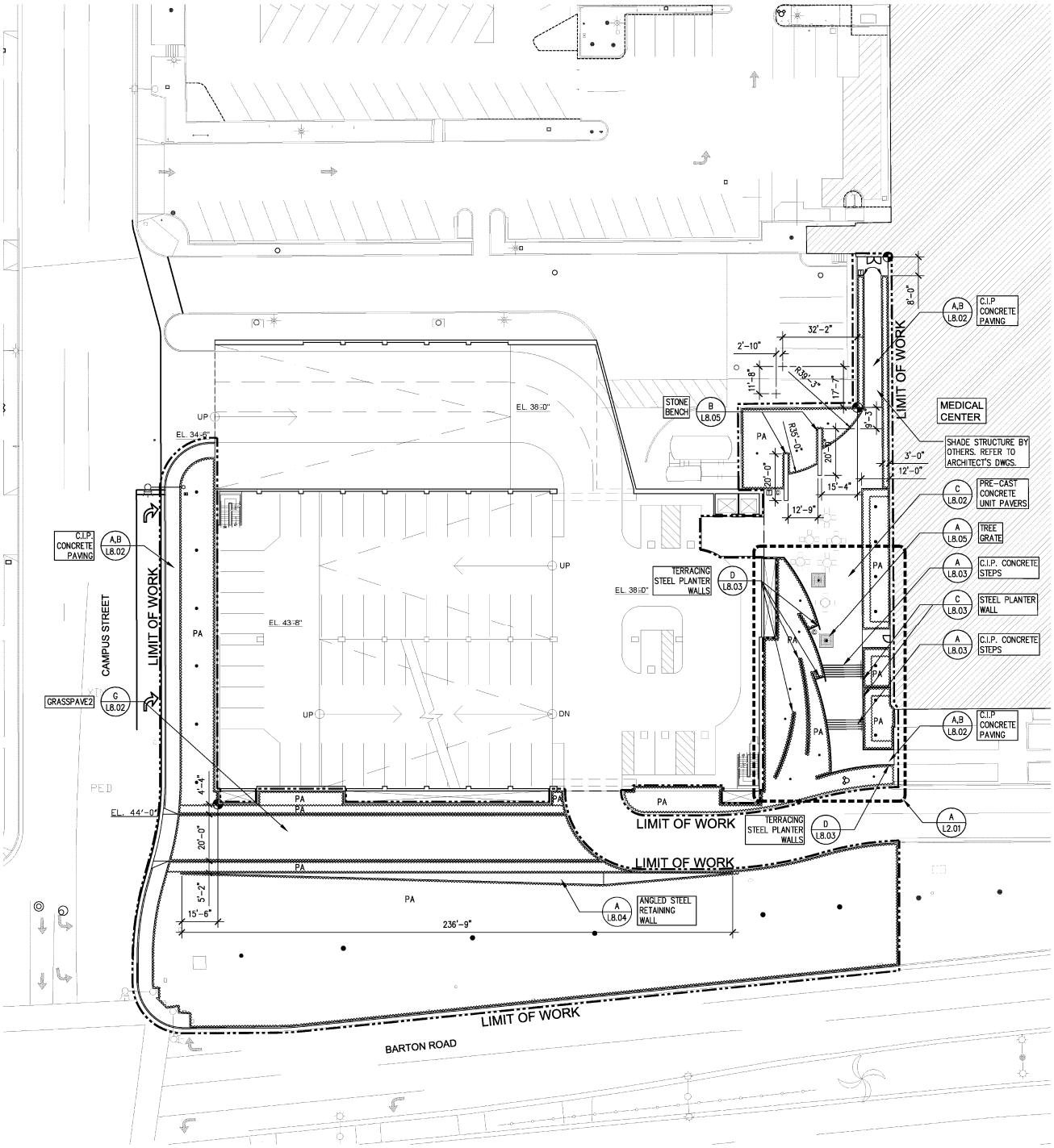
OVER 35 YEARS OF EXCELLENT SERVICE

Figure 2
Site Plan



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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

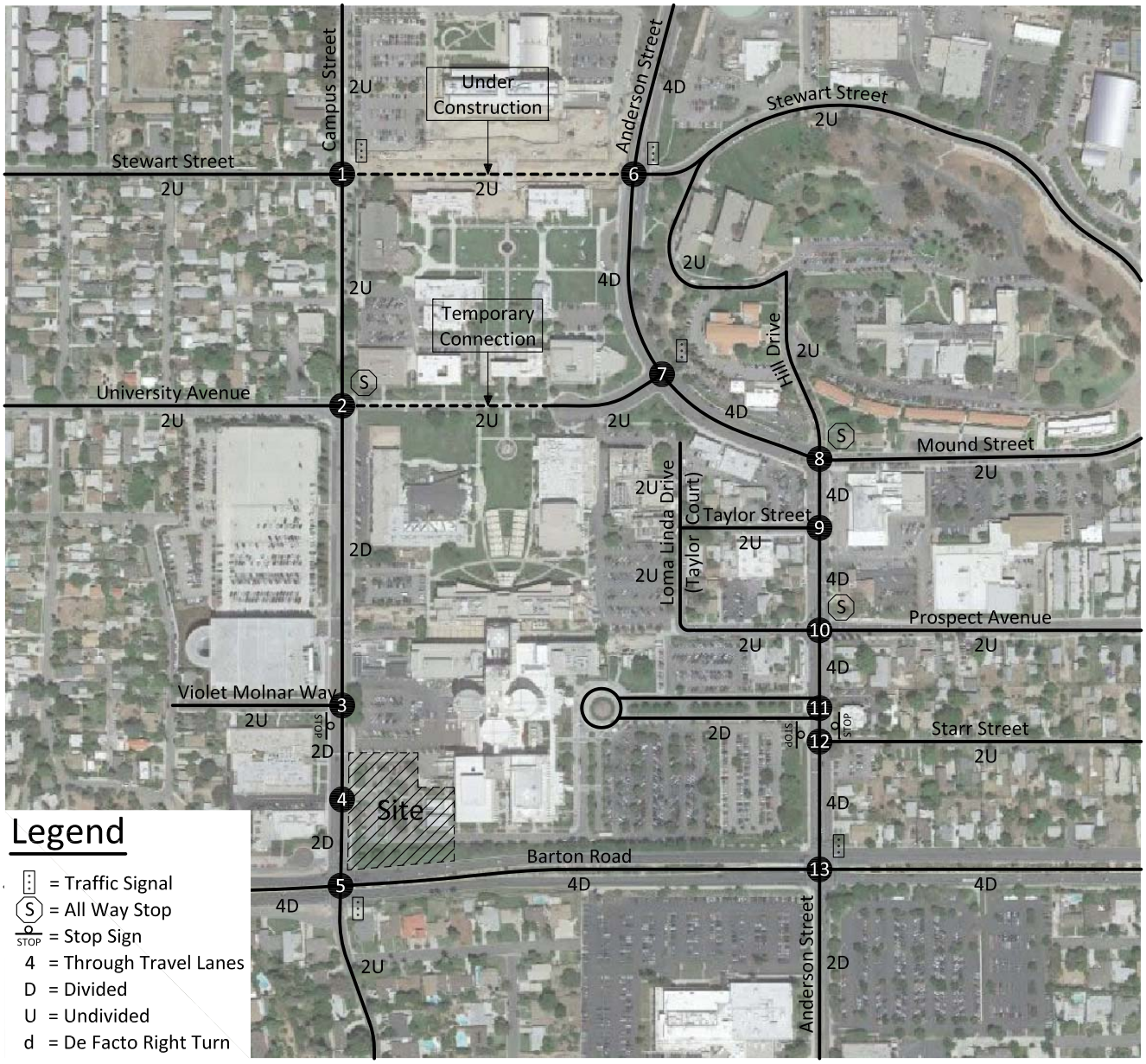
[2] Delay and level of service has been calculated using the following analysis software: Traffix, Version 7.9.0215 (2008). Per the Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control, the delay and level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

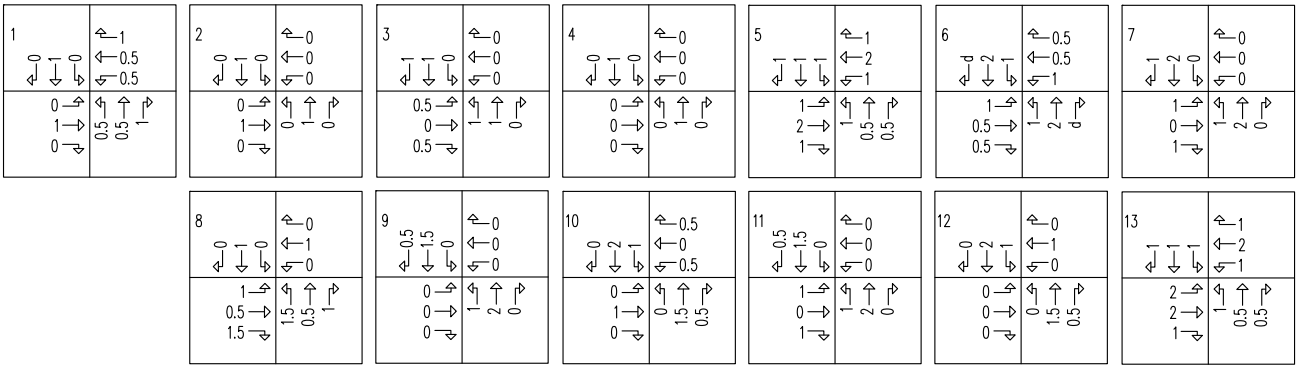
[3] TS = Traffic Signal; AWS = All Way Stop; CSS = Cross Street Stop

[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





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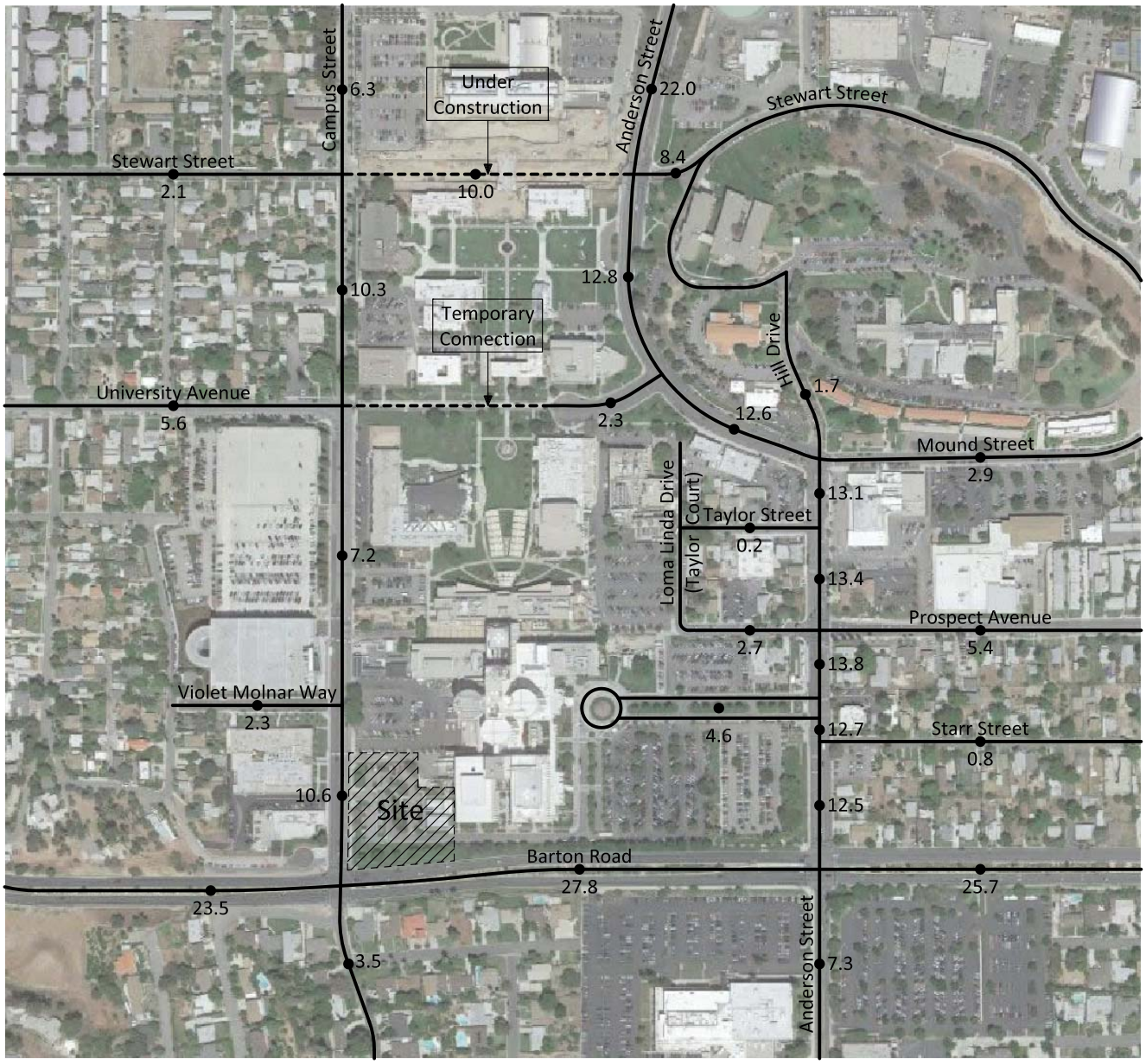
KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 4
Existing (Year 2014) Average Daily Traffic Volumes



Legend

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

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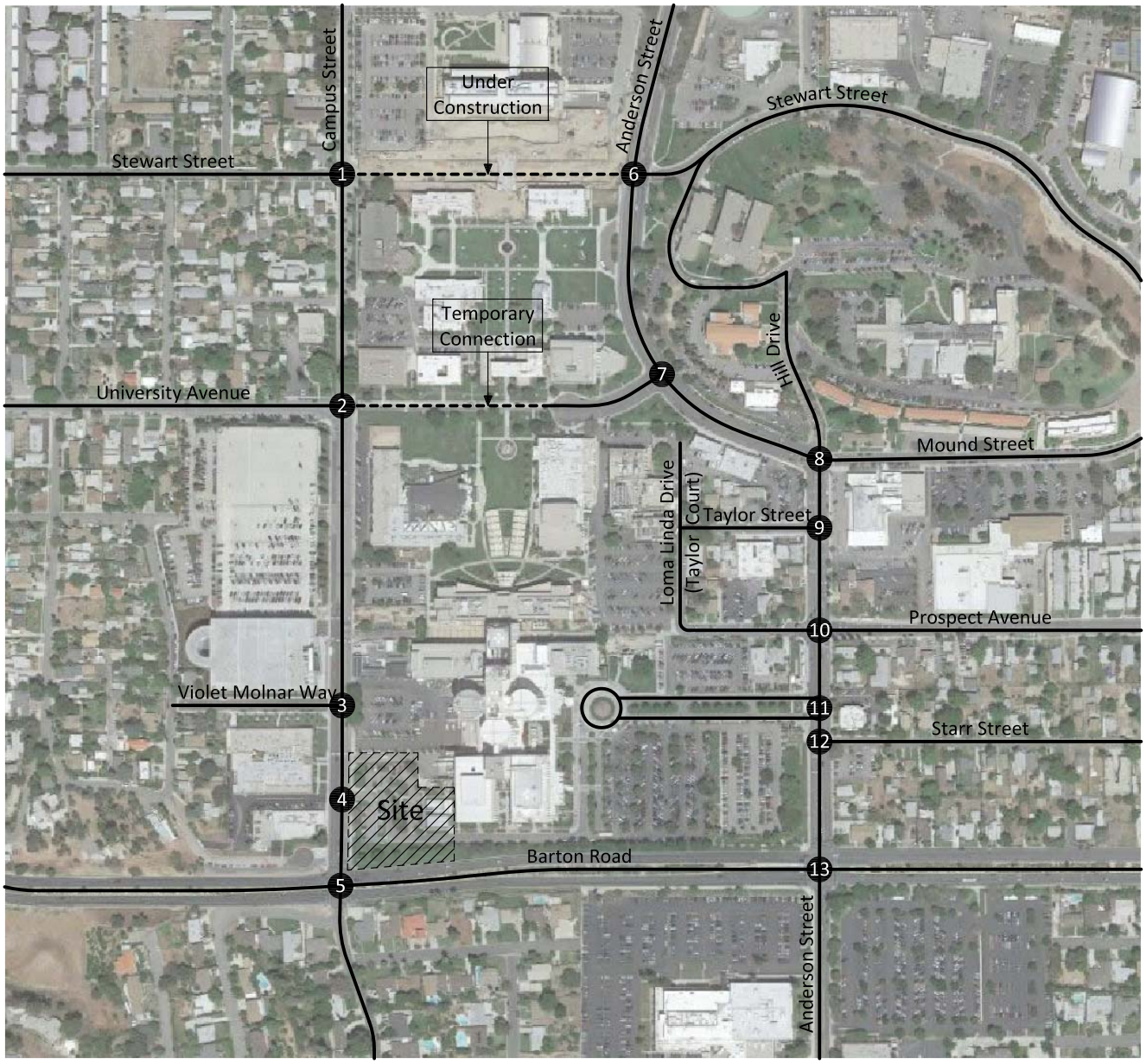
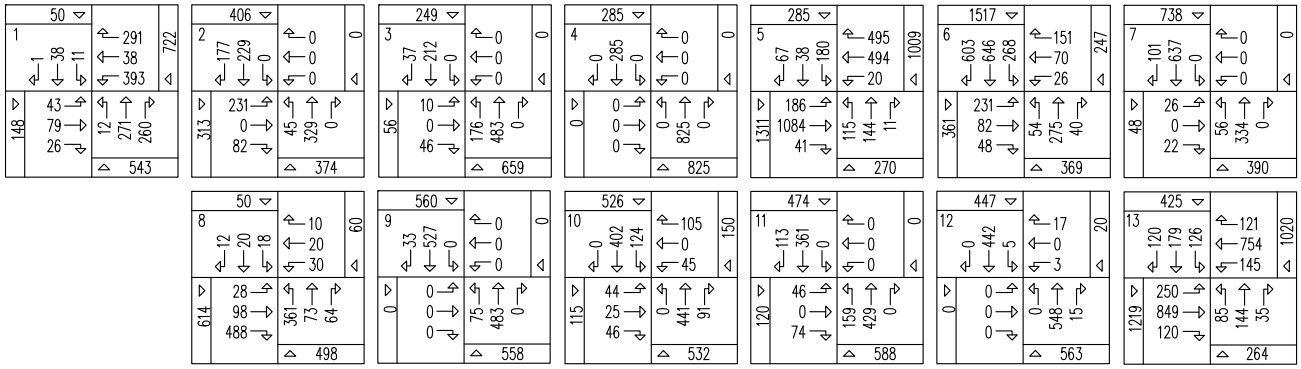
OVER 35 YEARS OF EXCELLENT SERVICE

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





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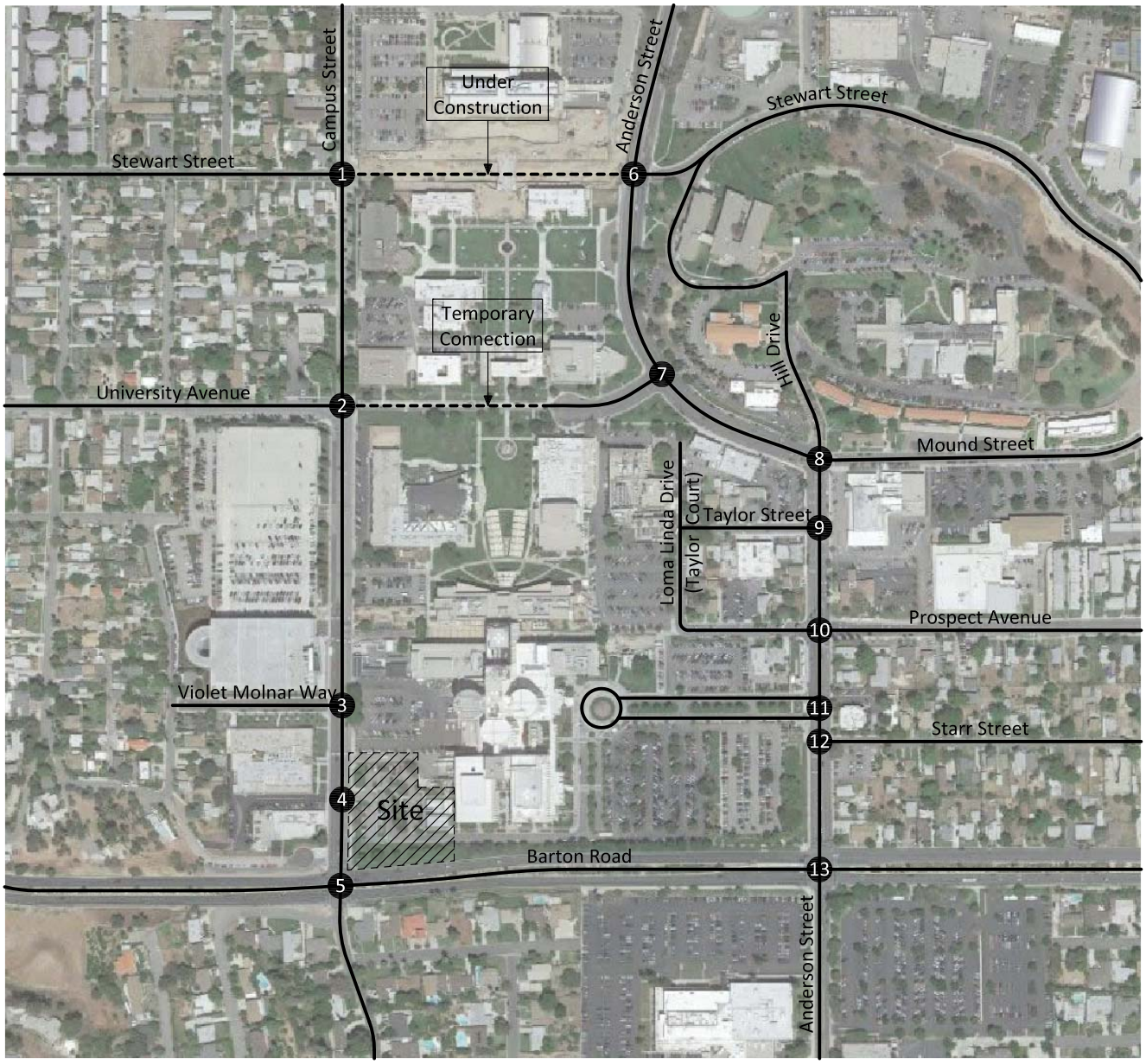
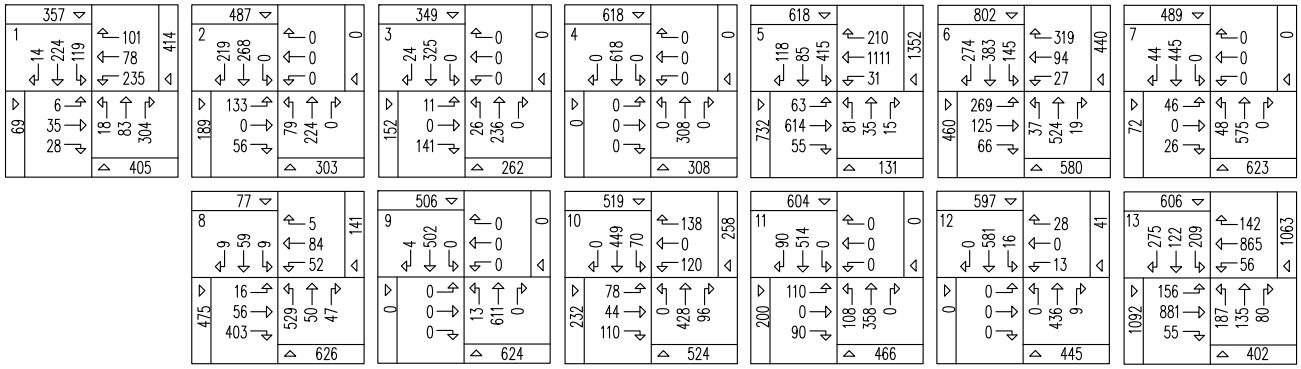
KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 35 YEARS OF EXCELLENT SERVICE

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





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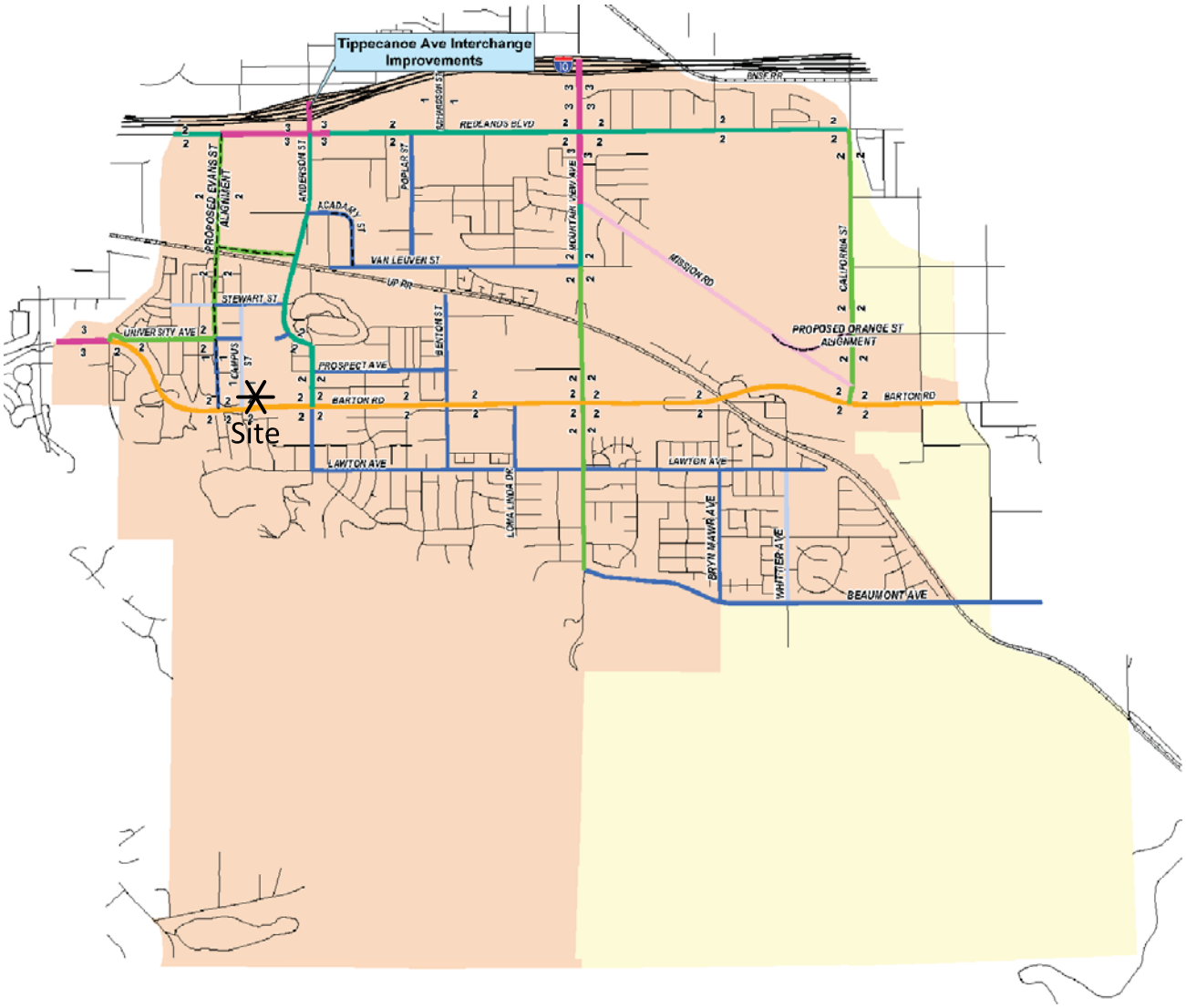
KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 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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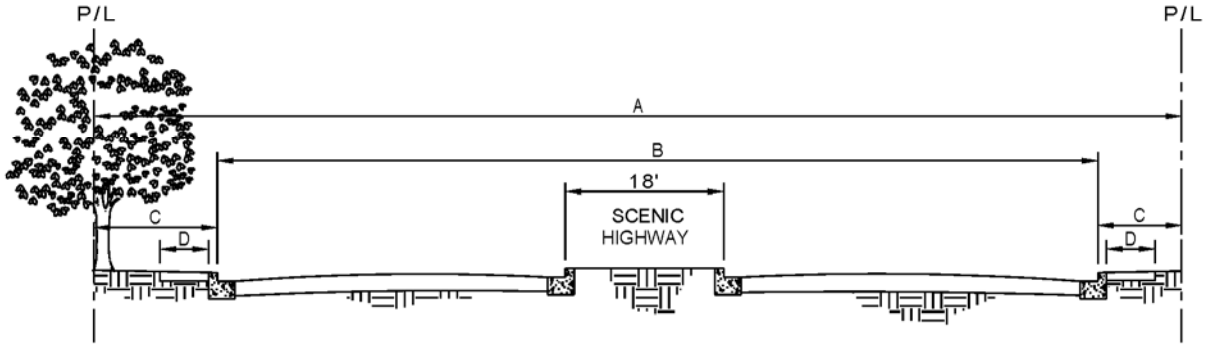
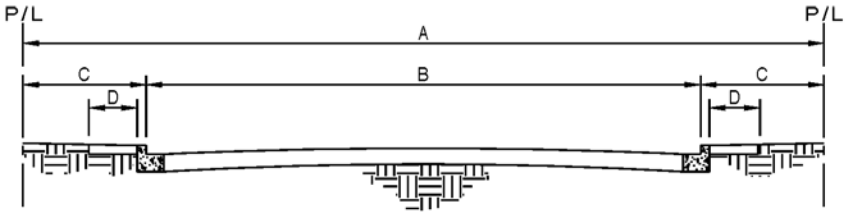
OVER 35 YEARS OF EXCELLENT SERVICE

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

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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

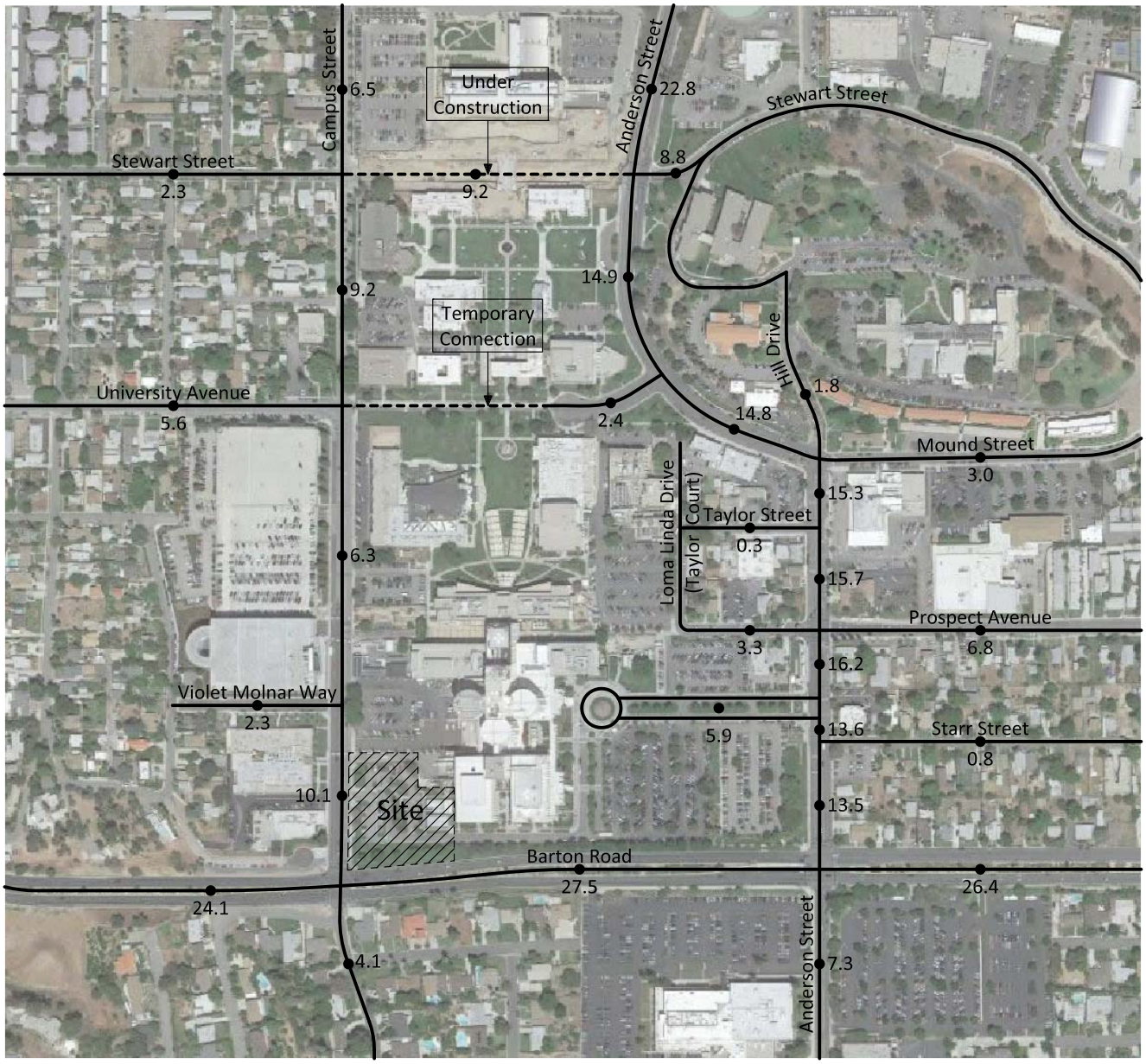
[2] Delay and level of service has been calculated using the following analysis software: Traffix, Version 7.9.0215 (2008). Per the Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control, the delay and level 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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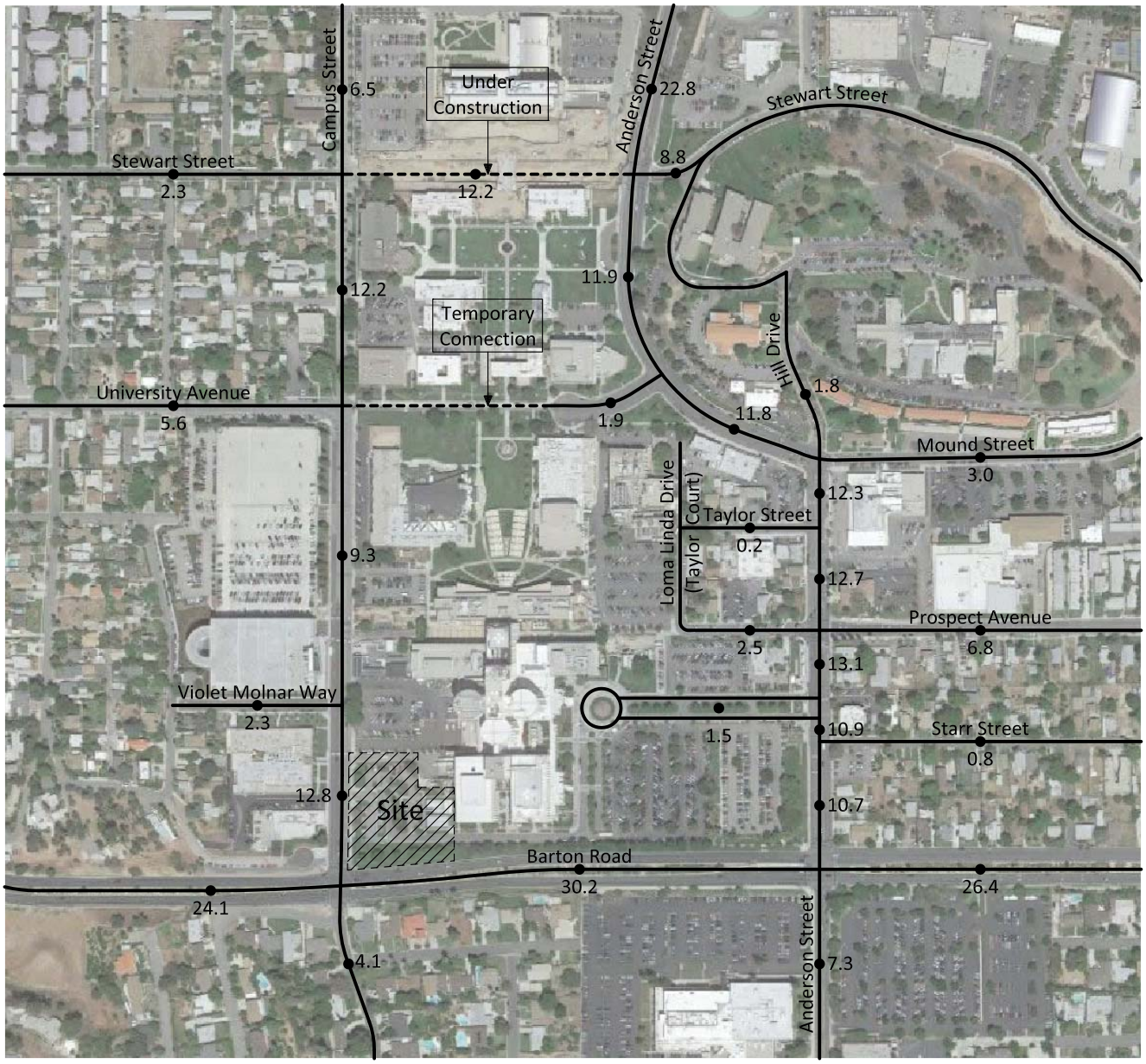
OVER 35 YEARS OF EXCELLENT SERVICE

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



Legend

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

5697/10

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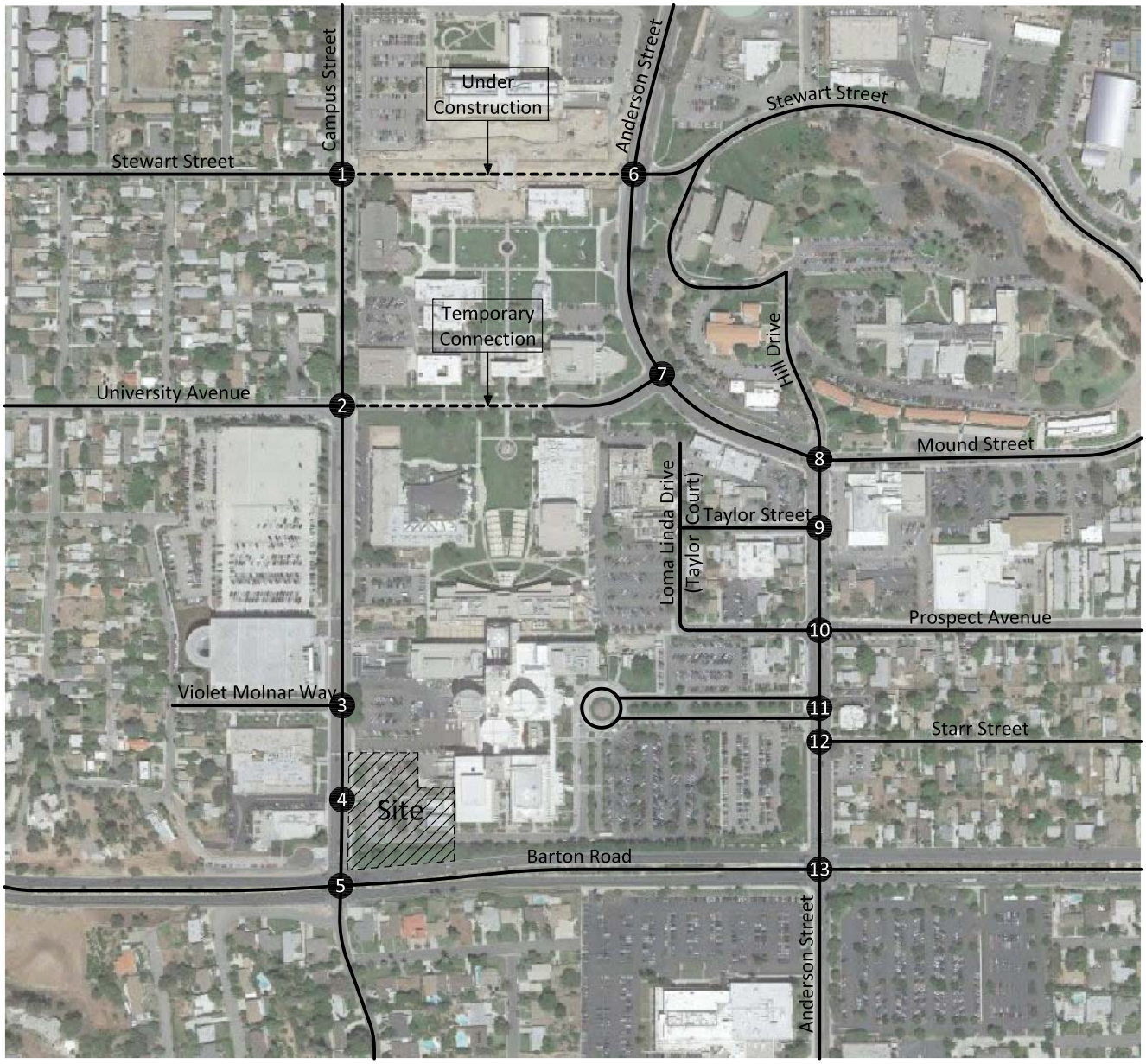
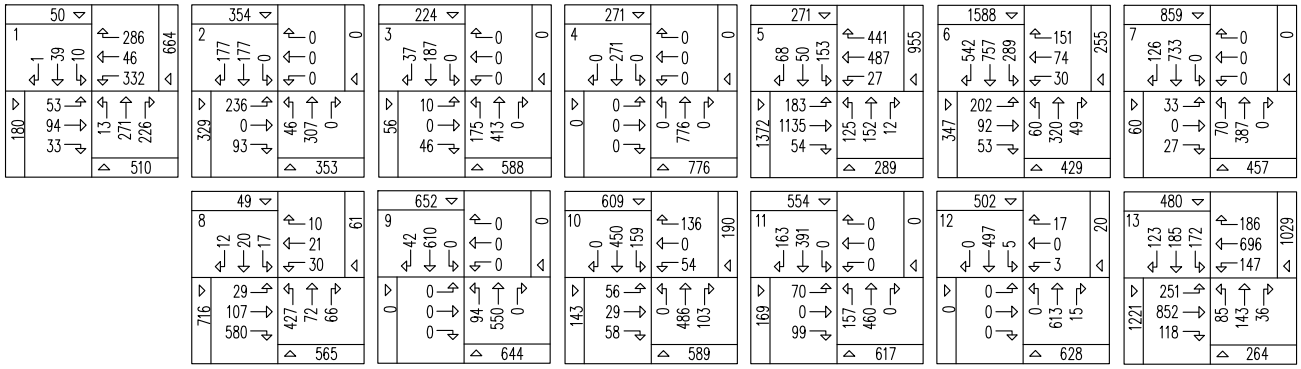
Figure 11
Opening Year (2016) Without Project
Morning Peak Hour Intersection Turning Movement Volumes





5697/11

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

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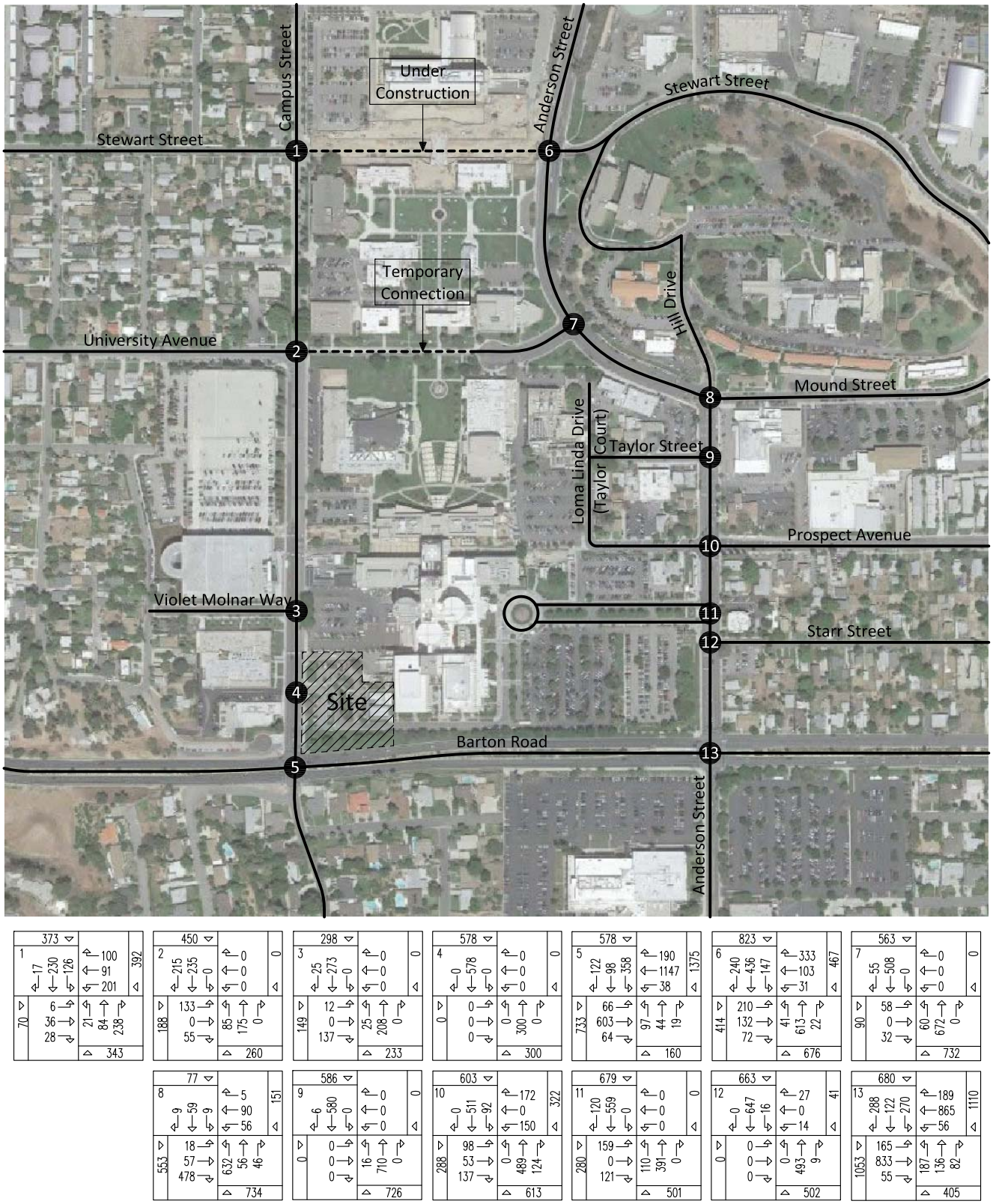
Figure 12
Opening Year (2016) Without Project
Evening Peak Hour Intersection Turning Movement Volumes



5697/12

Kunzman Associates, Inc. Intersection reference numbers are in upper left corner of turning movement boxes.

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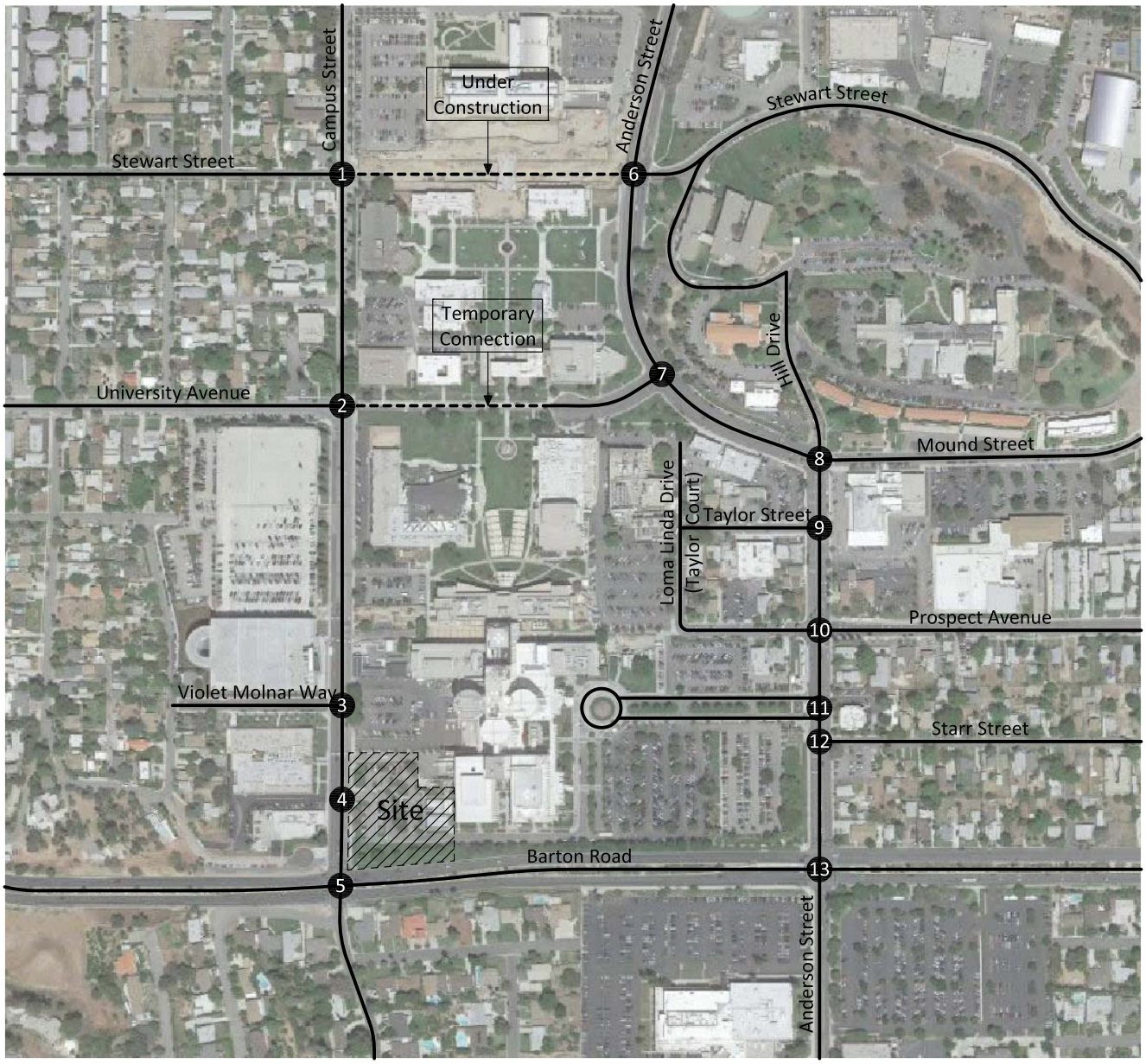
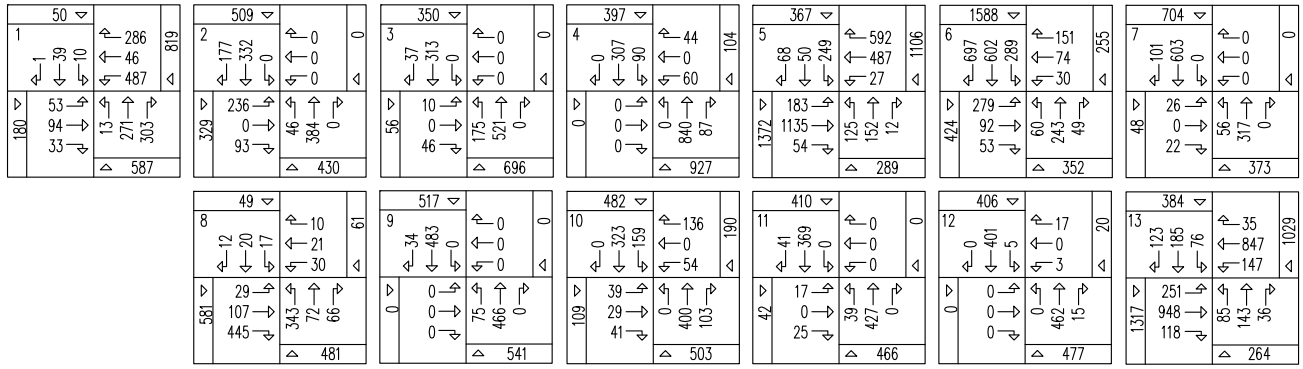
Figure 13
Opening Year (2016) With Project
Morning Peak Hour Intersection Turning Movement Volumes



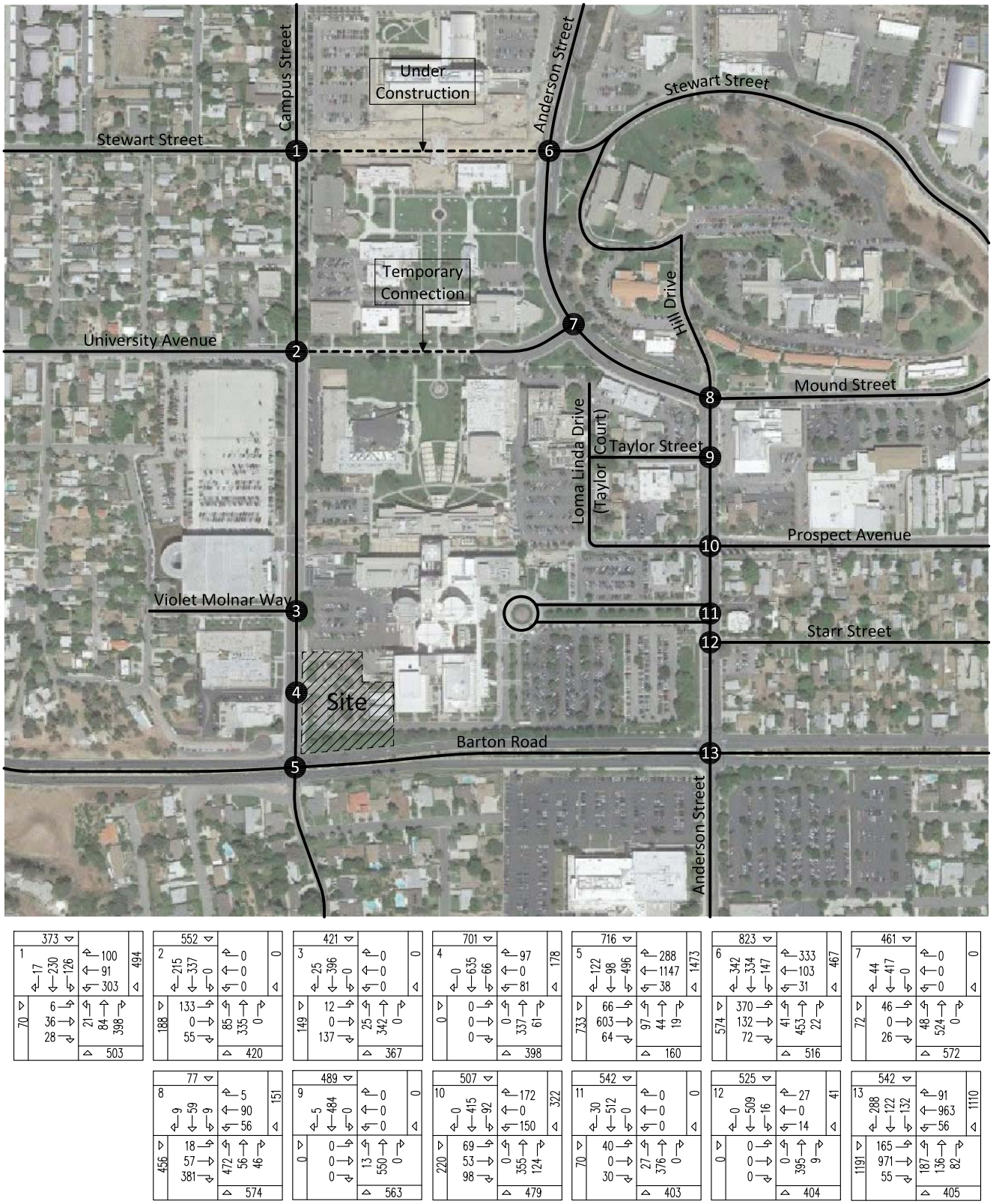


5697/13

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

OVER 35 YEARS OF EXCELLENT SERVICE

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



5697/14

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.

Improvements that will eliminate all anticipated roadway operational deficiencies throughout the study area have been identified for Opening Year (2016) traffic conditions. The improvements were determined through the operations analysis of Section III. Table 6 presents a summary of project cost shares at the Opening Year (2016) intersection improvement locations. The intersection fair share cost calculations are based on the higher of the morning and evening peak hour traffic volumes.

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	Opening Year (2016) 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.

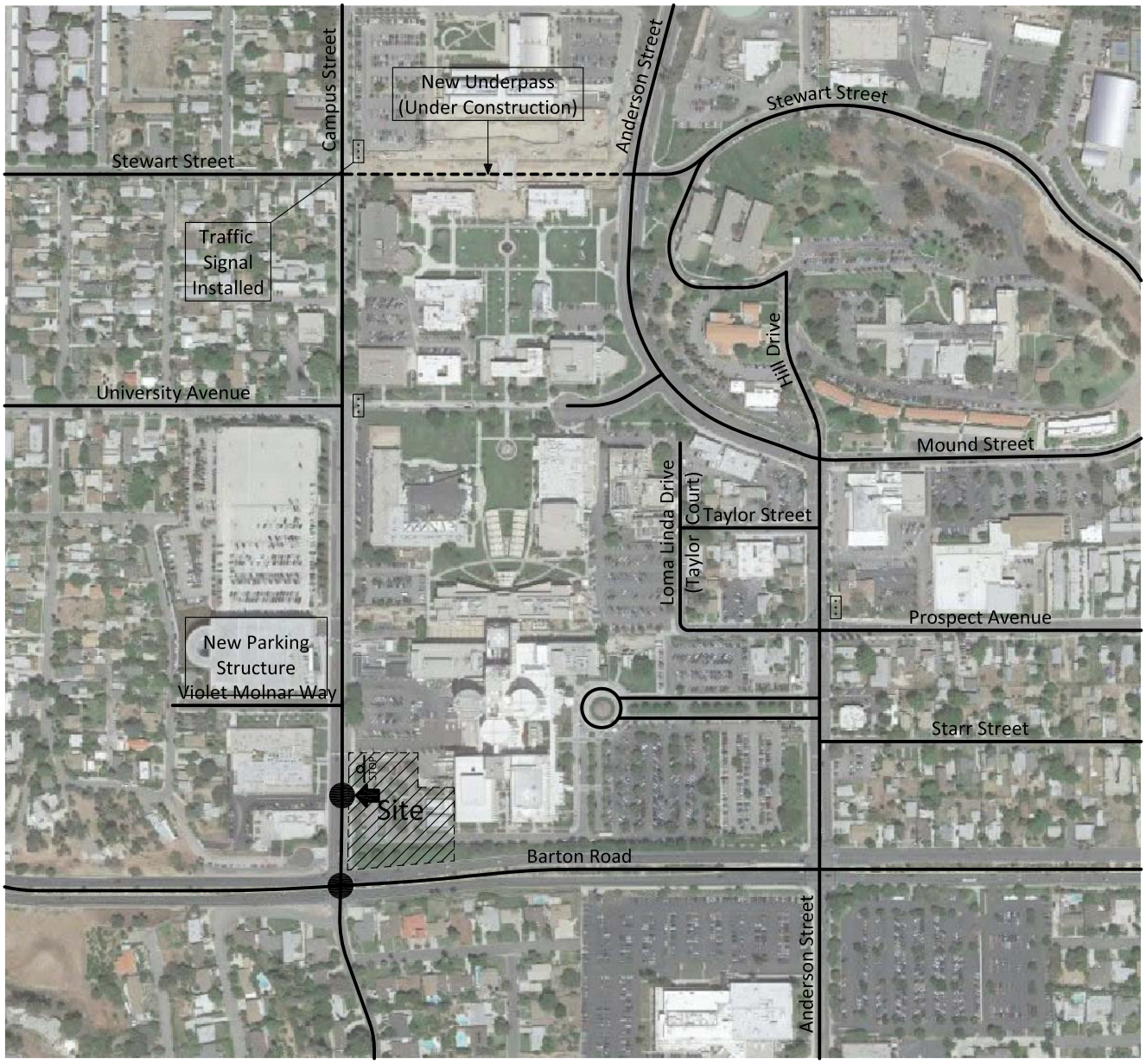
[2] This improvement is temporary during the current construction of the Stewart Street underpass.

Table 6

Project Fair Share Intersection Traffic Contribution[1]

Intersection	Peak Hour	Opening Year (2016) Without Project Traffic (a)	Opening Year (2016) With Project Traffic (b)	Project Traffic (c)=(b)-(a)	Project % of Traffic (d)=(c)/(b)
Campus Street (NS) at:					
University Avenue (EW) - #2	Morning	1,036	1,268	232	18.3%
	Evening	898	1,160	262	22.6%
Barton Road (EW) - #5	Morning	2,887	3,134	247	7.9%
	Evening	2,846	3,082	236	7.7%
Anderson Street (NS) at:					
Prospect Avenue (EW) - #10	Morning	1,531	1,284	-247	-19.2%
	Evening	1,826	1,528	-298	-19.5%

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.

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KUNZMAN ASSOCIATES, INC.
OVER 35 YEARS OF EXCELLENT SERVICE

City of Loma Linda Official Report

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

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)

ATTACHMENT – E

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		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.

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)

City of Loma Linda Official Report

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

Approved/Continued/Denied
By City Council
Date _____

COUNCIL AGENDA: October 28, 2014

TO: City Council

VIA: T. Jarb Thaipejr, City Manager

FROM: Diana DeAnda, Finance Director

SUBJECT: September 2014 Treasurer's Report

RECOMMENDATION

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

CITY OF LOMA LINDA

COMPOSITION OF CASH

SEPTEMBER 2014

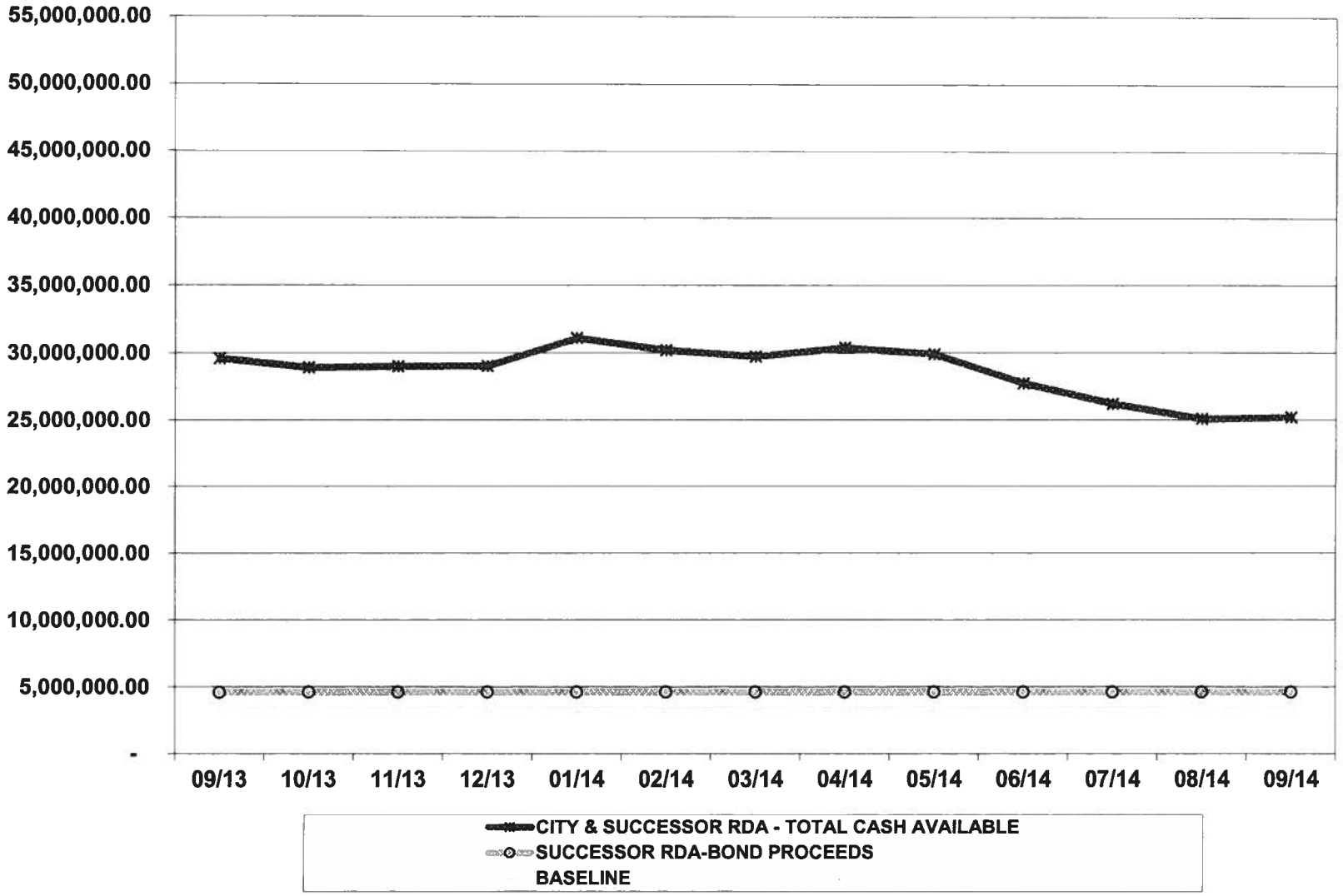
DEMAND DEPOSIT ACCOUNTS				
CITY - BANK OF AMERICA - MAIN CHECKING ACCOUNT				$ 464,560.08
Outstanding Checks as of month-end				(257,134.29)
CITY - MAIN CHECKING ACCOUNT AVAILABLE BALANCE				$ 207,425.79
BANK OF AMERICA - PAYROLL				$ 4,206.93
HOUSING AUTHORITY - BANK OF AMERICA - CHECKING ACCOUNT				315,160.90
Outstanding Checks as of month-end				(115.41)
HOUSING AUTHORITY - CHECKING ACCOUNT AVAILABLE BALANCE				$ 315,045.49
SUCCESSOR AGENCY - BANK OF AMERICA - CHECKING ACCOUNT				28,968.13
Outstanding Checks as of month-end				(41.56)
SUCCESSOR AGENCY - CHECKING ACCOUNT AVAILABLE BALANCE				$ 28,926.57
DEMAND DEPOSIT ACCOUNTS - TOTAL				$ 555,604.78
INVESTMENTS	**YIELD**			
LOCAL AGENCY INVESTMENT FUND (LAIF)				
CITY	0.246%		$ 19,374,719.34	
SUCCESSOR RDA	0.246%	465,602.01		
SUCCESSOR RDA -Bond Proceeds		4,612,370.15		
SUCCESSOR RDA -Total			5,077,972.16	
HOUSING AUTHORIT	0.246%		170,413.08	
INVESTMENTS TOTALS				$ 24,623,104.58
OTHER CASH				
IMPREST ACCOUNT			$ 500.00	
CASH ON HAND			1,350.00	
OTHER CASH TOTAL				$ 1,850.00
CASH AND INVESTMENTS - GRAND TOTAL				25,180,559.36
PREVIOUS MONTH				25,055,885.81
CHANGE +/(-)				$ 124,673.55

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 DeLanda

Treasurer

CITY OF LOMA LINDA
MONTHLY TREASURER'S REPORT 09/13 - 09/14



City of Loma Linda Official Report

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

COUNCIL AGENDA: October 28, 2014
TO: City Council
VIA: T. Jarb Thaipejr, City Manager
FROM: Jeff Bender, Fire Chief
SUBJECT: September Fire Department Activity Report

Approved/Continued/Denied
By City Council
Date _____

Operations Division

The Fire Department's Operations Division responded to **306** incidents in September 2014.

The alarm types are broken down as follows:

Fire & Rescue	Month		YTD	
Medical Aid (MA)	203	66.3%	1843	63.1%
Traffic Collision (TC)	9	2.9%	108	3.7%
MA + TC	***212***	***69.3%***	***1951***	***66.7%***
Hazardous Conditions	0	0.0%	28	1.0%
Hazardous Material	0	0.0%	0	0.0%
Mutual/Automatic Aid	38	12.4%	294	10.1%
Public Assistance	20	6.5%	148	5.1%
Rescue	3	1.0%	18	0.6%
Structure Fire	4	1.3%	37	1.3%
Vegetation Fire	3	1.0%	24	0.8%
Vehicle Fire	1	0.3%	9	0.3%
Refuse Fire	0	0.0%	18	0.6%
All Fires	***8***	***2.6%***	***88***	***3.0%***
Other	10	3.3%	186	6.4%
Fire Alarm Activation*	15	4.9%	210	7.2%

*Note: Includes accidental activation, burnt food, good intent, system malfunction, malicious, etc.

Training Division Highlights:

- Monthly Emergency Medical Services (EMS) Training
  - CQI
  - Lecture by Dr. Nguyen
  - Zoll X-Series Monitor In-Service
- Multi-Agency Firefighter Survival Training
- Multi-Agency Confined Space Training
- Disaster Prep Training
- Six Day Mini Academy for Three New Hires

Public Education/Relations Detail:

- 9/11 Memorial Event
- Parade Participation and Static Display for Anderson St. Underpass Grand Opening
- Mission Elementary School, Loma Linda Fire Safety Talk for all Kindergarten classes

SUBJECT: September 2014 Fire Department Activity Report Continued

Fire Prevention Division:

The Fire Departments Prevention Division monthly activity report is as follows:

Certificate Of Occupancy Inspection	
Commercial UL-300 Hood Inspections	1
Commercial UL-300 Hood Inspections 6 mo. Cert.	
Construction Site Inspection	13
Fire Alarm System Test & Inspection (# of trips)	11
Fire Building Final Inspection	3
Fire Flow Test (Hydrant Testing)	8
Fire Sprinkler Final – Commercial	4
Fire Sprinkler Final – Residential	
Fire Sprinkler Rough – Commercial	5
Fire Sprinkler Rough – Residential	
Fire Underground – Inspection, test, flush	15
Five Year FS System Certification – Observe Flush	
Knox Box Placement/Inspection	3
New Tenant Inspection	4
Over-Head Hydro – Commercial	
Over-Head Hydro – Residential	
Plan Check Review / Project Review (hours)	26.5
Smoke Alarm Check / Installed For Resident	1
Solar Panel Inspection	20
Undergound Flam. Liquid Tank Inspection	
EOC Training or Activation (hours)	
Evacuation / Fire Drills, LLUMC, Schools	
Fire Code Research (hours)	3.5
Meetings	4
Public Education (hours)	
Public Hearings / Council Meetings	2
Training Classes (hours)	
Annual Fire Inspections	3
Engine Co. Computer / RMS (Hours)	
Engine Company Follow-up Inspection (hours)	1
Field Investigation / Inquiries	1
Fire / Arson / Illegal Burn Investigation (hours)	2
Serious Accident Review Team (hours)	
Special Events – July 4th Fireworks Patrol	
State Fire Marshal Permits Issued	2
State Fire Marshal Title 19 Inspections: RCF's	5
Weed Abatement Administrative Time (hours)	16.5
Weed Abatement, Parcels Inspected	700

City of Loma Linda Official Report

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

Approved/Continued/Denied
By City Council
Date _____

COUNCIL AGENDA: October 28, 2014

TO: City Council

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

SUBJECT: Approve a Two Year Lease Extension of the Library Facility.

RECOMMENDATION

It is recommended that the City Council authorize the City Manager to sign a two year lease extension.

BACKGROUND

The San Bernardino County Library signed an agreement in 2008 to lease facilities in the civic center complex for a local branch. The original four-year agreement contained 2 two-year options. The first extension was approved in November 2012. The County has requested to exercise the second and final two-year option.

ANALYSIS

The Loma Linda Branch Library is one of the busiest branches in the County system. The County is requesting to extend their lease for another two years with a modification to the annual cost adjustment of 1%, ($61). The monthly payment currently covers all costs associated with maintaining the facility. The County provides the staff and materials to run library. The library is a beneficiary of Community Development Block Grant funding as well.

FINANCIAL IMPACT

Lease payments cover City costs to maintain facility.

I:\Public Works Admin\Staff Reports\Library Lease Extension 2014.doc

County of San Bernardino

F A S

STANDARD CONTRACT

SECOND AMENDMENT

FOR COUNTY USE ONLY

☐ New X Change ☐ Cancel	FAS Vendor Code CITYOFL323	**SC**	Dept. RNT	**A**	Contract Number **08-431 A-2**
ePro Vendor Number					ePro Contract Number
County Department Real Estate Services		Dept. RNT	Orgn. RNT		Contractor's License No.
County Department Contract Representative Terry W. Thompson, Director		Telephone (909)387-5252			Total Contract Amount $724,536.00

Contract Type: ☐ Revenue X Encumbered ☐ Unencumbered ☐ Other:

If not encumbered or revenue contract type, provide reason:

Commodity Code	Contract Start Date	Contract End Date	Original Amount	Amendment Amount
96164	1/1/2008	12/31/2016	$554,508.00	$170,028.00

Fund	Dept.	Organization	Appr.	Obj/Rev Source	GRC/PROJ/JOB No	Amount
AAA	RNT	RNT	200	2095	60002458	$
						$
						$

Project Name: **LOMA LINDA - LIBRARY**
25581 Barton Road

Estimated Payment Total by Fiscal Year					
FY	Amount	I/D	FY	Amount	I/D

THIS CONTRACT is entered into in the State of California by and between the County of San Bernardino, hereinafter called the County, and

Name: City of Loma Linda hereinafter called LANDLORD

Address: 25541 Barton Road

Loma Linda, CA 92343-3109

Telephone: (909) 799 - 2811 Federal ID No. or Social Security No.

IT IS HEREBY AGREED AS FOLLOWS:

WHEREAS, the COUNTY and LANDLORD have previously entered into a Lease Agreement, Contract No. 08-431, wherein LANDLORD leases to COUNTY and COUNTY leases from LANDLORD 6,081 square feet of building, real property, and other improvements located at 25581 Barton Road, Loma Linda, CA 92354-3109 ("Premises"); and,

WHEREAS, LANDLORD, pursuant to plans previously approved by the COUNTY, constructed during the Initial Term approximately 15,000 square feet of additional expansion space for use by the COUNTY as part of the Premises at no additional cost to COUNTY; and,

WHEREAS, COUNTY and LANDLORD now desire to amend Lease Agreement, Contract No. 08-431, to reflect the COUNTY'S exercise of its remaining original two-year option under the Lease extending the term through December 31, 2016 and add a further two (2) two-year options to extend the term.

Auditor-Controller/Treasurer Tax Collector Use Only

☐ Contract Database	☐ FAS
Input Date	**Keyed By**

NOW, THEREFORE, in consideration of the mutual covenants and conditions, the parties hereto agree the Lease Agreement, Contract No. 08-431, is amended as follows:

1. EXTEND the term of the Lease as provided in **Paragraph 3, TERM**, from January 1, 2015 through December 31, 2016.

2. Effective January 1, 2015, DELETE the existing **Paragraph 4, RENT**, and SUBSTITUTE therefore the following as a new **Paragraph 4, RENT**:

4. **RENT:**

a. COUNTY shall pay to LANDLORD the following monthly rental payments in arrears on the last day of each month, commencing when the term commences, continuing during the term, subject to one percent (1%) annual increases as reflected and included in the amounts set forth below:

January 1, 2015 through December 31, 2015 – monthly payments of $7,054.00 ($1.16/sf)
January 1, 2016 through December 31, 2016 – monthly payments of $7,115.00 ($1.17/sf)

b. Rent for any partial month shall be prorated based on the actual number of days of the month. LANDLORD shall accept all rent and other payments from COUNTY under this Lease via electronic funds transfer (EFT) directly deposited into the LANDLORD's designated checking or other bank account. LANDLORD shall promptly comply with directions and accurately complete forms provided by COUNTY required to process EFT payments.

3. Effective January 1, 2015, DELETE the existing **Paragraph 5, OPTION TO EXTEND TERM**, and SUBSTITUTE therefore the following as a new **Paragraph 5, OPTION TO EXTEND TERM:**

5. OPTION TO EXTEND TERM: LANDLORD gives COUNTY the option to extend the term of the Lease on the same provisions and conditions, except for the monthly rent, for a further two (2) two-year periods ("extended terms"), by COUNTY giving notice of its intention to exercise the option to LANDLORD prior to the expiration of the preceding term or during any holding over pursuant to **Paragraph 7, HOLDING OVER**. The rent for each extended term shall be adjusted by good faith negotiation of the parties to the fair market rental rate then prevailing based upon the rental rates of comparable library leased property in San Bernardino County.

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4. All other provision and terms of Lease Agreement, Contract No. 08-431, as previously amended, shall remain the same and are hereby incorporated by reference.

END OF SECOND AMENDMENT.

COUNTY OF SAN BERNARDINO

►_____
Janice Rutherford, Chair, Board of Supervisors

Dated: _____

SIGNED AND CERTIFIED THAT A COPY OF THIS DOCUMENT HAS BEEN DELIVERED TO THE CHAIRMAN OF THE BOARD
Laura H. Welch
Clerk of the Board of Supervisors
of the County of San Bernardino

By _____
Deputy

CITY OF LOMA LINDA

By ►_____
(Authorized signature - sign in blue ink)

Name: Rhodes Rigsby _____

Title: Mayor

Dated: _____

Approved as to Legal Form:

By: _____

Name: Richard Holdaway

Title: City Attorney

Dated: _____

Approved as to Legal Form	Reviewed by Contract Compliance	Presented to BOS for Signature
►	►	►
Alan L. Green, Deputy County Counsel		Terry W. Thompson, Director, Real Estate Services Dept.
Date _____	Date _____	Date _____

City of Loma Linda Official Report

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

Approved/Continued/Denied
By City Council
Date _____

COUNCIL AGENDA: October 28, 2014

TO: City Council

VIA: T. Jarb Thaipejr, City Manager

FROM: Konrad Bolowich, Assistant City Manager

SUBJECT: Request for Approval of an Addendum to the Agreement for Professional Services with Lilburn Corporation to expand the scope of services for Precise Plan of Design No. 14-043 for the Parking Structure at the northeast corner of Barton Road and Campus Street; and, the use of funds deposited as Pass-Through-Fees paid for by the Applicant to cover the cost of the expanded scope of services.

RECOMMENDATION

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

1. Approve the Addendum to the existing Agreement for expanded scope of services for the proposed parking structure; and,

2. Approve the use of funds to be deposited in the amount of $20,413.75 as a pass through fee paid for by the applicant to cover the costs of the preparation of a parking structure report, the amended Traffic Impact Analysis for the proposed parking structure.

BACKGROUND

On April 17, 2014, City Staff entered into an agreement with Lilburn Corporation to process and provide professional support services and a Traffic Impact Analysis for Precise Plan of Design No. 14-043, a proposed 7-story parking structure at the northeast corner of Barton Road and Campus Street in the amount of $18,535. However, due to the numerous changes made by the applicant (Loma Linda University Health) during the review process to the design of the building, including recalculating the traffic impact analysis, the cost to provide those services are anticipated to increase by $14,415.00, though staff is recommending that the amount to be deposited be increased to $16,000 for contingency purposes.

FINANCIAL IMPACT

The proposed amendment to the Agreement for process and provide professional support services and a Traffic Impact Analysis for PPD No. 14-043 (proposed parking structure) will not result in any financial impacts to the City. The associated costs will be borne by the project applicant, as indicated by the request to use funds deposited by the applicant as a pass through fee.

Attachment: Lilburn Corporation Budget Augmentation Request

September 29, 2014

Mr. Konrad Bolowich
Assistant City Manager
25541 Barton Road
Loma Linda, CA 92354

SUBJECT: Budget Augmentation Request to Review and Process Revised LLUSS Parking Structure - Entitlement Process

Dear Konrad:

We have completed the Scope of Work as provided for in our contract dated April 17, 2014 related to planning services for the Loma Linda University Shared Services (LLUSS) Parking Structure. The final tasks were preparation of the staff report and providing the City Council with a presentation. The Council meeting was held on September 23rd. Our contracted Scope of Work is provided below.

1. Review of Site Plans to determine consistency with the City's Municipal Code
2. Review of Plans to determine consistency with the adopted EIR
3. Prepare a Focused Traffic Analysis
4. Prepare of Staff Report
5. Attend and Present Findings at public hearing

However, due to numerous revisions to the project description necessitating revisions to the studies, reviews, and reports we provided, the budget of $18,535 was expended prior to the originally scheduled public hearing of September 9th. The additional labor amount of $5,998.75 was billed on September 25, 2014 to P.O. -8692 (*LLUH Integrated Campus Plan – Meeting Attendance*).

We understand that the Applicant will be amending the project again to address concerns raised at the September 23rd meeting. In order to continue providing staff support, we are therefore requesting an amendment to P.O. -11582 in the amount of Fourteen Thousand Four Hundred Fifteen Dollars ($14,415.00), as estimated below. This amount does not include the over-budget amount of $5,998.75 billed against P.O. -8692. If the Applicant wishes to keep these budgets separate, then we would revise the September invoices and request this change order request be approved in the amount of $20,413.75 ($14,415 + $5,998.75).

FEE ESTIMATE

The continued provision of staff support, including review of a change in the parking structure entry is based on the level of effort required for the original scope of work and the extra costs that were incurred for project revisions. The estimate includes time for Kunzman Associates to review a new parking structure entry point.

Estimated hours by labor classification are shown below. The exact Scope of Work is unknown based on the actual project design continuing to evolve. This is therefore a conservative estimate and the labor effort required may be less than estimated. We will therefore bill actual costs on a time-and-materials basis.

Labor	Hours	Rate/Hour	Total
Cheryl Tubbs, PIC	4 hours	$175	$700
Natalie Patty, Project Manager	76 hours	$125/hour	$9,500
Mary Jones, Production Manager	4 hours	$85	$ 340
Kunzman Associates			$3,875
TOTAL			$14,415

Please contact me with any questions or need for clarification.

Sincerely,

Cheryl A. Tubbs
Vice President

cc: Guillermo Arreola
Nate Lensink, Jtec HCM