CITY OF LOMA LINDA
PLANNING COMMISSION AGENDA

Wednesday, March 18, 2026, 6:00 PM
Council Chambers
25541 Barton Road
Loma Linda, CA 92354

1. Call to Order

1.A. Call to Order

1.B. Roll Call

1.C. Pledge of Allegiance

1.D. Items to be Added or Deleted

1.E. Conflict of Interest Disclosure

2. Public Comments on Non-Agenda Items (LIMITED TO 30 MINUTES; 3 MINUTES ALLOTTED FOR EACH SPEAKER)

2.A. Public Comments

This portion of the agenda provides an opportunity to speak on an item that is NOT on the agenda. Pursuant to the Brown Act, the Planning Commission can take no action at this time; however, the Commission may refer your comments/concerns to staff, or request the item be placed on a future agenda.

3. Public Hearing Items

3.A. A request to construct two fast food restaurants with drive-throughs, a gas station with convenience store, and a hotel use at the property located at the northeast corner of Mountain View Avenue and Business Center Drive.

Staff recommends that the Planning Commission make the following recommendations to the City
Council:

1. ADOPT the Initial Study/Mitigated Negative Declaration (IS/MND) and Mitigation Measure Monitoring and Reporting Program prepared pursuant to the California Environmental Quality Act (CEQA) for the proposed commercial development at the northeast corner of Mountain View Avenue and Business Center Drive, and;
2. ADOPT Council Bill R-2026-11, resolution for General Plan Amendment No. 2024-0002 to change the land use designation from Business Park (BP) to General Commercial (C-2) to allow for the proposed hotel and gas station uses, and;
3. ADOPT Council Bill O-2026-12, an ordinance for Zone Map Change No. 2024-0001 to amend the existing Zoning Map designation from Business Park (BP) to General Commercial (C-2), and;
4. APPROVE Tentative Parcel Map No. 2024-0002 to subdivide a 4.3-acre vacant site, under Parcel Map No. 20665, into four parcels to accommodate the different proposed land uses, and;
5. APPROVE Precise Plan of Design application (PPD 2024-0002) for the review of architectural elevations and site configuration for two fast food restaurants with drive-throughs (1,650 sq. ft. and 2,467 sq. ft. respectively), a 6,900 sq. ft. convenience store with gas station, and a four-story, 51,570 sq. ft. hotel, along with associated landscaping and street improvements. The site is located at the northeast corner of Mountain View Avenue and Business Center Drive, within property redesignated and rezoned to the General Commercial (C-2) land use designation and zoning district, and;
6. APPROVE Conditional Use Permit No. 2024-0002 to allow the operation of two fast food restaurants with drive-through facilities and the gas station as conditionally permitted uses at the site, as well as allowing the height of the hotel to exceed 35 feet, and;
7. APPROVE Master Sign Program No. 2025-0032, for the Mountain View Business Center, establishing sign standards for the development, including one pylon sign, two monument signs, and associated design criteria.

4. Approval of Minutes

4.A. Approval of Minutes for December 17, 2025

5. New Business

6. Reports

6.A. Commissioners’ Reports

6.B. Director's Reports

1. CHP San Bernardino Replacement Facility Update
2. Development Activity Report

7. Adjournment

7.A. Adjournment

Reports and documents relating to each agenda item are on file in the Department of Community Development and are available for public inspection during normal business hours, Monday through Thursday, 7:00 a.m. to 5:30 p.m.

Notice to the Public:
Reports and documents relating to each agenda item are on file with the Community Development Department and are available for public inspection during normal business hours, Monday through Thursday, 7:00 a.m. to 5:30 p.m.
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.

Tiffany Colwell

Tiffany Colwell, Administrative Assistant II

City of Loma Linda, California

Date Posted: March 12, 2026

City of Loma Linda

Planning Commission Staff Report

A. A request to construct two fast food restaurants with drive-throughs, a gas station with convenience store, and a hotel use at the property located at the northeast corner of Mountain View Avenue and Business Center Drive.

Staff recommends that the Planning Commission make the following recommendations to the City Council:
1. ADOPT the Initial Study/Mitigated Negative Declaration (IS/MND) and Mitigation Measure Monitoring and Reporting Program prepared pursuant to the California Environmental Quality Act (CEQA) for the proposed commercial development at the northeast corner of Mountain View Avenue and Business Center Drive, and;
2. ADOPT Council Bill R-2026-11, resolution for General Plan Amendment No. 2024-0002 to change the land use designation from Business Park (BP) to General Commercial (C-2) to allow for the proposed hotel and gas station uses, and;
3. ADOPT Council Bill O-2026-12, an ordinance for Zone Map Change No. 2024-0001 to amend the existing Zoning Map designation from Business Park (BP) to General Commercial (C-2), and;
4. APPROVE Tentative Parcel Map No. 2024-0002 to subdivide a 4.3-acre vacant site, under Parcel Map No. 20665, into four parcels to accommodate the different proposed land uses, and;
5. APPROVE Precise Plan of Design application (PPD 2024-0002) for the review of architectural elevations and site configuration for two fast food restaurants with drive-throughs (1,650 sq. ft. and 2,467 sq. ft. respectively), a 6,900 sq. ft. convenience store with gas station, and a four-story, 51,570 sq. ft. hotel, along with associated landscaping and street improvements. The site is located at the northeast corner of Mountain View Avenue and Business Center Drive, within property redesignated and rezoned to the General Commercial (C-2) land use designation and zoning district, and;
6. APPROVE Conditional Use Permit No. 2024-0002 to allow the operation of two fast food restaurants with drive-through facilities and the gas station as conditionally permitted uses at the site, as well as allowing the height of the hotel to exceed 35 feet, and;
7. APPROVE Master Sign Program No. 2025-0032, for the Mountain View Business Center, establishing sign standards for the development, including one pylon sign, two monument signs, and associated design criteria.

Meeting	Agenda Group
Wednesday, March 18, 2026, 6:00 PM	Public Hearing Items Item: 3A.

To	From
Planning Commission	Lorena Matarrita, Community Development Director

Via
Gabriel Rivera, Associate Planner

RECOMMENDATION:

Staff recommends that the Planning Commission make the following recommendations to the City Council:

1. **ADOPT** the Initial Study/Mitigated Negative Declaration (IS/MND) and Mitigation Measure Monitoring and Reporting Program prepared pursuant to the California Environmental Quality Act (CEQA) for the proposed

commercial development at the northeast corner of Mountain View Avenue and Business Center Drive, and;

2. **ADOPT** Council Bill R-2026-11, a resolution for General Plan Amendment No. 2024-0002 to change the land use designation from Business Park (BP) to General Commercial (C-2) to allow for the proposed hotel and gas station uses, and;
3. **ADOPT** Council Bill O-2026-12, an ordinance for Zone Map Change No. 2024-0001 to amend the existing Zoning Map designation from Business Park (BP) to General Commercial (C-2), and;
4. **APPROVE** Tentative Parcel Map No. 2024-0002 to subdivide a 4.3-acre vacant site, under Parcel Map No. 20665, into four parcels to accommodate the different proposed land uses, and;
5. **APPROVE** Precise Plan of Design application No. 2024-0002 for the review of architectural elevations and site configuration for two fast food restaurants with drive-throughs (1,650 sq. ft. and 2,467 sq. ft. respectively), a 6,900 sq. ft. convenience store with gas station, and a four-story, 51,570 sq. ft. hotel, along with associated landscaping and street improvements. The site is located at the northeast corner of Mountain View Avenue and Business Center Drive, within property redesignated and rezoned to the General Commercial (C-2) land use designation and zoning district, and;
6. **APPROVE** Conditional Use Permit No. 2024-0002 to allow the operation of two fast food restaurants with drive-through facilities and the gas station as conditionally permitted uses at the site, as well as allowing the height of the hotel to exceed 35 feet, and;
7. **APPROVE** Master Sign Program No. 2025-0032, for the Mountain View Business Center, establishing sign standards for the development, including one pylon sign, two monument signs, and associated design criteria.

Approvals are based on the findings contained in this Staff Report and subject to the Conditions of Approval.

BACKGROUND:

The applicant, Tony Dehbozorgi, filed for an entitlement application for a new commercial development project, called the Mountain View Business Center, in May of 2024 (the “project”). Following the submission, the Administrative Review Committee conducted a thorough review of the plans, identifying corrections and providing comments to the applicant. Upon deeming the application complete, the project was reviewed for compliance with the California Environmental Quality Act (CEQA) and a draft Initial Study/Mitigated Negative Declaration with mitigation measures was prepared for the project, along with Conditions of Approval (see Attachments H, I, and J).

The Planning Commission is being asked to evaluate the proposed General Plan Amendment, Zone Map Change, Tentative Parcel Map, Conditional Use Permit, Master Sign Program, and the Precise Plan of Design, including the proposed lot layout and design of the development, to ensure compliance with all applicable city codes and requirements, and to determine whether the Findings support the project’s approval. The Planning Commission’s recommendation will be forwarded to the City Council for review.

PERTINENT DATA

Applicant: Tony Dehbozorgi, Creative Development Management (CDM) Inc.

Owner: Tony Dehbozorgi

General Plan/Zoning: Business Park (BP)

Site: The project site encompasses a 4.3-acre vacant parcel, generally located at the corner Mountain View Avenue and Business Center Drive (see ***Attachment A***).

APN: 0292-451-14

Topography: Relatively flat with minimal vegetation

General Plan, Zoning and Existing Land Uses

	General Plan	Zoning	Existing Use
Project Site	Business Park (BP)	Business Park (BP)	Vacant, graded lot
North	Caltrans ROW	Caltrans ROW	Interstate 10 Freeway
South	Business Park (BP)	Business Park (BP)	Child Support Services San Bernardino County Offices
East	Business Park (BP)	Business Park (BP)	Department of Veterans Affairs, Office and Warehouse uses
West	General Commercial (C-2)	General Commercial (C-2)	Gas Station, and Single Family Residences

ANALYSIS:

Project Description

The applicant is requesting approval for the development of two fast food restaurants with drive-throughs, a convenience store with gas station, and a four-story hotel offering 124 guest rooms.

Pursuant to Title 17.40.020 *Land Use Regulations and Allowable Uses*, gas stations (automobile service stations) and hotel uses are not permitted in the Business Park (BP) zone. Therefore, the applicant is requesting an amendment to the General Plan Land Use Map and a Zone Map Change to modify the designation and zone from Business Park (BP) to General Commercial (C-2). Hotel uses are permitted use within the General Commercial (C-2) zone. Fast food restaurants with drive-through uses and gas stations are also allowed but require a Conditional Use Permit (CUP) for approval in the General Commercial (C-2) zone.

Allowable Uses Table Snapshot (Title 17.40.020 Table 2-5)

Land Use	B-P	CO	C-1	C-2	CM
Fast Food Restaurant with Drive-Through	CUP	Not Permitted (NP)	CUP	CUP	CUP
Automobile Service Station	Not Permitted (NP)	Not Permitted (NP)	CUP	CUP	CUP

Hotel/Motels	Not Permitted (NP)	Not Permitted (NP)	Permitted	Permitted	Permitted

Configuration of the Site/Layout

The project site encompasses approximately 4.3 acres and is designed in a commercial layout consisting of two primary components, which are the four-story hotel and multi-tenant commercial center (see ***Attachment B***). The site is proposed to be subdivided into four parcels, via Tentative Parcel Map No. 20665, to correspond with the different land uses/future tenants while maintaining shared circulation and access throughout the proposed development, as shown on the Site Plan (see ***Attachment C***).

The commercial component is situated on the west portion of the project site and includes three building pads for retail use. Two of the pads are to be developed with fast food restaurants incorporating drive-through facilities. Each commercial retail building is orientated towards the internal drive aisles, with the drive-through lanes wrapping around the street-facing side of the structures and connecting to the internal drive aisles. The third commercial pad will be developed with a convenience store, which will also have a fuel canopy with 8 fuel pump islands (16 total fueling stations). The fueling area is positioned to allow for direct ingress and egress access from the internal drive aisle while maintaining separation from the adjacent proposed hotel's circulating drive aisle.

The hotel component, located on the fourth parcel, is on the east portion of the site and consists of a four-story building. Surface parking will be distributed around the building's footprint with drive aisles providing circulation on all sides. The hotel building will be oriented toward the internal drive network, with the primary entrance and drop-off area positioned to provide convenient access from Business Center Drive. Pedestrian walkways connect the building entrances to adjacent parking areas and the broader site circulation system. The project will be providing a total of 196 spaces, with 125 of those spaces being dedicated for hotel use. The project exceeds the required parking, which is 155 spaces overall, by 41 spaces. ADA accessible spaces are also provided in compliance with State Law throughout the site.

A Fire Access plan was submitted and is currently in review with the Fire Department. Staff has placed a condition that the Fire Access plan be approved prior to issuance of building permits. Any large modifications to the plans that stem from the Fire Access Plan Review, will require the project to be reviewed by the Planning Commission under an Amendment to Approved Plans application.

Lastly, the site will contain 3 subsurface infiltration basins to capture any on-site drainage.

Floor Plans

The project is proposing a total of four commercial buildings to accommodate the uses on site. The multi-tenant commercial section, on the west end of the site, consists of two fast food restaurant buildings totaling 1,650 sq. ft. and 2,467 sq. ft., respectively, while the convenience store building will be 6,900 sq. ft. The two fast food restaurant buildings are configured as shells, with the smaller building containing an all gender restroom. Both fast food restaurant buildings are also configured with drive-through windows. Both buildings are configured as shells in order to allow future prospective tenants' flexibility to tailor their interior tenant space. Each tenant will be required to obtain building permits from the Building and Safety department for any proposed interior tenant improvements.

The 6,900 sq. ft. convenience store will consist of a walk-in cooler, freezer, a sales area, storage area, two restrooms, an office space, and a cashier area. The small 1650 sq. ft. fast food restaurant building is adjacent to the convenience store building such that the two uses/tenant space visually appear as a single structure. The fuel pump area and canopy for the gas station component will occupy 4,395 square feet and measure 115 feet 8 inches by 38 feet. The fuel pump area will offer 8 total pump islands, with each pump island being spaced 32 feet apart from each other.

The hotel, at the east end of the site, consists of approximately 51,570 sq. ft. distributed over four stories of roughly equal footprints. The first floor of the hotel will contain 25 total rooms, with the rooms varying between single queen and double queen rooms. Of those 25 rooms, there will be one single queen accessible room and one double queen accessible room. Additionally, the first floor will consist of the lobby area, front desk area, lounge with vestibule area, fitness room, staff laundry room, guest laundry room, and elevator area. Also, the stairs for the building are situated on both ends of the building. Floors 2 and 3 will have the same configuration, with each floor containing 33 total rooms, with one room being a single queen accessible room, and a second being a double queen accessible room. Lastly, the fourth floor will also consist of 33 total rooms, however with only one double queen accessible room. Each room within the hotel will comprise of a restroom with shower, and a small kitchenette.

Architectural Style

The architectural elevations for the multi-tenant commercial portion of the site reflect a contemporary commercial design incorporating varied rooflines, articulated parapet heights, stone veneer accents, two-piece mission tile roofing, stucco finishes, and enhanced tower elements that help to define building entries and drive-through windows. The tower elements also serve to breakup the overall massing and add visual interest. The 2,467 sq. ft. stand-alone retail building will have wood siding incorporated into the design, while the convenience store and tandem 1,650 sq. ft. fast food restaurant will incorporate cobble stone into the design. Both buildings will have a max height of 23 feet 6 inches. The gas station canopy will have a max height of 20 feet. The four-story hotel is proposed with a max height of 48 feet 6 inches at the top of the highest parapet.

All of the multi-tenant commercial buildings, with the exception of the gas station, will be designed using a soft tan color for the main walls, prairie grass for the tower elements, a cream color for the trim elements, and a bronze color for the awning. The gas station is being designed with a silver metallic color for the canopy, soft tan and light gray for the stucco columns, a cream color for the corbels above the columns, and stone veneer accents for the bottom portion of the columns. 76 is expected to be the tenant occupying the gas station, therefore the canopy and gas pumps will include accent colors in-line with 76 branding, being orange and blue.

The hotel is designed in a modern and contemporary style, incorporating varied parapet heights, and façade materials. The building includes a primary finish having sandblasted wall panels on all sides of the hotel's elevation. The paneling will include varying colors such as natural white, peppercorn gray, jadite green, and Kings Gray. All windows for the hotel will feature a prefinished aluminum metal trim in a dark bronze color.

Setting/Access

The project site is located at the northeast corner of Mountain View Avenue and Business Center Drive on a 4.3 acre vacant lot. Access will be provided from Mountain View Avenue and two access points on Business Center Drive. The Public Works Department had a correction for the access of the site onto Mountain View Avenue, as the original concept proposed a right in and right out from that access point. The Public Works Department required that there be no right turn out onto Mountain View Avenue, as retaining the right out would have caused increased congestion due to the very close proximity to the freeway on ramp. The applicant has since revised the plans to only include a right-in for the property, which is consistent with Public Work's request.

Preliminary Landscaping Plan

The development will provide perimeter landscaping along Mountain View Avenue and Business Center Drive and include parking lot trees, decorative planter areas, and plantings adjacent to pedestrian pathways (see ***Attachment D***). The project complies with the landscaping parking lot requirements for tree placement by providing 41 trees for shading throughout the parking lots. There will also be 31 street trees provided with 28 of the trees having a 24" box size and 3 having a 36" box size. The placement and number of street trees also comply with the requirements for street tree placement. The decorative planters and landscape buffer between the proposed drive-throughs will feature a variety of plants such as Red Yucca, Dwarf Texas Ranger, Cat's Claw Vines, Prostrate Coyote Bush, and Dwarf Bottle Brush. Trees on-site and in the public Right-of-Way will consist of California Bay Laurel trees, Flowering Chitalpa, and Desert Museum Palo Verde. Lastly, the landscape ground cover on the site will contain medium grind wood mulch which will be installed in all shrub planting areas. In total, the project will be providing approximately 35,218 sq. ft. of landscaping throughout all four parcels. An irrigation system will be utilized for all parcels which will be in accordance with the City's Water Conservation Ordinance.

Master Sign Program

A Master Sign Program for the Mountain View Business Center was also submitted in conjunction with the project (see ***Attachment E***). The program proposes two freestanding monument signs, a free-standing pylon sign, and creates sign standards for the two fast food restaurants, the hotel, and convenience store with gas station. Two monument signs are proposed with the program, with one monument sign for display of gas station prices being located at the entrance to the development from Mountain View Avenue. A second monument sign, which will serve as the tenant monument sign, will be located at the entrance of the development from Business Center Drive. Both monument signs are proposed with a maximum height of 8 feet and have a maximum area size of 40 sq. ft. The pylon sign, which is located at the northwest corner of the project site, will have a max height of 70 feet and will have a display area of 300 sq. ft. Although the pylon sign exceeds that max height allowed by the Municipal Code for pylon signs adjacent to the freeway, which is a 40 feet max height, the Master Sign Program allows for flexibility with sign standards. The applicant has provided a letter, under Attachment E, which provides a justification for the height. The applicant's justification for the height is that there are nearby properties with pylon heights that exceed the max allowable height by the code. They've included the example of the gas station across the street which is on Mountain View Avenue and has a pylon sign of approximately 70 feet in height. The applicant also describes that the freeway sits approximately 25 feet above grade, causing reduced visibility if the sign was shorter. The proposed Master Sign Program is consistent with the requirements of Section 17.18.050 and any future signage will be independently reviewed for compliance with the Master Sign Program and the Conditions of Approval.

The signage for the hotel is not included as part of the proposed Master Sign Program and shall be reviewed separately for compliance with the City's signage code.

The placement of the pylon sign in relation to the I-10 freeway was also reviewed by Caltrans on June 12, 2025, with no concerns being raised and no permits being required from Caltrans for the placement of the sign.

Operations

The applicant has been working to secure tenants for both the commercial and hotel aspects of the project. It is anticipated that the hotel will be developed by Holladay Properties, and the hotel is expected to be occupied by Echo Suites, which is an extended stay hotel operated by Wyndam Hotels and Resorts.

The two fast food restaurants with drive-throughs and the convenience store with gas station uses will be developed by the applicant, Creative Development Management Inc. (CDM Inc.), separately from the hotel. The 2,467 sq. ft. shell is expected to be occupied by Starbucks, while the applicant is still searching for prospective tenants for the 1,650 sq. ft. shell. Lastly, the gas station is expected to be occupied and run by 76 Gas Stations. The hotel, convenience store and gas station are each expected to operate 24 hours a day, 7 days a week, while the restaurant uses are expected to have a traditional operating schedule. Late night hours operation of the restaurants is not included under the current request for CUP. A separate Conditional Use Permit addressing late night hours would be required if either restaurant were to propose to operate outside of the hours of 7:00 am to 10:00pm.

Both the commercial and hotel uses combined are expected to employ approximately 250 persons, spread over multiple shifts and days.

General Plan Amendment and Zone Map Change

The applicant is requesting a General Plan Amendment and Zone Map Change to modify the existing land use and zoning designation from Business Park (BP) to General Commercial (C-2) in order to accommodate hotel and gas station (automobile service station) uses, which are not permitted within the BP designation. Under the proposed C-2 zone, hotel use is permitted by right and the drive-throughs associated with the fast food restaurants are a Conditionally Permitted Use. The proposed amendment is appropriate due to the site's proximity to the freeway, as the site will act as a gateway development into the City. The proposed change also supports the City's economic development goals, by introducing hospitality and commercial uses in a highly visible area from the I-10 freeway. The C-2 zone was selected as the appropriate zoning designation for the site due to the presence of similarly zoned properties across Mountain View Avenue that support comparable commercial uses. Additionally, several existing hotels within the City are located in the C-2 zone, demonstrating consistency with the City's established land use pattern for hospitality uses.

Tentative Parcel Map

The applicant requests approval of Tentative Parcel Map No. 20665 to subdivide the 4.3-acre project site into four parcels to accommodate the proposed uses and future multiple tenants (see ***Attachment C***). As shown on Attachment C, the subdivision will create four parcels designed to support the different types of commercial uses. Parcel 1 will have a size of 0.96 acres and will contain the gas station and convenience store. Parcel 2 will be 1 acre in size and will contain the 2,467 sq. ft. fast food restaurant with a drive-through. Parcel 3 will be 0.18 acres in size and contain the 1,650 sq. ft. fast food restaurant with drive-through. Lastly Parcel 4 will be 2.16 acres in size and contain the hotel use, including associated parking.

The proposed Tentative Parcel Map has been reviewed by City departments and is considered consistent with the Subdivision Map Act and the applicable provisions of the Loma Linda Municipal Code.

Conditional Use Permit (CUP)

With the proposed General Plan Amendment and Zone Map Change, the property and future uses must comply with all land use requirements of the C-2 land use designation and zone. Pursuant to Title 17.40.020 of the Municipal Code, fast food restaurants with drive-through services and gas stations (automobile service stations) are considered conditionally permitted uses within the C-2 zone. The hotel, however, is considered permitted by right in the C-2 zone and does not require a CUP for approval. Therefore, the applicant is requesting approval of the CUP to allow for the operation of the two fast food restaurants with drive-through operations and the gas station. The current CUP does not include any request for late night hours operation of the restaurants, which would require a separate CUP for consideration. In addition to the above request, the applicant is seeking a CUP to allow for the hotel to exceed the max height for the General Commercial (C-2) zone, which is 35 feet. The proposed height of the hotel is approximately 48 feet and 6 inches. Title 17.40.040 Table 2-6, Note 3, does allow for the height limitation to be increased with approval of a Conditional Use Permit. The proposed height is consistent with similar hotel projects that have been approved in the recent past, such as the Courtyard by Marriott on Richardson Street, which was approved with a height of 51 feet.

ENVIRONMENTAL IMPACT:

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

An Initial Study/Mitigated Negative Declaration (IS/MND) was prepared for the Mountain View Business Center Project (see ***Attachment H***). The IS/MND was circulated for a 20-day public review from February 19 to March 10, 2026. The project proposes a change in land use designation and zoning classification to establish a mix of commercial services including two fast food restaurants with drive-throughs, a convenience store and gas station, and a 124-room hotel on a currently vacant site. The Initial Study concluded that either no impact or less than significant impacts would be associated with the issues of Aesthetics, Agricultural and Forestry Resources, Air Quality, Energy, Greenhouse Gas Emissions, Land Use and Planning, Mineral Resources, Population and Housing, Public Services, Recreation, Utilities and Service Systems, and Wildfire. Topics requiring mitigation are as follows: (1) Biological Resources: Mitigation is required to minimize impacts to nesting birds during construction activities; (2) Cultural Resources: Mitigation is required to minimize impacts to archeological resources during construction; (3) Geology and Soils: Mitigation is required to minimize rainfall erosion, fugitive dust, and impacts to paleontological resources; (4) Hazards and Hazardous Materials: Mitigation is required to minimize impacts from contaminated waste; (5) Noise: Mitigation is required to minimize impacts from construction noise levels and groundborne vibration; (6) Transportation: Mitigation is required to minimize impacts to Level of Service at adjacent intersections; and (7) Tribal Cultural Resources: Mitigation is required to minimize impacts to cultural resources during construction. With the mitigation provided in the Initial Study, the impacts under these issues will be reduced to less than significant.

A Mitigation Monitoring and Reporting Program (MMRP) (***see Attachment I***) has been prepared in accordance with Section 15097 of the California Environmental Quality Act (CEQA) Guidelines to ensure that all mitigation measures identified in the Initial Study/Mitigated Negative Declaration are properly implemented. The MMRP identifies each mitigation measure, the timing for implementation, and the party responsible for monitoring compliance. Implementation of the MMRP will ensure that all required mitigation measures are carried out during project construction and operation, and that potential environmental impacts are reduced to less than significant levels.

MEASURE V

The Traffic Analysis evaluated the potential circulation system deficiencies that may result when the project is developed and where circulation system improvements are needed to maintain acceptable levels of service is accordance with the City's Measure V. A Level of Service (LOS) analysis was conducted, and determined that the study area intersections are anticipated to continue to operate at an acceptable LOS with the addition of project traffic volumes, with the exception of at the intersection at Mountain View Avenue and Redlands Boulevard. Thus, mitigation shall be imposed to ensure that the level of traffic service is maintained as part of project implementation. To address any circulation deficiencies that would result from project generated automobile traffic, mitigation measure TRAN-1 will be implemented, which dictates that the project Developer shall pay its fair share to the City of Loma Linda towards intersection improvements at Mountain View Avenue and Redlands Boulevard. The applicant, through TRAN-1, will be required to pay a fair share amount of $360 to the City.

PUBLIC HEARING NOTICE AND COMMENTS:

The public notice for this project was duly posted on February 19, 2026, in three public places (City Hall, library, post office), and mailed to the owners of property within a radius of 300 feet of the exterior boundaries of the subject property as required by State law. Additionally, the notice was made available on the City's website and at the project site. As of the date on this report, there have been no written or oral comments received in opposition or in favor of the proposed project.

As required per CEQA, the IS/MND was also posted to the California State Clearinghouse on February 19, 2026, under State Clearinghouse No. 2026020748. The Notice of Intent to Adopt was also posted at the County Clerk of the Board's office. The IS/MND had a public comment period from February 19th to March 10th, with no comments or concerns being raised by any members of the public or State agency.

FINDINGS

In an effort to ensure that the foregoing project is consistent with the General Plan, compliant with the zoning and other City requirements, compatible with the surrounding area, and appropriate for the site, Findings have been made to support the approval of the project, as required in LLMC §17.30.300.

The Precise Plan of Design findings are as follows:

Finding No. 1:	**The proposal complies with the provisions within the municipal code and is consistent with the general plan and any applicable specific plan.**
Finding of Fact:	The project, as conditioned, complies with the applicable provisions of the Loma Linda Municipal Code. Upon approval of the General Plan Amendment and Zone Map Change to General Commercial (C-2), the proposed hotel and convenience store uses are considered permitted, while the fast food restaurants with drive-throughs and gas station will be conditionally permitted subject to the approval of Case No. CUP-2024-0002. The site layout, architecture, and landscaping comply with the development standards established by Title 17.40.040 which regulates development standards in the C-2 zone.
Finding No. 2:	**The site layout and design is of high quality, architecturally and aesthetically pleasing, and is compatible with the character of the neighborhood and general community.**

Finding of Fact:	The project incorporates contemporary commercial designs including articulated facades, varied building materials, and enhanced architectural features. There will also be a landscaping buffer between the public right of way and the drive-throughs for screening, along with pedestrian walkways throughout the site. The project design is consistent with nearby commercial and office uses, and will enhance the area along with providing a new commercial gateway development appropriate with its proximity to the I-10 Freeway.
Finding No. 3:	**The proposal will result in an efficient, safe and desirable project that is not materially detrimental to public health, safety, or welfare, or injurious to persons, property, or improvements in the vicinity and zoning district in which the property is located.**
Finding of Fact:	The development was reviewed by all City departments, including Planning, Public Works, and Fire to ensure compliance with all development standards of the Loma Linda Municipal Code and applicable safety standards. The project will have adequate access to Mountain View Avenue and Business Center Drive, along with providing sufficient parking, internal circulation, and emergency access points. An Initial Study/Mitigated Negative Declaration was prepared for the project, with mitigation measures and conditions of approval.
Finding No. 4:	**The project will not be detrimental to the harmonious and orderly growth of the city.**
Finding of Fact:	The development of the hotel and proposed commercial uses is consistent with the surrounding land uses in the area and will provide an additional location for residents and visitors alike to enjoy new restaurant options, have a gas station conveniently located within the community and in close proximity to the freeway, and an extended stay hotel for visitors to the City.

The findings for the Conditional Use Permit are as follows:

Finding No. 1:	**The proposed use is allowed within the applicable zone and complies with all other applicable provisions the municipal code, the general plan, and any applicable specific plan**

Finding of Fact:	Fast food restaurants with drive-through facilities and gas stations (automobile service stations) are conditionally permitted uses within the General Commercial (C-2) zone and if approved, is subject to the Conditions of Approval. If the General Plan Amendment and Zone Map Change were to be approved, the proposed uses would comply with all applicable development standards of the C-2 zone and would be consistent with updated General Plan land use and zoning designations for the site. In addition, the height of the hotel, which requires a CUP to exceed 35 feet, is consistent with the height of other hotels previously approved by the City in the C-2 zone and appropriate with reviewed and accompanied by a CUP.
Finding No. 2:	**The subject site is physically suitable for the type, density, and intensity of the proposed use including access, utilities, and services**
Finding of Fact:	The 4.3 acre project site is sufficient in size to accommodate the two proposed fast food restaurants with drive-throughs, the convenience store with gas station, and the hotel use, while maintaining sufficient internal circulation, required parking, and landscaping. The project has two entry and exit access points from Business Center Drive, and an entrance point from Mountain View Avenue.
Finding No. 3:	**The design, location, size, and operating characteristics of the proposed activity are compatible with the existing and future land uses in the vicinity**
Finding of Fact:	The surrounding area consists of the freeway to the north, commercial/office uses to the south and east, additional commercial to the west, and residential uses to the west. The proposed hotel, fast food restaurants with drive-throughs, convenience store with gas station are consistent with the uses permitted in the General Commercial (C-2) zone. The proposed uses are expected to benefit from the proximity to the I-10 Freeway as well. The two fast food restaurants with drive-throughs are designed to allow for a variety of restaurant uses in the future, which allows for flexibility for prospective businesses and convenient for both highway related options and community-serving commercial. In addition, height variations exceeding 35 feet for the hotel are compatible and appropriate with the character along the I-10 freeway corridor.
Finding No. 4:	**Granting the permit would not be detrimental to the public interest, health, safety, convenience, or welfare, or materially injurious to persons, property, or improvements in the vicinity and zoning district in which the property is located.**

Finding of Fact:	The project has been evaluated for potential impacts such as traffic, noise, and other environmental factors through the CEQA process. With the implementation of mitigation measures and the Conditions of Approval, the project will operate in a manner that does not hinder the public health, safety, or welfare of the community. The project's physical development and operating characteristics are not anticipated to have any significant adverse impact on the surrounding community or properties.

Additional Findings for the proposed fast food drive-throughs as required by Title 17.40.030C.

Finding No. 1	**The design and location of the drive-through restaurant will not contribute to increased congestion on public or private streets or alleys adjacent to the subject property or drive aisles.**
Finding of Fact:	The proposed drive-through facilities are internally orientated within the project site and includes designated stacking lanes designed to accommodate vehicle queueing demand. A queueing study was prepared by Urban Crossroads, and it determined that the stacking lanes would have sufficient capacity for vehicles without interfering with the internal drive aisles. Due to the stacking lanes being internally orientated, the lanes will not impede access to the site from Mountain View Avenue or Business Center Drive. Staff has also placed a condition in which if the number of vehicles exceeds the length of the stacking lane, that the business will be responsible for managing the lanes so that no vehicles block or interfere with the internal drive aisles or pedestrian circulation.
Finding No. 2	**The design and location of the drive-through restaurant will not impede access to or from the parking lot serving the business, impair normal circulation within the parking lot, or impede pedestrian pathways to the building.**
Finding of Fact:	The drive-through lanes are designed to wrap around the restaurant pads and connect directly to the internal circulation system of the site. The drive-through lanes will also be separated from the primary parking aisles and the configuration is designed so that no queued vehicles block parking spaces, entrances, parking lot circulation, or access to the neighboring properties.

CONCLUSION:

The proposed project is anticipated to generate additional revenue for the City through development-related fees and increased property tax revenues, while also creating approximately 250 jobs and providing additional commercial services for residents and visitors to enjoy. The project has been reviewed for consistency with the Loma Linda Municipal Code. If the proposed General Plan Amendment and Zoning Map Amendment are approved, the development would be consistent with the standards of the General Commercial (C-2) zone. Approval of the Conditional Use Permit for the drive-through uses, hotel height, and automobile service station (gas station) would ensure that the project complies with the applicable requirements of the zone and the General Plan. An Initial Study/Mitigated Negative Declaration (IS/MND) was prepared in accordance with the California Environmental Quality Act (CEQA) and the CEQA Guidelines, and mitigation measures have been incorporated into the project through Conditions of Approval.

Based on the analysis provided in this report, staff recommends that the Planning Commission adopt the Mitigated Negative Declaration and recommend that the City Council approve the proposed project.

Attachments

Attachment A - Vicinity Map.pdf
Attachment B - Architectural Plan Set
Attachment C - TPM No. 20665
Attachment D - Preliminary Landscape Plan
Attachment E - Master Sign Program
Attachment F - Resolution with Exhibit
Attachment G - Ordinance with Exhibit
Attachment H - Initial Study/Mitigated Negative Declaration
Attachment I - Mitigation Measure Reporting Program
Attachment J - Conditions of Approval

Attachment A

Vicinity Map

APPLICABLE CODES:

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PLUMBING CODE:	2022CPC
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MECHANICAL CODE:	2022CMC
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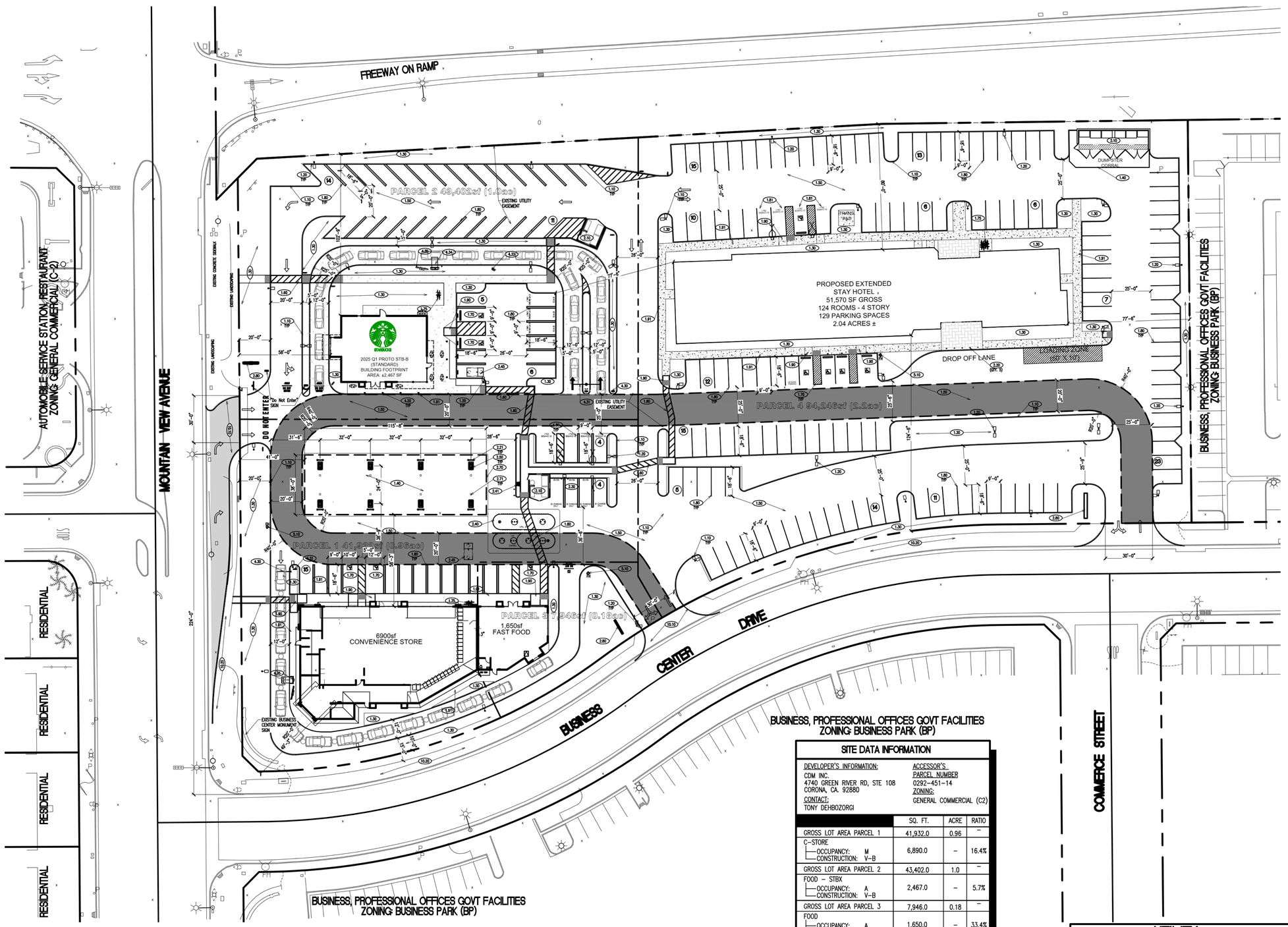
MUNICIPAL CODE:	LOMA LINDA



SITE DATA INFORMATION

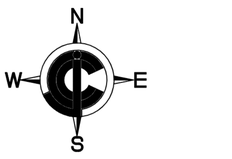
DEVELOPER'S INFORMATION:
CDM INC.
4740 GREEN RIVER RD, STE 108
CORONA, CA. 92880
CONTACT:
TONY DEHBOZORGI

ACCESSOR'S PARCEL NUMBER
0292-451-14
ZONING:
GENERAL COMMERCIAL (C2)

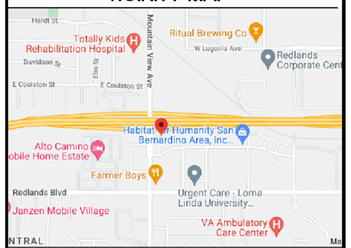
	SQ. FT.	ACRE	RATIO
GROSS LOT AREA PARCEL 1	41,932.0	0.96	–
C-STORE OCCUPANCY: M CONSTRUCTION: V-B	6,890.0	–	16.4%
GROSS LOT AREA PARCEL 2	43,402.0	1.0	–
FOOD – STBX OCCUPANCY: A CONSTRUCTION: V-B	2,467.0	–	5.7%
GROSS LOT AREA PARCEL 3	7,946.0	0.18	–
FOOD OCCUPANCY: A CONSTRUCTION: V-B	1,650.0	–	33.4%
GROSS LOT AREA PARCEL 4	94,246.0	2.20	–
HOTEL OCCUPANCY: R-1 CONSTRUCTION: V-B	51,570.0 (TOTAL) 12,765.0	–	13.5%

UTILITY

ELECTRICITY:	SOUTHERN CALIFORNIA EDISON
GAS:	SOUTHERN CALIFORNIA GAS COMPANY
WATER:	CITY OF LOMA LINDA
SEWER:	CITY OF LOMA LINDA



VICINITY MAP



PARKING SUMMARY

RECIPROCAL PARKING

BUILDING NO.	SIZE	USE	RATIO	REQ'd	PRVD'd
CONVENIENCE STORE	6,890 SF	RETAIL	1-3ksf: 3 3-5ksf: 5 5K+sf: 1/500	14	28
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FOOD – FUTURE	1,650 SF	FOOD	1/100	7	17
HOTEL (51,570sf)	124 ROOMS	SERVICE	1/RM	124	125
TOTAL BUILDING S.F.	62,927 SF			155	196

ACCESSIBLE PARKING PROVIDED: 9
EV PARKING PROVIDED: 9

CONSTRUCTION NOTES

1.10 6" CONCRETE CURB

1.20 20'H LED AREA LIGHT WITH PHOTO-CELL AND TIME CLOCK SWITCHING PER "CALGREEN" AND TITLE 24 REQUIREMENTS. HOOD AND ARRANGE SO AS NOT TO CAUSE A NUISANCE TO ADJACENT STREET TRAFFIC OR TO LIVING ENVIRONMENT. THE AMOUNT OF LIGHT THAT SHALL BE PROVIDED DSHALL BE PER THE PUBLIC WORKS STANDARDS AND CALGREEN

1.30 LANDSCAPING WITH AUTOMATIC IRRIGATION

1.40 6" CONCRETE DRIVE SLAB WITH #3 BARS @ 18" O.C. OR AS SPECIFIED IN SOILS REPORT IF AVAILABLE.

1.50 6" OVER 4" A.B. ASPHALT PAVING OR AS SPECIFIED IN SOILS REPORT IF AVAILABLE.

1.60 48" ACCESSIBLE PATH OF TRAVEL (NO ABRUPT CHANGES IN ELEVATIONS ALONG THE PATH OF TRAVEL SHOWN. THE SLOPE AND CROSS SLOP ALONG THE PATH OF TRAVEL SHALL NOT EXCEED 5% AND 2% RESPECTIVELY. INSPECTOR TO VERIFY)

1.70 ACCESSIBLE PARKING SPACE WITH ALL RELATED SIGNAGE (SLOPE NOT TO EXCEED 2% E.W.)

1.75 U-SHAPED BICYCLE RACK (2 CAPACITY)

1.80 9'X18.5' STANDARD PARKING SPACES

1.81 9'X18.5' ELECTRIC VEHICLE CHARGING PARKING

1.90 CONCRETE ACCESSIBLE RAMP (SLOPE 8.33%)

1.91 CONCRETE SIDEWALK (MIN. 48" WIDE WITH 2% CROSS SLOPE WHERE ACCESSIBLE PATH OF TRAVEL OCCURS)

2.10 TRASH ENCLOSURE PER PUBLIC WORKS STANDARD
NOTE: ALL INDOOR AND OUTDOOR TRASH CONTAINERS TO BE LABELED TRASH, RECYCLE AND ORGANICS PER AB827 CR&R REQUIREMENTS

2.20 6" CONCRETE FILLED STEEL GUARD POSTS

2.21 U-SHAPE STEEL GUARD POSTS

2.30 AIR/WATER

2.40 UNDER GROUND STORAGE TANKS (1) 22,000 GALLON AND (1) 22,000 (10/12 SPLIT) GALLON UNDER REINFORCED CONCRETE SLAB

2.41 TANK VENT RISERS CARBON CANISTER

2.45 UNDERGROUND GREASE INTERCEPTOR

2.50 CONCRETE ISLAND W/ (1) MULTI PRODUCT DISPENSER (6" MIN. & 8" MAX. HEIGHT)

2.70 FUELING CANOPY

2.71 FUELING CANOPY COLUMNS

2.80 ID SIGNAGE

4.20 5" SQ. STEEL GUARD POSTS (LIGHTED)

4.30 DIRECTIONAL SIGN

4.31 CLEARANCE BAR

4.33 PRE MENU BOARD

4.34 DIGITAL ORDER SCREEN

4.35 MENU BOARD

5.10 NEW FIRE HYDRANT (LOCATED WITHIN 150' OF ALL BUILDING CORNERS

20'W FIRE APPARATUS LANE

10.10 CONCRETE DRIVEWAY PER PUBLIC WORKS STANDARD

10.20 CONCRETE SIDEWALK PER PUBLIC WORKS STANDARD

Attachment B

PE STAMP

REVISIONS

NO.:	DATE:	DESCRIPTION:	BY:	APP.:
10	12/16/24	REVISED PER SBX		
11	04/7/25	REVISED PER SBX		
12	04/11/25	REVISED LAYOUT FOR PARKING		
13	06/20/25	REVISED PER PLANNING		
14	07/25/25	REVISED PER PLANNING		

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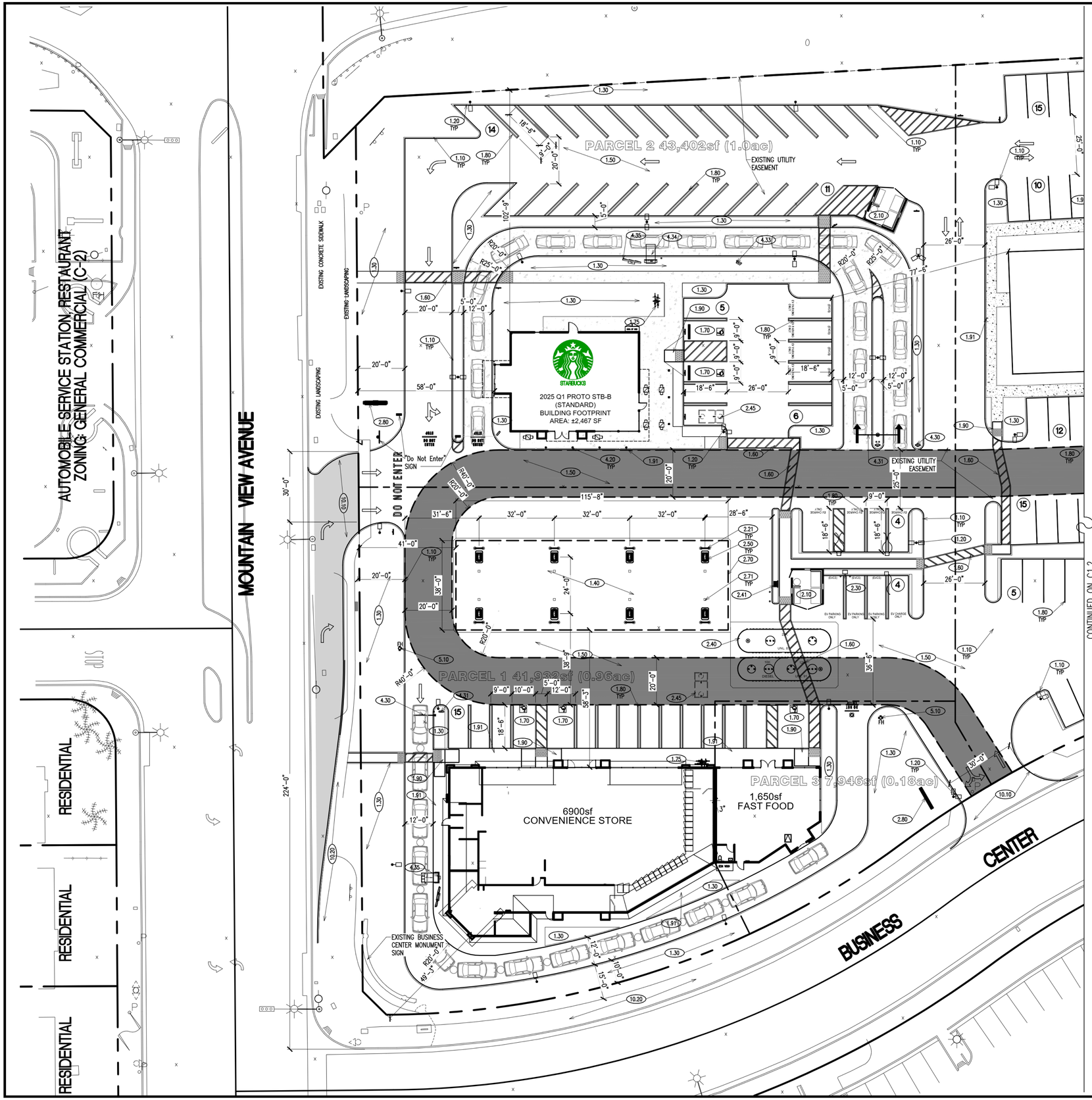
Corporate
Business Center
Loma Linda

PROJECT CASE No(s): CUP-2024-0002 PPD-2024-0002 MDA-2024-0014 TPM-2024-0002 GPA-2024-0002 ZMC-2024-0001

PROJECT:
S.E. CORNER MOUNTAIN VIEW @ I-10
LOMA LINDA, CA. 92354
SITE PLAN OVER ALL

DATE ISSUED: 04/01/2022
SCALE: SCALE: 1"=30'-0"
DRAWN BY: FCOHEN
CHECKED BY: F. COHEN
PROJECT NUMBER: 22036
STORE NUMBER: MOUNTAIN VIEW
SHEET: C1.0

7/25/2025 11:35:15 AM



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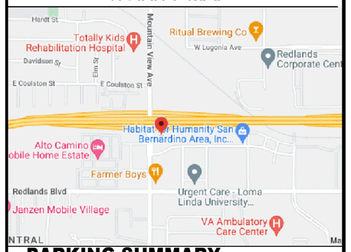
CA HISTORICAL CODE:	2022
GREEN BLDG. CODE:	2022 CALIFORNIA
MUNICIPAL CODE:	LOMA LINDA

N W E S

GRAPHIC SCALE 20 0 20' 40' 60'

VICINITY MAP



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PE STAMP

REVISIONS

NO.:	DATE:	DESCRIPTION:	BY:	APP.:
1	06/14/22	NEW DRAWING ISSUED		

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Corporate Business Center

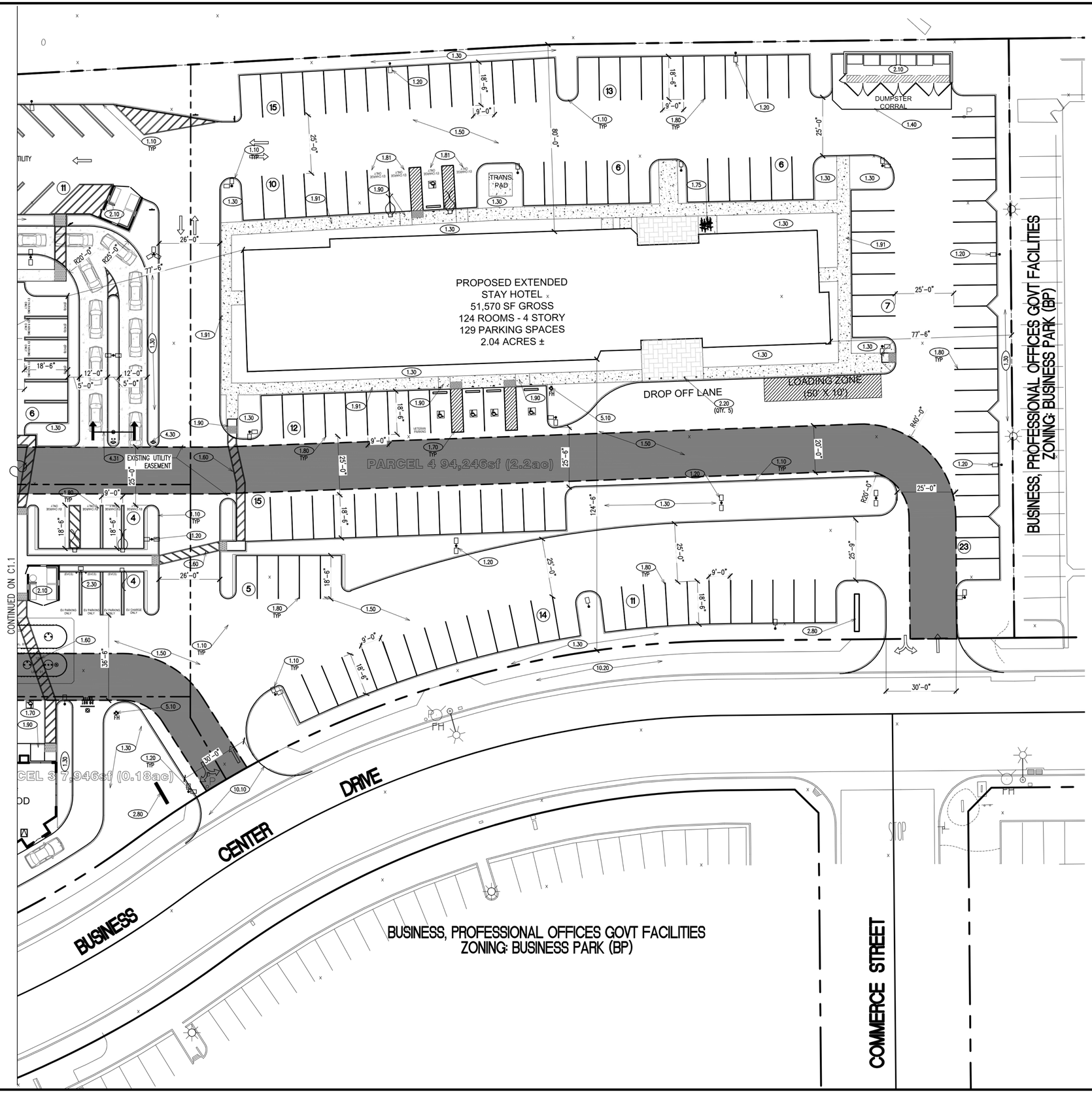
PROJECT CASE No.(s): CUP-2024-0002 PPD-2024-0002 MDA-2024-0014 TPM-2024-0002 GPA-2024-0002 ZMC-2024-0001

PROJECT: S.E. CORNER MOUNTAIN VIEW @ I-10
LOMA LINDA, CA. 92354

PARTIAL SITE PLAN - WEST

DATE ISSUED: 04/01/2022
SCALE: SCALE: 1"-30'-0"
DRAWN BY: FCOHEN
CHECKED BY: F. COHEN
PROJECT NUMBER: 22036
STORE NUMBER: MOUNTAIN VIEW
SHEET: C1.1

7/25/2025 11:35:18 AM



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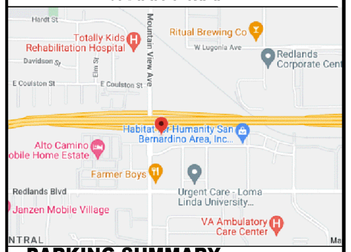
MUNICIPAL CODE:	LOMA LINDA

N W E S

20 0 20' 40' 60'
GRAPHIC SCALE

VICINITY MAP



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PE STAMP

REVISIONS

NO.:	DATE:	DESCRIPTION:	BY:	APP.:

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Corporate Business Center Loma Linda

PROJECT CASE No.(s): CUP-2024-0002 PPD-2024-0002 MDA-2024-0014 TPM-2024-0002 GPA-2024-0002 ZMC-2024-0001

PROJECT:
S.E. CORNER MOUNTAIN VIEW @ I-10
LOMA LINDA, CA. 92354

PARTIAL SITE PLAN - EAST

DATE ISSUED:	04/01/2022
SCALE:	SCALE: 1"=30'-0"
DRAWN BY:	FCOHEN
CHECKED BY:	F. COHEN
PROJECT NUMBER:	22036
STORE NUMBER:	MOUNTAIN VIEW
SHEET:	C1.2

7/25/2025 11:35:21 AM

FREEWAY ON RAMP

EXISTING SEWER LINE

PARCEL 2 42,497sf (1.0ac)

EXISTING UTILITY EASEMENT

NEW SEWER LINE

NEW WATER LINE

TRASH PAD

DUMPSTER CORRAL

PROPOSED EXTENDED STAY HOTEL :
51,570 SF GROSS
124 ROOMS - 4 STORY
129 PARKING SPACES
2.04 ACRES ±

DROP OFF LANE

LOADING ZONE 25' X 12'

PARCEL 4 94,249sf (2.2ac)

EXISTING STORM DRAIN

EXISTING CONCRETE SIDEWALK

AUTOMOBILE SERVICE STATION, RESTAURANT
ZONING: GENERAL COMMERCIAL (C-2)

MOUNTAIN VIEW AVENUE

DO NOT ENTER

2025 Q1 PROTO STB-B
(STANDARD)
BUILDING FOOTPRINT
AREA: ±2,467 SF

EXISTING UTILITY EASEMENT

PARCEL 1 41,932sf (0.96ac)

NEW WATER LINE

EXISTING SEWER LINE

NEW SEWER LINE

PARCEL 3 7,848sf (0.18ac)

6900sf
CONVENIENCE STORE

1,650sf
FAST FOOD

EXISTING BUSINESS CENTER MONUMENT SIGN

BUSINESS CENTER DRIVE

EXISTING WATER LINE (APPROX. LOCATION)

BUSINESS, PROFESSIONAL OFFICES GOVT FACILITIES
ZONING: BUSINESS PARK (BP)

COMMERCE STREET

RESIDENTIAL

RESIDENTIAL

RESIDENTIAL

RESIDENTIAL

FFH

N

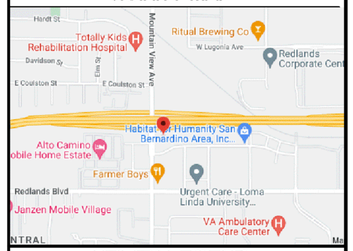
W E

S

20 0 20' 40' 60'

GRAPHIC SCALE

VICINITY MAP



UTILITY LEGEND

- W — PROPOSED WATER LINE
- EXISTING WATER LINE
- S — PROPOSED SEWER LINE
- EXISTING SEWER LINE
- PROPOSED STORM WATER
- EXISTING STORM WATER

UTILITY COMPANIES

ELECTRICITY: SOUTHERN CALIFORNIA EDISON
GAS: SOUTHERN CALIFORNIA GAS COMPANY
WATER: CITY OF LOMA LINDA
SEWER: CITY OF LOMA LINDA

PE STAMP

REVISIONS

NO.:	DATE:	DESCRIPTION:	BY:	APP.:

CJC Design, Inc.
Design Planning Permitting
22485 La Palma Avenue, Suite 202, Yorba Linda, CA 92887
Tel: (714) 970-8545
Fax: (714) 970-8546
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Corporate Business Center

Loma Linda

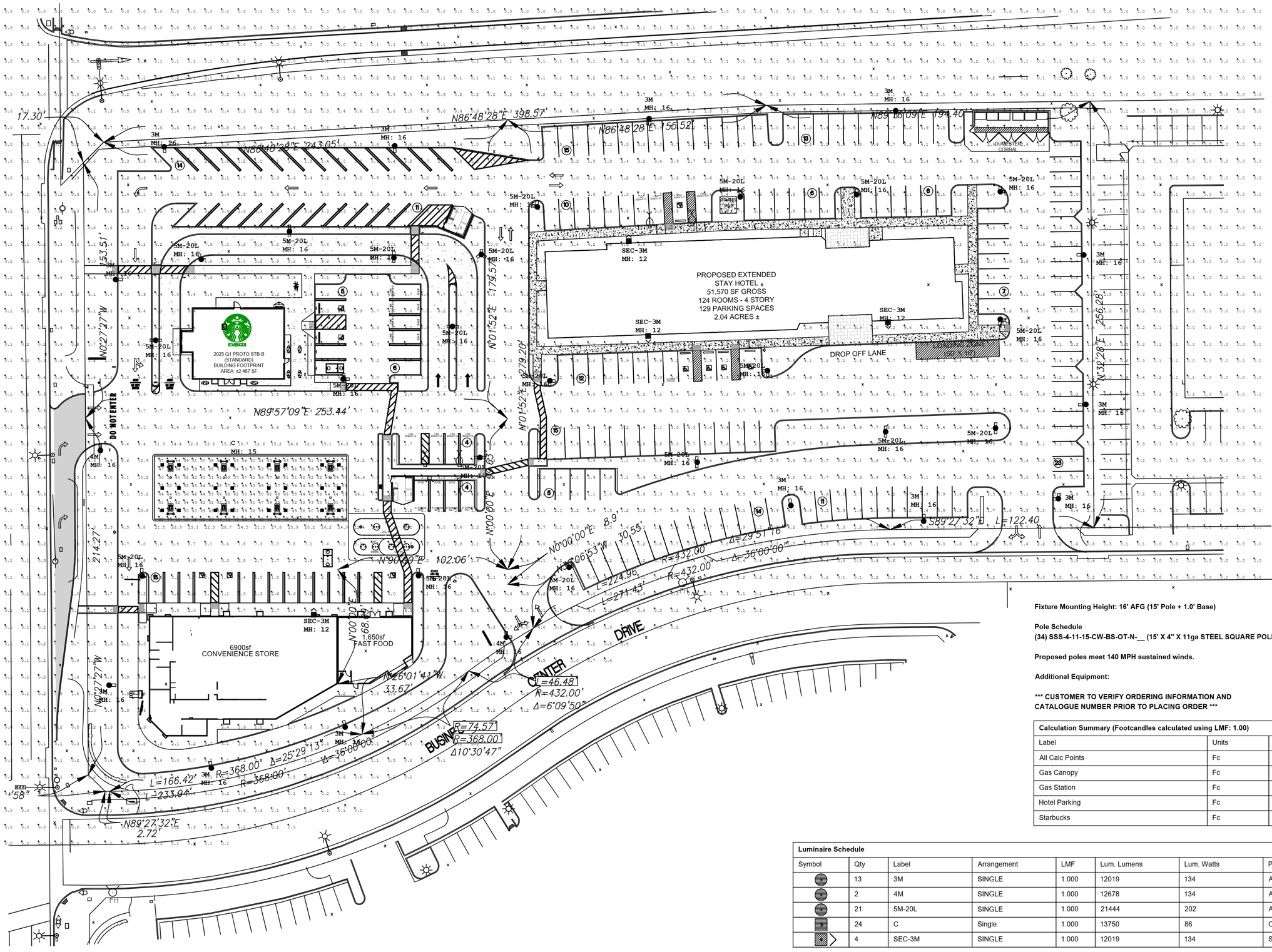
PROJECT CASE No.(s): CUP-2024-0002 PPD-2024-0002 MDA-2024-0014 TPM-2024-0002 GPA-2024-0002 ZMC-2024-0001

PROJECT:
S.E. CORNER MOUNTAIN VIEW @ I-10
LOMA LINDA, CA. 92354

SITE UTILITY PLAN

DATE ISSUED: 04/01/2022
SCALE: SCALE: 1"-30'-0"
DRAWN BY: FCOHEN
CHECKED BY: F. COHEN
PROJECT NUMBER: 22036
STORE NUMBER: MOUNTAIN VIEW
SHEET: C.1.3

7/25/2025 11:36:24 AM



Fixture Mounting Height: 16' AFG (15' Pole + 1.0' Base)

Pole Schedule
(34) SSS-4-11-15-CW-BS-OT-N-__ (15' X 4" X 11ga STEEL SQUARE POLE, Tenon Top)

Proposed poles meet 140 MPH sustained winds.

Additional Equipment:

***** CUSTOMER TO VERIFY ORDERING INFORMATION AND CATALOGUE NUMBER PRIOR TO PLACING ORDER *****

Calculation Summary (Footcandles calculated using LMF: 1.00)

Label	Units	Avg	Max	Min	Avg/Min	Max/Min
All Calc Points	Fc	2.53	28.9	0.0	N.A.	N.A.
Gas Canopy	Fc	49.53	68	30	1.65	2.27
Gas Station	Fc	4.21	9.9	0.5	8.42	19.80
Hotel Parking	Fc	3.83	10.7	0.6	6.38	17.83
Starbucks	Fc	4.54	10.0	0.7	6.49	14.29

Luminaire Schedule

Symbol	Qty	Label	Arrangement	LMF	Lum. Lumens	Lum. Watts	Part Number
	13	3M	SINGLE	1.000	12019	134	ARE-EDR-3M-R4-06-E-UL-__-700
	2	4M	SINGLE	1.000	12678	134	ARE-EDR-4M-R4-06-E-UL-__-700
	21	5M-20L	SINGLE	1.000	21444	202	ARE-EDR-5M-R4-12-E-UL-__-525
	24	C	Single	1.000	13750	86	CPY250-C-13L-57K7-D-UL-DM-WH-HZ
	4	SEC-3M	SINGLE	1.000	12019	134	SEC-EDG-3M-WM-06-E-UL-__-700

CREE LIGHTING

9201 Washington Ave, Racine, WI 53406 - (800) 236-6800
https://www.creelighting.com - Email: applications@creelighting.com

Illumination results shown on this lighting design are based on project parameters provided to Cree Lighting used in conjunction with luminaire test procedures conducted under laboratory conditions. Actual project conditions differing from these design parameters may affect field results. The customer is responsible for verifying dimensional accuracy along with compliance with any applicable electrical, lighting,or energy code.

Project Name: Corporate Business Center - SEC Mountain View & I-10 Loma Linda, CA 92354 - EXT

CASE #: 00643084 | Footcandles calculated at grade | Filename: BM250314LLCACWR1.AGI

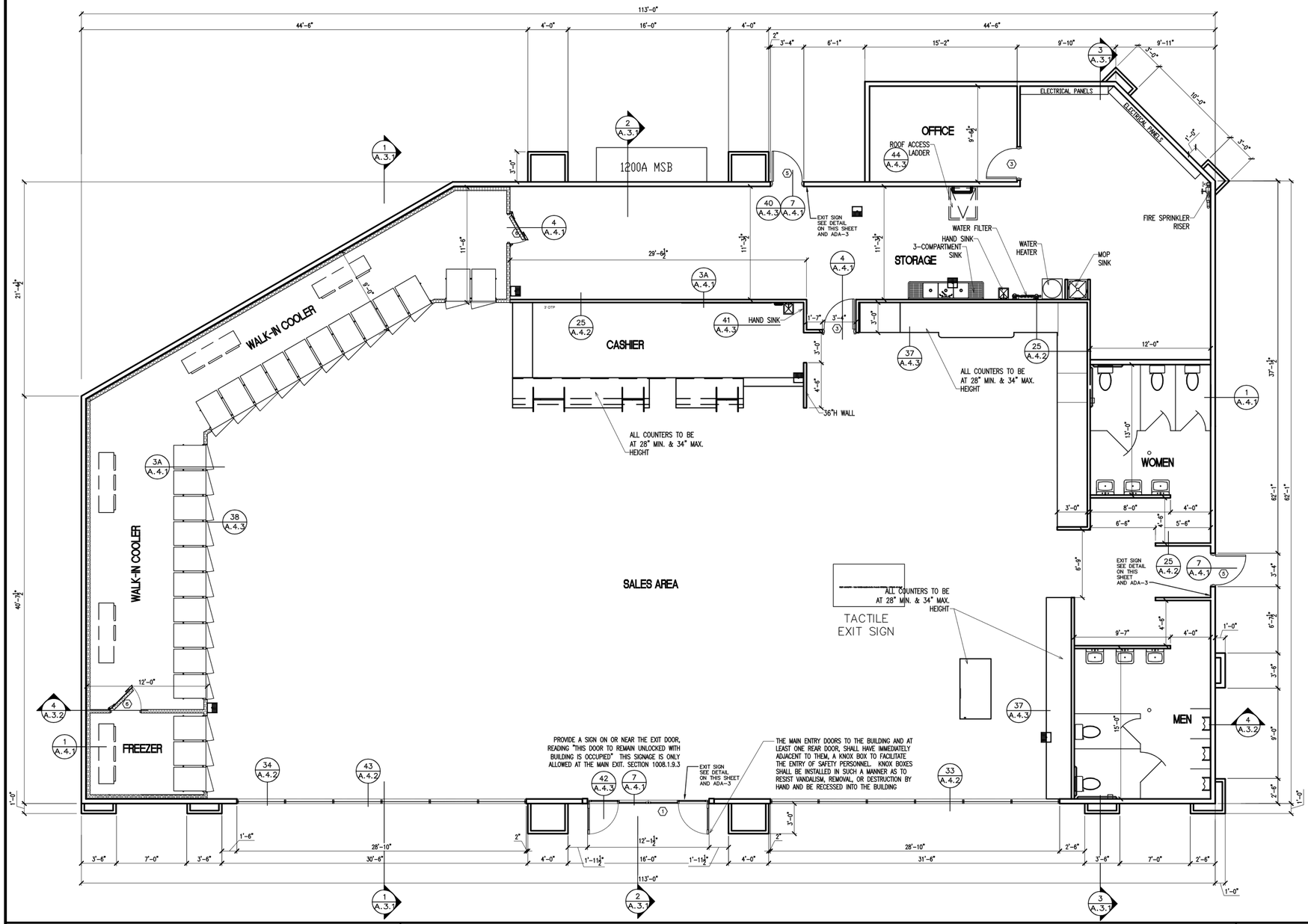
Layout By:
Collin Witherow

Date:5/6/2025

Scale 1" = 30'

0 60 120

7/25/2025 11:37:09 AM



DOOR SCHEDULE

MARK	QTY.	TYPE	MTL. GA.	SIZE	MFR	HDW GROUP	REMARKS
1	1	ASTRO-SLIDE 9 AUTOMATIC SLIDING	GL/AL	14'-0" x 7'-8"	DOR-O-MATIC	A	AUTOMTIC DOOR WITH PANIC MANUAL OPEN MECH.
2	0	HM INTERIOR	18	1 3/4" x 3'-0" x 6'-8"	UNIVERSAL	B	PUSH-PULL ACCESSIBLE ENTRY
3	2	HM INTERIOR	18	1 3/4" x 3'-0" x 6'-8"	UNIVERSAL	C	PUSH-PULL ACCESSIBLE ENTRY
4	0	HM INTERIOR	18	1 3/4" x 3'-0" x 6'-8'	UNIVERSAL	D	PUSH-PULL ACCESSIBLE ENTRY
5	2	HM EXTERIOR	18	1 3/4" x 3'-0" x 7'-0"	UNIVERSAL	E	EMERGENCY EXIT ONLY SET DOOR FRAME IN SEALANT PANIC DOOR ACCESSIBLE
6	2	INSULATED COOLER ACCESS	–	3'-0" x 6'-6"	HUSSMANN	–	SEE COOLER SHEET FOR SPECIFICATIONS
7	0	HM EXTERIOR	18	1 3/4" x 3'-0" x 7'-0'	UNIVERSAL	F	PUSH-PULL ACCESSIBLE ENTRY

DOOR HARDWARE

GROUP	EQUIPMENT	UNIVERSAL PART NO.	SPECIFICATION
A	LOCKSET:	PROVIDED BY DOR-O-MATIC	ALL ASSOCIATED HARDWARE SUPPLIED AND INSTALLED BY DOR-O-MATIC. INCLUDE ASTRO-SCAN MOTION SENSOR W/ LIGHT GRAY GY-450 PAINTED FINISH. SEE MERCHANDISING/PURCHASING LIST FOR CONTACT. FALCON D841K-IC SINGLE-CYLINDER DEADBOLT w/ INTERCHANGABLE CORE POWER WITH EMERGENCY LOCK OUT CONNECTED TO THE CASHIER CONTROL PANEL. EXTERIOR KEYED OVERRIDE SWITCH MOUNTED IN DOOR FRAME. 1" H SIGNAGE "THIS DOOR TO REMAIN UNLOCKED DURING BUSINESS HOURS." (CHEV DCL 222)
	OTHER:		
B	LOCKSET:	PP1070 PP1075	HAGER "ACCENT" PUSH PLATE, MODEL NO. 30S 4" X 16" (US32D FINISH) HAGER "ACCENT" PULL PLATE, MODEL NO. H33E 4" X 16" ACCESSIBLE (US32D FINISH) PUSH/PULL PLATES ARE PRE-DRILLED FOR LOCKSET
		LK4515	FALCON D841K-IC SINGLE CYLINDER DEADBOLT WITH INTERCHANGABLE CORE
	HINGES:	HN1016	1 1/2 PAIR HAGER HINGES BB1279 4 1/2" X 4 1/2" (US26D FINISH)
	CLOSER:	CL4130	LCN CLOSER MODEL NO. 1521 ACCESSIBLE
	THRESHOLD:	TH3200	NATIONAL GUARD PRODUCTS, INC. THRESHOLD MODEL NO. 327 36"
	OTHER:	KP1087	1 PAIR HAGER "ACCENT" STAINLESS STEEL KICKPLATES, 10" X 34" (US32D FINISH)
		DS1090	HAGER CONCAVE WALL STOP MODEL NO. 236W (US32D WITH RUBBER BUMPER)
		HM6002	HAGER DOOR SILENCER MODEL NO. 307D
C	LOCKSET:	PP1070 PP1075	HAGER "ACCENT" PUSH PLATE, MODEL NO. 30S 4" X 16" (US32D FINISH) HAGER "ACCENT" PULL PLATE, MODEL NO. H33E 4" X 16" ACCESSIBLE (US32D FINISH) PUSH/PULL PLATES ARE PRE-DRILLED FOR LOCKSET
		LK4515	FALCON D841K-IC SINGLE CYLINDER DEADBOLT WITH INTERCHANGABLE CORE
	HINGES:	HN1016	1 1/2 PAIR HAGER HINGES BB1279 4 1/2" X 4 1/2" (US26D FINISH)
	CLOSER:	CL4130	LCN CLOSER MODEL NO. 1521 ACCESSIBLE
	THRESHOLD:	------	NOT USED
	OTHER:	DR2005	TOP MOUNT 180 DEGREE DOOR VIEWER MODEL NO. TA3310 (CHROME)
		KP1087	1 PAIR HAGER "ACCENT" STAINLESS STEEL KICKPLATES, 10" X 34" (US32D FINISH)
		HM6002	HAGER DOOR SILENCER MODEL NO. 307D
		DS1090	HAGER CONCAVE WALL STOP MODEL NO. 236W (US32D WITH RUBBER BUMPER)
D	LOCKSET:	PP1070 PP1075	HAGER "ACCENT" PUSH PLATE, MODEL NO. 30S 4" X 16" (US32D FINISH) HAGER "ACCENT" PULL PLATE, MODEL NO. H33E 4" X 16" ACCESSIBLE (US32D FINISH) PUSH/PULL PLATES ARE PRE-DRILLED FOR LOCKSET
		LK4301	FALCON D871K INDICATOR DEADLOCK (ACCESSIBLE) WITH EMERGENCY KEY
	HINGES:	HN1016	1 1/2 PAIR HAGER HINGES BB1279 4 1/2" X 4 1/2" (US26D FINISH)
	CLOSER:	CL4130	LCN CLOSER MODEL NO. 1521 ACCESSIBLE
	THRESHOLD:	------	NOT USED (VERIFY 1 HOUR ASSEMBLY REQUIREMENTS)
	OTHER:	KP1087	1 PAIR HAGER "ACCENT" STAINLESS STEEL KICKPLATES, 10" X 34" (US32D FINISH)
		DS1090	HAGER CONCAVE WALL STOP MODEL NO. 236W (US32D WITH RUBBER BUMPER)
		HM6002	HAGER DOOR SILENCER MODEL NO. 307D
E	LOCKSET:	PN2300	DCI TOUCHBAR RIM EXIT ALARM #1210A, BATTERY-POWERED, FINISH 628 ALUMINUM
		LK9207	FALCON CYLINDER FOR DCI 1201A PANIC DEVICE
	HINGES:	HN1043	1 1/2 PAIR HAGER HINGES BB1191 4 1/2" X 4 1/2" (US26D FINISH)
	CLOSER:	CL4135	LCN CLOSER MODEL NO. 1521-SPRING/CUSH (ACCESSIBLE)
	THRESHOLD:	TH3200	NATIONAL GUARD PRODUCTS, INC. THRESHOLD MODEL NO. 350 36"
	OTHER:	SW4000	NATIONAL GUARD PRODUCTS, INC. DOOR SWEEP MODEL NO. 18V 36"
		WS1001	NATIONAL GUARD PRODUCTS, INC. PERIMETER SEAL MODEL NO. 160A 36" X 84"
F	LOCKSET:	PP1070 PP1075	HAGER "ACCENT" PUSH PLATE, MODEL NO. 30S 4" X 16" (US32D FINISH) HAGER "ACCENT" PULL PLATE, MODEL NO. H33E 4" X 16" ACCESSIBLE (US32D FINISH) PUSH/PULL PLATES ARE PRE-DRILLED FOR LOCKSET
		LK4301	FALCON D841K-IC SINGLE CYLINDER DEADBOLT (ACCESSIBLE) WITH INTERCHANGABLE CORE
	HINGES:	HN1043	1 1/2 PAIR HAGER HINGES BB1191 4 1/2" X 4 1/2" (US26D FINISH)
	CLOSER:	CL4135	LCN CLOSER MODEL NO. 1521-SPRING/CUSH (ACCESSIBLE)
	THRESHOLD:	TH4126	NATIONAL GUARD PRODUCTS, INC. THRESHOLD MODEL NO. 425E 36"
	OTHER:	SW4000	NATIONAL GUARD PRODUCTS, INC. DOOR SWEEP MODEL NO. 18V 36"
		WS1001	NATIONAL GUARD PRODUCTS, INC. PERIMETER SEAL MODEL NO. 160A 36" X 84"
		DR9025	2 – ANEMOSTAT HEAVY DUTY 18"x24" LOUVERS W/ BUG SCREEN

FLOOR PLAN NOTES

1. ALL CABINETS SHOWN ARE OF METAL CONSTRUCTION, N.S.F. APPROVED, W/ REMOVABLE ACCESS TO FLOOR SINKS MOUNTED ON 6" HIGH METAL LEGS. FOR WOOD ALT. SEE SHEET A09.
2. 3 1/2" MIN. ACOUSTIC BATT INSULATION REQUIRED IN ALL RESTROOM WALLS AND CEILING.
3. WALL DIMENSIONS ARE TO FACE OF STUD, OR CMU. FLOOR SINK DIMENSIONS ARE FROM FACE OF SLAB U.N.O.
4. ACCESSIBILITY DESIGN STANDARD: A.D.A. TITLE 24 CBC 2014
5. FOR EQUIPMENT SCHEDULE AND MERCHANDISING LAYOUT SEE "Y" SHEETS.
6. ALL SEALANT TO BE PAINTABLE.
7. ALIGN EXTERIOR FACE OF PLYWOOD AND FOUNDATION FACE OF CONCRETE (TYP.).
8. ALIGN DOWEL JOINTS W/ TILE LAYOUT. FOR TILE LAYOUT AND SPECIFICATIONS, SEE SHEET A07.
9. FOR WALK-IN COOLER SPECIFICATIONS, SEE SHEET Y03.
10. ALL DOORS, DOOR FRAMES AND HARDWARE ARE AVAILABLE FROM UNIVERSAL MANUFACTURING CO.
11. ALL WOOD FRAMING MEMBERS IN CONTACT WITH CONCRETE OR CMU SHALL BE PRESSURE TREATED DOUGLAS FIR U.O.N. TYP.
12. THE BOTTOM 10" OF ALL DOORS, EXCEPT AUTOMATIC AND SLIDING, SHALL HAVE A SMOOTH, UNINTERRUPTED SURFACE PER CBC 11B-404.2.10.
13. EACH LEAF OF DOOR IN THE MEANS OF EGRESS SHALL PROVIDE 32 INCHES CLEAR OPENING AND A MINIMUM HEIGHT OF 6'-8", BUT IN NO CASE SHALL ANY SINGLE DOOR LEAF EXCEED 48 INCHES

STOREFRONT NOTES

1. STOREFRONT: AL. FRAME AS MANUFACTURED BY VISTAWALL OR EQ., SERIES PER GLAZING REQMTS., 2" X 4 1/2", FRONT LOADED GLAZING, w/ CLEAR ANODIZED ALUMINUM FINISH, ALTERNATE AND EQUIVALENT STOREFRONT FRAME AS MANUFACTURED BY U.S. ALUMINUM OR OTHER AS APPROVED BY CLIENT
2. STANDARD STOREFRONT GLAZING SHALL BE 1/4" CLEAR TEMPERED GLASS. (TYP.)
3. VERIFY ALL WINDOW SIZES IN FIELD PRIOR TO FABRICATION.
4. GLAZING AND STOREFRONTS SHALL CONFORM TO LOCAL WIND LOAD REQUIREMENTS. GLAZING MATERIAL THICKNESS, AND LAMINATION AND/OR MULLION DESIGN IS SUBJECT TO CHANGE.

ROOM FINISH SCHEDULE

INTERIOR FINISHES	MERCHANDISING/CASHIER AREA/QSR	PUBLIC RESTROOMS	OFFICE	STORAGE	COOLER/FREEZER
FLOOR	DALTILE PORCELAIN TILE GENERIC 6x12 FAUX WOOD TILE VERIFY WITH CLIENT ON COLORS –		CONCRETE KRETUS TOP SHELF EPOXY GRANITE COLOR (CIRCLED IN RED) DOUBLE BORADCAST SYSTEM (CIRCLED IN RED)		
BASE	DAL TILE S-3619 TN1P2 TOP SET COVE BASE (CERAMIC TILE) – SLIM FOOT COLOR: ALMOND 0135 SIZE: 6" x 6" x 3/8"R GROUT: 1/4" GRAY (09) BY MAPEI OR EQUAL				BY COOLER MFR. 4" H METAL WITH 3/8" RADIUS
WALLS	PAINTED SMOOTH FINISH 5/8" GYP BOARD MIN. 4' MAX. 8' FRP BEHIND ALL SINKS I.E. (3-CO SINK, HAND SINK, PREP SINK, ETC.)		FULL HEIGHT FRP	PAINTED SMOOTH FINISH 5/8" GYPBOARD MIN. 4' MAX. 8' FRP BEHIND ALL SINKS I.E. (3-CO SINK, HAND SINK, PREP SINK, ETC.)	METAL BY COOLER MFR
CEILING	PART OPEN CEILING AND PART ARMSTRONG "STONEBROOK" 2927, VINYL FACED, NONPERFORATED FOIL-BACKED, 24"x48"x1". SUSPENSION SYSTEM;ARMSTRONG "PRELUDE", 15/16". ALT: US GYPSUM DX 15/16"	ENAMEL PAINTED 5/8" SMOOTH FINISH GYPBOARD, SCREWED		ARMSTRONG "STONEBROOK" 2927, VINYL FACED, NONPERFORATED FOIL-BACKED, 24"x48"x1". SUSPENSION SYSTEM;ARMSTRONG "PRELUDE", 15/16". ALT: US GYPSUM DX 15/16"	METAL BY COOLER MFR
CEILING HEIGHT	OPEN TO STRUCTURE	8'-0"		10'-0"	7'-8 1/2"

NOTES:
1. 3-PART EPOXY BY PPG. PRIMER: APPLY PPG 97-685/686 AQUAPON TWO COMPONENT POLYAMIDE EPOXY BLOCK FILLER AT THE RECOMMENDED WET FILM THICKNESS OF 20-40 MILS (MAXIMUM 24 MILS DFT) PER COAT, UNREDUCED.; INTERMEDIATE FINISH: APPLY PPG 97-130/139 AQUAPON HI-BUILD POLYAMIDE EPOXY AT THE RECOMMENDED WET FILM THICKNESS OF 7-10 MILS (4-6 MILS DFT) PER COAT, UNREDUCED.; FINISH: APPLY PPG PITTHANE 97-850 LOW VOC TWO COMPONENT ALIPHATIC ACRYLIC URETHANE AT THE RECOMMENDED WET FILM THICKNESS OF 4-5 MILS (2 MILS DFT) PER COAT, UNREDUCED.
2. NEW CONCRETE/ MASONRY SUBSTRATES TO RECEIVE 3-PART EPOXY, MUST BE EVALUATED PRIOR TO COATING TO INSURE THE PH AND MOISTURE CONTENT IS WITHIN ACCEPTABLE PARAMETERS (PH BELOW 9.0 AND MOISTURE BELOW 12%).

WALL LEGEND

- 2X6 SOUNDWALL W/ STAGGERED 2X4 STUDS @ 16" O.C. W/ 3-1/2" ACOUSTIC BATT INSULATION AND 5/8" GYP. BD. ON EACH FACE.
- 2X4 WALLS W/ 5/8" GYP. BD. ON EACH FACE U.O.N.
- 3 1/2" INSULATED COOLER WALLS W/ 5/8" GYP. BD. @ MERCH. AREA

PE STAMP

REVISIONS

NO.:	DATE:	DESCRIPTION:	BY:	APP.:

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PROJECT CASE No.(s): CUP-2024-0002 PPD-2024-0002 MDA-2024-0014 TPM-2024-0002 GPA-2024-0002 ZMC-2024-0001

PROJECT:
S.E. CORNER MOUNTAIN VIEW & I-10
LOMA LINDA, CA. 92354
C-STORE FLOOR PLAN

DATE ISSUED: 04/01/2022
SCALE: 3/16"-1'-0"
DRAWN BY: FCOHEN
CHECKED BY: F. COHEN
PROJECT NUMBER: 22036
STORE NUMBER: MOUNTAIN VIEW
SHEET: A1.1C

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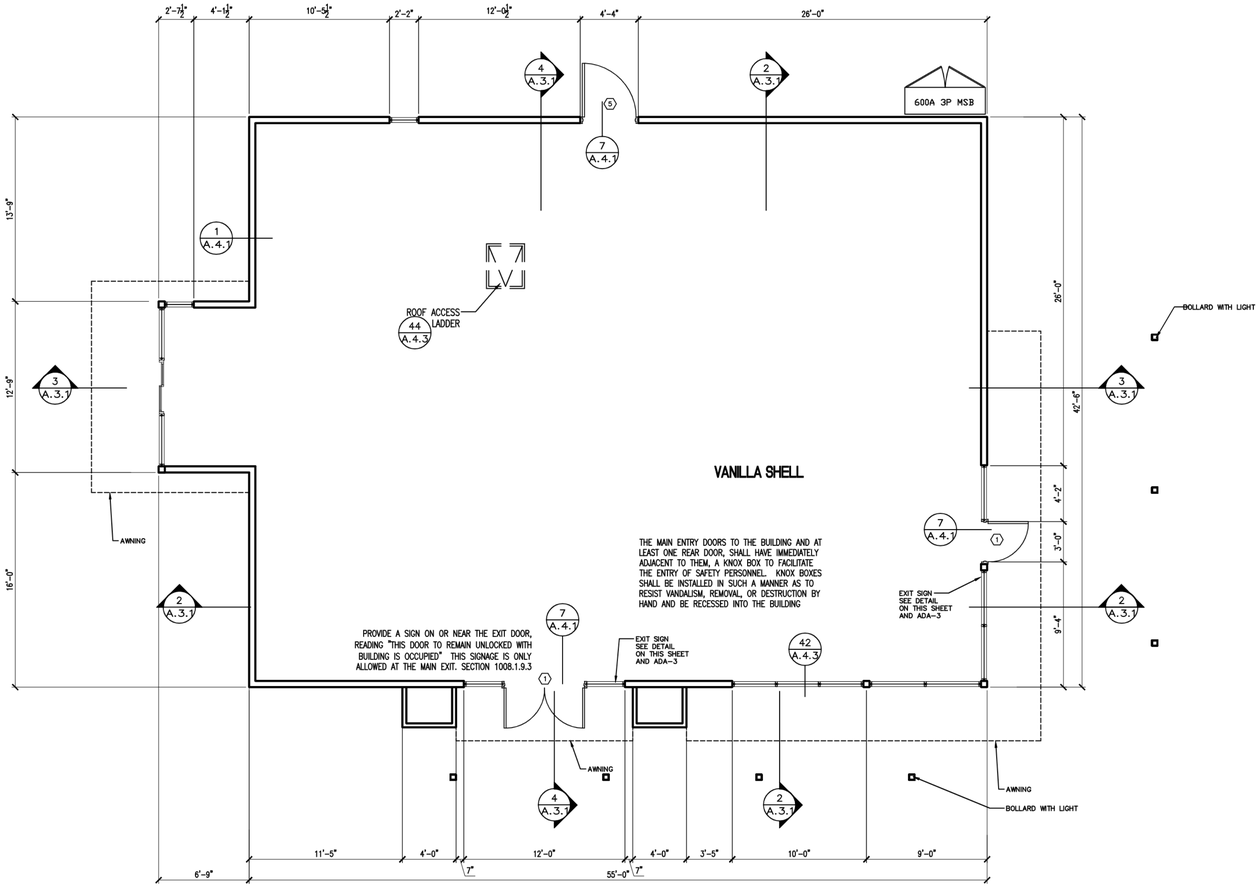
EXIT

TACTILE
EXIT SIGN



DOOR SCHEDULE

MARK	QTY.	TYPE	MTL. GA.	SIZE	MFR	HDW GROUP	REMARKS
1	3	DOUBLE ALUMINUM SWING	GL/AL	3'-0" x 7'-8"	UNIVERSAL	E	PUSH-PULL ACCESSIBLE ENTRY
2	0	HM INTERIOR	18	1 3/4" x 3'-0" x 6'-8"	UNIVERSAL	B	PUSH-PULL ACCESSIBLE ENTRY
3	0	HM INTERIOR	18	1 3/4" x 3'-0" x 6'-8"	UNIVERSAL	C	PUSH-PULL ACCESSIBLE ENTRY
4	0	HM INTERIOR	18	1 3/4" x 3'-0" x 6'-8'	UNIVERSAL	D	PUSH-PULL ACCESSIBLE ENTRY
5	1	HM EXTERIOR	18	1 3/4" x 4'-0" x 7'-0"	UNIVERSAL	E	EMERGENCY EXIT ONLY SET DOOR FRAME IN SEALANT PANIC DOOR ACCESSIBLE
6	0	INSULATED COOLER ACCESS	–	3'-0" x 6'-6"	HUSSMANN	–	SEE COOLER SHEET FOR SPECIFICATIONS
7	0	HM EXTERIOR	18	1 3/4" x 3'-0" x 7'-0'	UNIVERSAL	F	PUSH-PULL ACCESSIBLE ENTRY

DOOR HARDWARE

GROUP	EQUIPMENT	UNIVERSAL PART NO.	SPECIFICATION
A	LOCKSET:	PROVIDED BY DOR-O-MATIC	ALL ASSOCIATED HARDWARE SUPPLIED AND INSTALLED BY DOR-O-MATIC. INCLUDE ASTRO-SCAN MOTION SENSOR W/ LIGHT GRAY GY-450 PAINTED FINISH. SEE MERCHANDISING/PURCHASING LIST FOR CONTACT. FALCON D841K-IC SINGLE-CYLINDER DEADBOLT w/ INTERCHANGABLE CORE POWER WITH EMERGENCY LOCK OUT CONNECTED TO THE CASHIER CONTROL PANEL. EXTERIOR KEYED OVERRIDE SWITCH MOUNTED IN DOOR FRAME.
	OTHER:		1" H SIGNAGE "THIS DOOR TO REMAIN UNLOCKED DURING BUSINESS HOURS." (CHEV DCL 222)
B	LOCKSET:	PP1070 PP1075	HAGER "ACCENT" PUSH PLATE, MODEL NO. 30S 4" X 16" (US32D FINISH) HAGER "ACCENT" PULL PLATE, MODEL NO. H33E 4" X 16" ACCESSIBLE (US32D FINISH) PUSH/PULL PLATES ARE PRE-DRILLED FOR LOCKSET
		LK4515	FALCON D841K-IC SINGLE CYLINDER DEADBOLT WITH INTERCHANGABLE CORE
	HINGES:	HN1016	1 1/2 PAIR HAGER HINGES BB1279 4 1/2" X 4 1/2" (US26D FINISH)
	CLOSER:	CL4130	LCN CLOSER MODEL NO. 1521 ACCESSIBLE
	THRESHOLD:	TH3200	NATIONAL GUARD PRODUCTS, INC. THRESHOLD MODEL NO. 327 36"
	OTHER:	KP1087	1 PAIR HAGER "ACCENT" STAINLESS STEEL KICKPLATES, 10" X 34" (US32D FINISH)
		DS1090	HAGER CONCAVE WALL STOP MODEL NO. 236W (US32D WITH RUBBER BUMPER)
		HM6002	HAGER DOOR SILENCER MODEL NO. 307D
C	LOCKSET:	PP1070 PP1075	HAGER "ACCENT" PUSH PLATE, MODEL NO. 30S 4" X 16" (US32D FINISH) HAGER "ACCENT" PULL PLATE, MODEL NO. H33E 4" X 16" ACCESSIBLE (US32D FINISH) PUSH/PULL PLATES ARE PRE-DRILLED FOR LOCKSET
		LK4515	FALCON D841K-IC SINGLE CYLINDER DEADBOLT WITH INTERCHANGABLE CORE
	HINGES:	HN1016	1 1/2 PAIR HAGER HINGES BB1279 4 1/2" X 4 1/2" (US26D FINISH)
	CLOSER:	CL4130	LCN CLOSER MODEL NO. 1521 ACCESSIBLE
	THRESHOLD:	------	NOT USED
	OTHER:	DR2005	TACO 180 DEGREE DOOR VIEWER MODEL NO. TA3310 (CHROME)
		KP1087	1 PAIR HAGER "ACCENT" STAINLESS STEEL KICKPLATES, 10" X 34" (US32D FINISH)
		HM6002	HAGER DOOR SILENCER MODEL NO. 307D
		DS1090	HAGER CONCAVE WALL STOP MODEL NO. 236W (US32D WITH RUBBER BUMPER)
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		LK4301	FALCON D871K INDICATOR DEADLOCK (ACCESSIBLE) WITH EMERGENCY KEY
	HINGES:	HN1016	1 1/2 PAIR HAGER HINGES BB1279 4 1/2" X 4 1/2" (US26D FINISH)
	CLOSER:	CL4130	LCN CLOSER MODEL NO. 1521 ACCESSIBLE
	THRESHOLD:	------	NOT USED (VERIFY 1 HOUR ASSEMBLY REQUIREMENTS)
	OTHER:	KP1087	1 PAIR HAGER "ACCENT" STAINLESS STEEL KICKPLATES, 10" X 34" (US32D FINISH)
		DS1090	HAGER CONCAVE WALL STOP MODEL NO. 236W (US32D WITH RUBBER BUMPER)
		HM6002	HAGER DOOR SILENCER MODEL NO. 307D
E	LOCKSET:	PN2300	DCI TOUCHBAR RIM EXIT ALARM #1210A, BATTERY-POWERED, FINISH 628 ALUMINUM
		LK9207	FALCON CYLINDER FOR DCI 1201A PANIC DEVICE
	HINGES:	HN1043	1 1/2 PAIR HAGER HINGES BB1191 4 1/2" X 4 1/2" (US26D FINISH)
	CLOSER:	CL4135	LCN CLOSER MODEL NO. 1521-SPRING/CUSH (ACCESSIBLE)
	THRESHOLD:	TH3200	NATIONAL GUARD PRODUCTS, INC. THRESHOLD MODEL NO. 350 36"
	OTHER:	SW4000	NATIONAL GUARD PRODUCTS, INC. DOOR SWEEP MODEL NO. 18V 36"
		WS1001	NATIONAL GUARD PRODUCTS, INC. PERIMETER SEAL MODEL NO. 160A 36" X 84"
F	LOCKSET:	PP1070 PP1075	HAGER "ACCENT" PUSH PLATE, MODEL NO. 30S 4" X 16" (US32D FINISH) HAGER "ACCENT" PULL PLATE, MODEL NO. H33E 4" X 16" ACCESSIBLE (US32D FINISH) PUSH/PULL PLATES ARE PRE-DRILLED FOR LOCKSET
		LK4301	FALCON D841K-IC SINGLE CYLINDER DEADBOLT (ACCESSIBLE) WITH INTERCHANGABLE CORE
	HINGES:	HN1043	1 1/2 PAIR HAGER HINGES BB1191 4 1/2" X 4 1/2" (US26D FINISH)
	CLOSER:	CL4135	LCN CLOSER MODEL NO. 1521-SPRING/CUSH (ACCESSIBLE)
	THRESHOLD:	TH4126	NATIONAL GUARD PRODUCTS, INC. THRESHOLD MODEL NO. 425E 36"
	OTHER:	SW4000	NATIONAL GUARD PRODUCTS, INC. DOOR SWEEP MODEL NO. 18V 36"
		WS1001	NATIONAL GUARD PRODUCTS, INC. PERIMETER SEAL MODEL NO. 160A 36" X 84"
		DR9025	2 – ANEMOSTAT HEAVY DUTY 18"x24" LOUVERS W/ BUG SCREEN

FLOOR PLAN NOTES

1. ALL CABINETS SHOWN ARE OF METAL CONSTRUCTION, N.S.F. APPROVED, W/ REMOVABLE ACCESS TO FLOOR SINKS MOUNTED ON 6" HIGH METAL LEGS. FOR WOOD ALT. SEE SHEET A09.
2. 3 1/2" MIN. ACOUSTIC BATT INSULATION REQUIRED IN ALL RESTROOM WALLS AND CEILING.
3. WALL DIMENSIONS ARE TO FACE OF STUD, OR CMU.
   FLOOR SINK DIMENSIONS ARE FROM FACE OF SLAB U.N.O.
4. ACCESSIBILITY DESIGN STANDARD: A.D.A. TITLE 24 CBC 2014
5. FOR EQUIPMENT SCHEDULE AND MERCHANDISING LAYOUT SEE "Y" SHEETS.
6. ALL SEALANT TO BE PAINTABLE.
7. ALIGN EXTERIOR FACE OF PLYWOOD AND FOUNDATION FACE OF CONCRETE (TYP.).
8. ALIGN DOWEL JOINTS W/ TILE LAYOUT. FOR TILE LAYOUT AND SPECIFICATIONS, SEE SHEET A07.
9. FOR WALK-IN COOLER SPECIFICATIONS, SEE SHEET Y03.
10. ALL DOORS, DOOR FRAMES AND HARDWARE ARE AVAILABLE FROM UNIVERSAL MANUFACTURING CO.
11. ALL WOOD FRAMING MEMBERS IN CONTACT WITH CONCRETE OR CMU SHALL BE PRESSURE TREATED DOUGLAS FIR U.O.N. TYP.
12. THE BOTTOM 10" OF ALL DOORS, EXCEPT AUTOMATIC AND SLIDING, SHALL HAVE A SMOOTH, UNINTERRUPTED SURFACE PER CBC 11B-404.2.10.
13. EACH LEAF OF DOOR IN THE MEANS OF EGRESS SHALL PROVIDE 32 INCHES CLEAR OPENING AND A MINIMUM HEIGHT OF 6'-8", BUT IN NO CASE SHALL ANY SINGLE DOOR LEAF EXCEED 48 INCHES

STOREFRONT NOTES

1. STOREFRONT: AL. FRAME AS MANUFACTURED BY VISTAWALL OR EQ., SERIES PER GLAZING REQMTS., 2" X 4 1/2", FRONT LOADED GLAZING, w/ CLEAR ANODIZED ALUMINUM FINISH, ALTERNATE AND EQUIVALENT STOREFRONT FRAME AS MANUFACTURED BY U.S. ALUMINUM OR OTHER AS APPROVED BY CLIENT
2. STANDARD STOREFRONT GLAZING SHALL BE 1/4" CLEAR TEMPERED GLASS. (TYP.)
3. VERIFY ALL WINDOW SIZES IN FIELD PRIOR TO FABRICATION.
4. GLAZING AND STOREFRONTS SHALL CONFORM TO LOCAL WIND LOAD REQUIREMENTS. GLAZING MATERIAL THICKNESS, AND LAMINATION AND/OR MULLION DESIGN IS SUBJECT TO CHANGE.

ROOM FINISH SCHEDULE

INTERIOR FINISHES	VANILLA SHELL	PUBLIC RESTROOMS		
FLOOR	NATURAL CONCRETE			
BASE		DAL TILE S-3619 TN1P2 TOP SET COVE BASE (CERAMIC TILE) – SLIM FOOT COLOR: ALMOND 0135 SIZE: 6" x 6" x 3/8"R GROUT: 1/4" GRAY (09) BY MAPEI OR EQUAL		
WALLS	OPEN STUD	FULL HEIGHT FRP		
CEILING	OPEN CEILING	ENAMEL PAINTED 5/8" SMOOTH FINISH GYPBOARD, SCREWED	METAL BY COOLER MFR	
CEILING HEIGHT	OPEN TO STRUCTURE	8'-0"	10'-0"	7'-8 1/2"

NOTES:
1. 3-PART EPOXY BY PPG. PRIMER: APPLY PPG 97-685/686 AQUAPON TWO COMPONENT POLYAMIDE EPOXY BLOCK FILLER AT THE RECOMMENDED WET FILM THICKNESS OF 20-40 MILS (MAXIMUM 24 MILS DFT) PER COAT, UNREDUCED.; INTERMEDIATE FINISH: APPLY PPG 97-130/139 AQUAPON HI-BUILD POLYAMIDE EPOXY AT THE RECOMMENDED WET FILM THICKNESS OF 7-10 MILS (4-6 MILS DFT) PER COAT, UNREDUCED.; FINISH: APPLY PPG PITTHANE 97-850 LOW VOC TWO COMPONENT ALIPHATIC ACRYLIC URETHANE AT THE RECOMMENDED WET FILM THICKNESS OF 4-5 MILS (2 MILS DFT) PER COAT, UNREDUCED.
2. NEW CONCRETE/ MASONRY SUBSTRATES TO RECEIVE 3-PART EPOXY, MUST BE EVALUATED PRIOR TO COATING TO INSURE THE PH AND MOISTURE CONTENT IS WITHIN ACCEPTABLE PARAMETERS (PH BELOW 9.0 AND MOISTURE BELOW 12%).

WALL LEGEND

- 2X6 SOUNDWALL W/ STAGGERED 2X4 STUDS @ 16" O.C. W/ 3-1/2" ACOUSTIC BATT INSULATION AND 5/8" GYP. BD. ON EACH FACE.
- 2X4 WALLS W/ 5/8" GYP. BD. ON EACH FACE U.O.N.
- 3 1/2" INSULATED COOLER WALLS W/ 5/8" GYP. BD. @ MERCH. AREA

PE STAMP

REVISIONS

NO.:	DATE:	DESCRIPTION:	BY:	APP.:

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Tel: (714) 970-8545
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Corporate Business Center

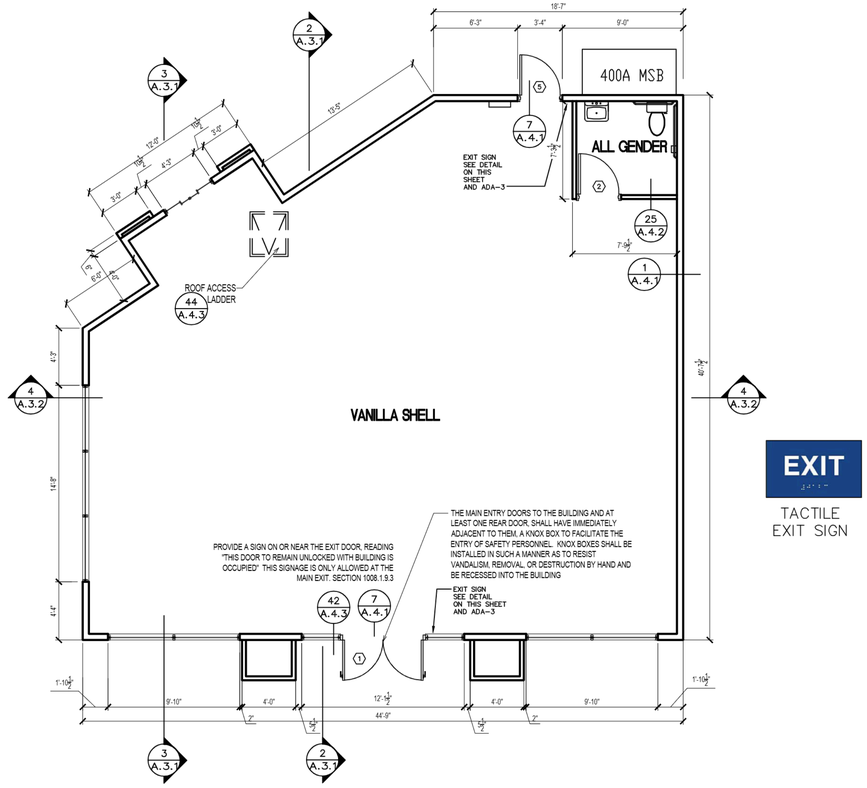
Loma Linda

PROJECT CASE No.(s): CUP-2024-0002 PPD-2024-0002 MDA-2024-0014 TPM-2024-0002 GPA-2024-0002 ZMC-2024-0001

PROJECT:
S.E. CORNER MOUNTAIN VIEW @ I-10
LOMA LINDA, CA. 92354
STARBUCKS FLOOR PLAN

DATE ISSUED: 04/01/2022
SCALE: 3/16"=1'-0"
DRAWN BY: FCOHEN
CHECKED BY: F. COHEN
PROJECT NUMBER: 22036
STORE NUMBER: MOUNTAIN VIEW
SHEET: A1.1SBX

6/20/2025 12:27:28 PM



EXIT

TACTILE EXIT SIGN

DOOR SCHEDULE

MARK	QTY.	TYPE	MTL GA.	SIZE	MFR	HDW GROUP	REMARKS
1	1	DOUBLE ALUMINUM SWING	GL/AL	3'-0" x 7'-8"	UNIVERSAL	E	PUSH-PULL ACCESSIBLE ENTRY
2	1	HM INTERIOR	18	1 3/4" x 3'-0" x 6'-8"	UNIVERSAL	B	PUSH-PULL ACCESSIBLE ENTRY
3	0	HM INTERIOR	18	1 3/4" x 3'-0" x 6'-8"	UNIVERSAL	C	PUSH-PULL ACCESSIBLE ENTRY
4	0	HM INTERIOR	18	1 3/4" x 3'-0" x 6'-8"	UNIVERSAL	D	PUSH-PULL ACCESSIBLE ENTRY
5	1	HM EXTERIOR	18	1 3/4" x 3'-0" x 7'-0"	UNIVERSAL	E	EMERGENCY EXIT ONLY SET DOOR FRAME IN SEALANT PANIC DOOR ACCESSIBLE
6	0	INSULATED COOLER ACCESS	-	3'-0" x 6'-6"	HUSSMANN	-	SEE COOLER SHEET FOR SPECIFICATIONS
7	0	HM EXTERIOR	18	1 3/4" x 3'-0" x 7'-0"	UNIVERSAL	F	PUSH-PULL ACCESSIBLE ENTRY

DOOR HARDWARE

GROUP	EQUIPMENT	UNIVERSAL PART NO.	SPECIFICATION
A	LOCKSET:	PROVIDED BY DOR-O-MATIC	ALL ASSOCIATED HARDWARE SUPPLIED AND INSTALLED BY DOR-O-MATIC. INCLUDE ASTRO-SCAN MOTION SENSOR W/ LIGHT GRAY GY-450 PAINTED FINISH. SEE MERCHANDISING/PURCHASING LIST FOR CONTACT. FALCON D841K-IC SINGLE-CYLINDER DEADBOLT w/ INTERCHANGABLE CORE POWER WITH EMERGENCY LOCK OUT CONNECTED TO THE CASHIER CONTROL PANEL. EXTERIOR KEYED OVERRIDE SWITCH MOUNTED IN DOOR FRAME. 1" H SIGNAGE "THIS DOOR TO REMAIN UNLOCKED DURING BUSINESS HOURS." (CHEV DCL 222)
	OTHER:		
B	LOCKSET:	PP1070 PP1075	HAGER "ACCENT" PUSH PLATE, MODEL NO. 30S 4" X 16" (US32D FINISH) HAGER "ACCENT" PULL PLATE, MODEL NO. H33E 4" X 16" ACCESSIBLE (US32D FINISH) PUSH/PULL PLATES ARE PRE-DRILLED FOR LOCKSET
		LK4515	FALCON D841K-IC SINGLE CYLINDER DEADBOLT WITH INTERCHANGABLE CORE
	HINGES:	HN1016	1 1/2 PAIR HAGER HINGES BB1279 4 1/2" X 4 1/2" (US26D FINISH)
	CLOSER:	CL4130	LCN CLOSER MODEL NO. 1521 ACCESSIBLE
	THRESHOLD:	TH5200	NATIONAL GUARD PRODUCTS, INC. THRESHOLD MODEL NO. 327 36"
	OTHER:	KP1087	1 PAIR HAGER "ACCENT" STAINLESS STEEL KICKPLATES, 10" X 34" (US32D FINISH)
		DS1090	HAGER CONCAVE WALL STOP MODEL NO. 236W (US32D WITH RUBBER BUMPER)
		HM6002	HAGER DOOR SILENCER MODEL NO. 307D
C	LOCKSET:	PP1070 PP1075	HAGER "ACCENT" PUSH PLATE, MODEL NO. 30S 4" X 16" (US32D FINISH) HAGER "ACCENT" PULL PLATE, MODEL NO. H33E 4" X 16" ACCESSIBLE (US32D FINISH) PUSH/PULL PLATES ARE PRE-DRILLED FOR LOCKSET
		LK4515	FALCON D841K-IC SINGLE CYLINDER DEADBOLT WITH INTERCHANGABLE CORE
	HINGES:	HN1016	1 1/2 PAIR HAGER HINGES BB1279 4 1/2" X 4 1/2" (US26D FINISH)
	CLOSER:	CL4130	LCN CLOSER MODEL NO. 1521 ACCESSIBLE
	THRESHOLD:	—	NOT USED
	OTHER:	DR2005	TACO 180 DEGREE DOOR VIEWER MODEL NO. TA3310 (CHROME)
		KP1087	1 PAIR HAGER "ACCENT" STAINLESS STEEL KICKPLATES, 10" X 34" (US32D FINISH)
		HM6002	HAGER DOOR SILENCER MODEL NO. 307D
		DS1090	HAGER CONCAVE WALL STOP MODEL NO. 236W (US32D WITH RUBBER BUMPER)
D	LOCKSET:	PP1070 PP1075	HAGER "ACCENT" PUSH PLATE, MODEL NO. 30S 4" X 16" (US32D FINISH) HAGER "ACCENT" PULL PLATE, MODEL NO. H33E 4" X 16" ACCESSIBLE (US32D FINISH) PUSH/PULL PLATES ARE PRE-DRILLED FOR LOCKSET
		LK4301	FALCON D871K INDICATOR DEADLOCK (ACCESSIBLE) WITH EMERGENCY KEY
	HINGES:	HN1016	1 1/2 PAIR HAGER HINGES BB1279 4 1/2" X 4 1/2" (US26D FINISH)
	CLOSER:	CL4130	LCN CLOSER MODEL NO. 1521 ACCESSIBLE
	THRESHOLD:	—	NOT USED (VERIFY 1 HOUR ASSEMBLY REQUIREMENTS)
	OTHER:	KP1087	1 PAIR HAGER "ACCENT" STAINLESS STEEL KICKPLATES, 10" X 34" (US32D FINISH)
		DS1090	HAGER CONCAVE WALL STOP MODEL NO. 236W (US32D WITH RUBBER BUMPER)
		HM6002	HAGER DOOR SILENCER MODEL NO. 307D
E	LOCKSET:	PN2300	DCI TOUCHBAR RIM EXIT ALARM #1210A, BATTERY-POWERED, FINISH 628 ALUMINUM
		LK9207	FALCON CYLINDER FOR DCI 1201A PANIC DEVICE
	HINGES:	HN1043	1 1/2 PAIR HAGER HINGES BB1191 4 1/2" X 4 1/2" (US26D FINISH)
	CLOSER:	CL4135	LCN CLOSER MODEL NO. 1521-SPRING/CUSH (ACCESSIBLE)
	THRESHOLD:	TH5200	NATIONAL GUARD PRODUCTS, INC. THRESHOLD MODEL NO. 350 36"
	OTHER:	SW4000	NATIONAL GUARD PRODUCTS, INC. DOOR SWEEP MODEL NO. 18V 36"
		WS1001	NATIONAL GUARD PRODUCTS, INC. PERIMETER SEAL MODEL NO. 160A 36" X 84"
F	LOCKSET:	PP1070 PP1075	HAGER "ACCENT" PUSH PLATE, MODEL NO. 30S 4" X 16" (US32D FINISH) HAGER "ACCENT" PULL PLATE, MODEL NO. H33E 4" X 16" ACCESSIBLE (US32D FINISH) PUSH/PULL PLATES ARE PRE-DRILLED FOR LOCKSET
		LK4301	FALCON D841K-IC SINGLE CYLINDER DEADBOLT (ACCESSIBLE) WITH INTERCHANGABLE CORE
	HINGES:	HN1043	1 1/2 PAIR HAGER HINGES BB1191 4 1/2" X 4 1/2" (US26D FINISH)
	CLOSER:	CL4135	LCN CLOSER MODEL NO. 1521-SPRING/CUSH (ACCESSIBLE)
	THRESHOLD:	TH4126	NATIONAL GUARD PRODUCTS, INC. THRESHOLD MODEL NO. 425E 36"
	OTHER:	SW4000	NATIONAL GUARD PRODUCTS, INC. DOOR SWEEP MODEL NO. 18V 36"
		WS1001	NATIONAL GUARD PRODUCTS, INC. PERIMETER SEAL MODEL NO. 160A 36" X 84"
		DR9025	2 - ANEMOSTAT HEAVY DUTY 18"x24" LOUVERS W/ BUG SCREEN

FLOOR PLAN NOTES

1. ALL CABINETS SHOWN ARE OF METAL CONSTRUCTION, N.S.F. APPROVED, W/ REMOVABLE ACCESS TO FLOOR SINKS MOUNTED ON 6" HIGH METAL LEGS. FOR WOOD ALT. SEE SHEET A09.
2. 3 1/2" MIN. ACOUSTIC BATT INSULATION REQUIRED IN ALL RESTROOM WALLS AND CEILING.
3. WALL DIMENSIONS ARE TO FACE OF STUD, OR CMU.
   FLOOR SINK DIMENSIONS ARE FROM FACE OF SLAB U.N.O.
4. ACCESSIBILITY DESIGN STANDARD: A.D.A. TITLE 24 CBC 2014
5. FOR EQUIPMENT SCHEDULE AND MERCHANDISING LAYOUT SEE "Y" SHEETS.
6. ALL SEALANT TO BE PAINTABLE.
7. ALIGN EXTERIOR FACE OF PLYWOOD AND FOUNDATION FACE OF CONCRETE (TYP.).
8. ALIGN DOWEL JOINTS W/ TILE LAYOUT. FOR TILE LAYOUT AND SPECIFICATIONS, SEE SHEET A07.
9. FOR WALK-IN COOLER SPECIFICATIONS, SEE SHEET Y03.
10. ALL DOORS, DOOR FRAMES AND HARDWARE ARE AVAILABLE FROM UNIVERSAL MANUFACTURING CO.
11. ALL WOOD FRAMING MEMBERS IN CONTACT WITH CONCRETE OR CMU SHALL BE PRESSURE TREATED DOUGLAS FIR U.O.N. TYP.
12. THE BOTTOM 10" OF ALL DOORS, EXCEPT AUTOMATIC AND SLIDING, SHALL HAVE A SMOOTH, UNINTERRUPTED SURFACE PER CBC 11B-404.2.10.
13. EACH LEAF OF DOOR IN THE MEANS OF EGRESS SHALL PROVIDE 32 INCHES CLEAR OPENING AND A MINIMUM HEIGHT OF 6'-8", BUT IN NO CASE SHALL ANY SINGLE DOOR LEAF EXCEED 48 INCHES

STOREFRONT NOTES

1. STOREFRONT: AL. FRAME AS MANUFACTURED BY VISTAWALL OR EQ., SERIES PER GLAZING REQMTS., 2" X 4 1/2", FRONT LOADED GLAZING, w/ CLEAR ANODIZED ALUMINUM FINISH, ALTERNATE AND EQUIVALENT STOREFRONT FRAME AS MANUFACTURED BY U.S. ALUMINUM OR OTHER AS APPROVED BY CLIENT
2. STANDARD STOREFRONT GLAZING SHALL BE 1/4" CLEAR TEMPERED GLASS. (TYP.)
3. VERIFY ALL WINDOW SIZES IN FIELD PRIOR TO FABRICATION.
4. GLAZING AND STOREFRONTS SHALL CONFORM TO LOCAL WIND LOAD REQUIREMENTS. GLAZING MATERIAL THICKNESS, AND LAMINATION AND/OR MULLION DESIGN IS SUBJECT TO CHANGE.

ROOM FINISH SCHEDULE

INTERIOR FINISHES	VANILLA SHELL	PUBLIC RESTROOMS		
FLOOR	NATURAL CONCRETE			
BASE		DAL TILE S-3619 TN1P2 TOP SET COVE BASE (CERAMIC TILE) - SLIM FOOT COLOR: ALMOND 0135 SIZE: 6" x 6" x 3/8"R GROUT: 1/4" GRAY (09) BY MAPEI OR EQUAL		
WALLS	OPEN STUD	FULL HEIGHT FRP		
CEILING	OPEN CEILING	ENAMEL PAINTED 5/8" SMOOTH FINISH GYPBOARD, SCREWED	METAL BY COOLER MFR	
CEILING HEIGHT	OPEN TO STRUCTURE	8'-0"	10'-0"	7'-8 1/2"

NOTES:

1. 3-PART EPOXY BY PPG. PRIMER: APPLY PPG 97-685/686 AQUAPON TWO COMPONENT POLYAMIDE EPOXY BLOCK FILLER AT THE RECOMMENDED WET FILM THICKNESS OF 20-40 MILS (MAXIMUM 24 MILS DFT) PER COAT, UNREDUCED.; INTERMEDIATE FINISH: APPLY PPG 97-130/139 AQUAPON HI-BUILD POLYAMIDE EPOXY AT THE RECOMMENDED WET FILM THICKNESS OF 7-10 MILS (4-6 MILS DFT) PER COAT, UNREDUCED.; FINISH: APPLY PPG PITTHANE 97-850 LOW VOC TWO COMPONENT ALIPHATIC ACRYLIC URETHANE AT THE RECOMMENDED WET FILM THICKNESS OF 4-5 MILS (2 MILS DFT) PER COAT, UNREDUCED.
2. NEW CONCRETE/ MASONRY SUBSTRATES TO RECEIVE 3-PART EPOXY, MUST BE EVALUATED PRIOR TO COATING TO INSURE THE PH AND MOISTURE CONTENT IS WITHIN ACCEPTABLE PARAMETERS (PH BELOW 9.0 AND MOISTURE BELOW 12%).

WALL LEGEND

- 2X6 SOUNDWALL W/ STAGGERED 2X4 STUDS @ 16" O.C. W/ 3-1/2" ACOUSTIC BATT INSULATION AND 5/8" GYP. BD. ON EACH FACE.
- 2X4 WALLS W/ 5/8" GYP. BD. ON EACH FACE U.O.N.
- 3 1/2" INSULATED COOLER WALLS W/ 5/8" GYP. BD. @ MERCH. AREA

PE STAMP

REVISIONS

NO.:	DATE:	DESCRIPTION:	BY:	APP.:
1	04/20/2025	REV. FLOOR LAYOUT FOR SMALLER BLDG		

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22485 La Palma Avenue, Suite 202, Yorba Linda, CA 92887
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PROJECT:
S.E. CORNER MOUNTAIN VIEW @ I-10
LOMA LINDA, CA. 92354
FAST FOOD FLOOR PLAN

DATE ISSUED: 04/01/2022
SCALE: 3/16"-1'-0"
DRAWN BY: FCOHEN
CHECKED BY: F. COHEN
PROJECT NUMBER: 22036
STORE NUMBER: MOUNTAIN VIEW
SHEET: A1.1Q

Corporate Business Center
Loma Linda

PROJECT CASE No.(s): CUP-2024-0002 PPD-2024-0002 MDA-2024-0014 TPM-2024-0002 GPA-2024-0002 ZMC-2024-0001

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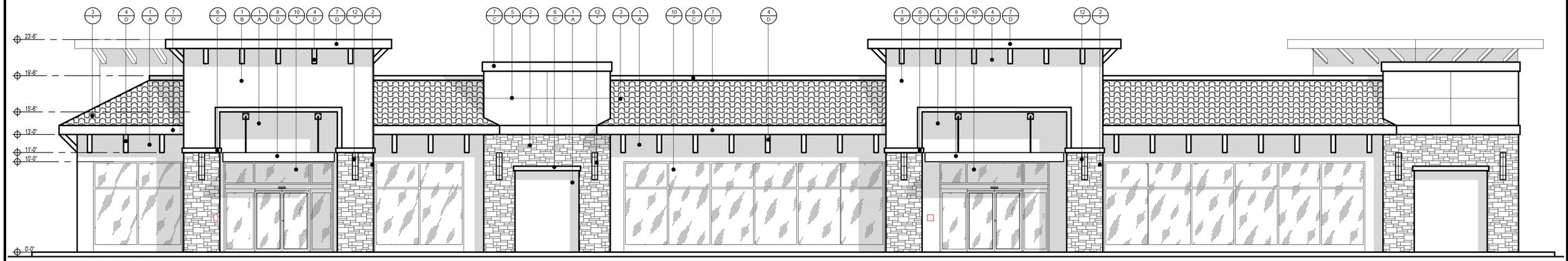
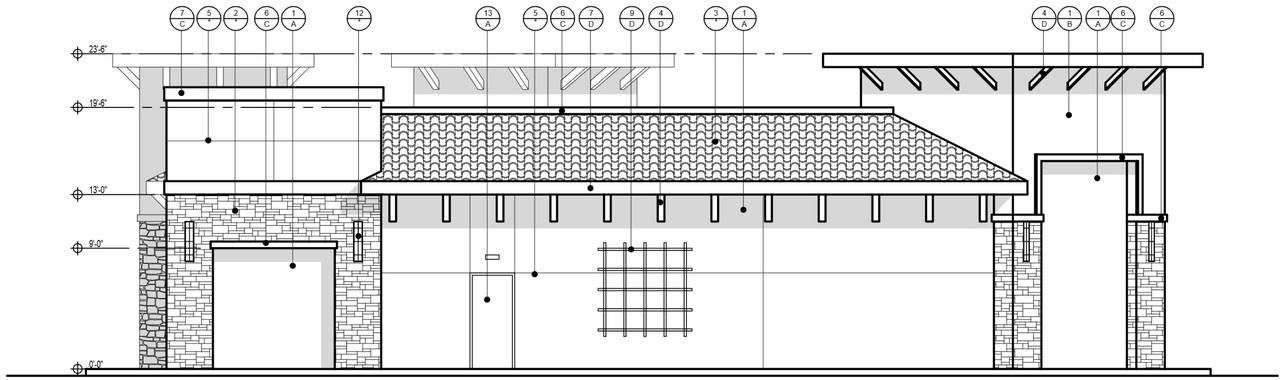


NORTH ELEVATION



WEST ELEVATION

GENERAL NOTES:

1. CAULK ALL WALL AND ROOF PENETRATIONS
2. APPLY ONE COAT OF WATERPROOFING TO ALL HORIZ. STUCCO SURFACES.
3. SEE SPECIFICATIONS FOR NAILING AND REQUIREMENTS FOR EXTERIOR GRADE PLYWOOD.
4. CAULK ALL WINDOWS AND DOOR FRAMES AT HEAD, SILL AND JAMB (EXTERIOR & INTERIOR).
5. STUCCO FINISH TO BE "LIGHT LACE" AS SPECIFIED BY THE STUCCO MANUFACTURERS ASSOCIATION. ALTERNATE - "MEDIUM DASHED", MACHINE APPLIED.
6. PROVIDE BUILDING ADDRESS # ON FRONT WALL (LEFT SIDE) OR AS DIRECTED BY LOCAL AUTHORITY AND AS SPECIFIED HEREIN.
7. ALL ROOF MOUNTED EQUIPMENT SHALL BE ADEQUATELY SCREENED. SITUATED BELOW THE ROOF PARAPET AND NOT VISIBLE TO PUBLIC RIGHT OF WAY

STUCCO NOTES:

1. COLD JOINTS WILL NOT BE ACCEPTABLE UNDER ANY CIRCUMSTANCES.
2. MESH AS SPECIFIED SHALL NOT OVERLAP AT CONTROL JOINTS.
3. MESH OVERLAPS SHALL NOT COINCIDE WITH PLYWOOD JOINTS.
4. MESH WITH GRID EXCEEDING 2"x2" WILL BE REJECTED.
5. USE OF FASTENERS OTHER THAN GALVANIZED WILL NOT BE ACCEPTED.
6. SCARIFICATION AS SPECIFIED SHALL ALWAYS BE IN THE HORIZONTAL DIRECTION.
7. NTERIOR DRYWALL SHALL ALWAYS BE INSTALLED PRIOR TO APPLICATION OF STUCCO.

MATERIAL:

1. 3-COLOR COAT STUCCO (a) IS A 3-COAT, 7/8 INCH MINIMUM THICK (b) HAS TWO LAYERS OF GRADE D PAPER UNDER STUCCO WHERE OCCURS OVER PLYWOOD SHEATHING, AND (c) HAS 26 ga GALVANIZED WEEP SCREED AT FOUNDATION PLATE LINE AT LEAST 4" ABOVE GRADE (OR 2 INCH ABOVE CONCRETE OR PAVING)
2. STACKING STONE BY COLORODO STONE (OLD COUNTRY LEDGE)
3. 2 PIECE MISSION TILE ROOF (EL CAMINO REAL BLEND)
4. 6"Wx8"D FACADE BRACING COBEL @ 48" O.C.
5. STUCCO CONTROL JOINTS
6. 2X6 STUCCO FINISH TRIM
7. 2X12 STUCCO FINISH TRIM
8. AWNING WITH ALUCOBOND FINISH AND METAL ROD CORDS
9. 2"TS METAL WALL PLANT TRELLIS
10. FRONT GLAZING WITH ANODIZED ALUMINUM FRAME AND ¼" TEMPERED GLASS (TINTED WHEN AGAINST SOLID BACKING)
11. DRIVE-THROUH WINDOW
12. AVATAR WALL LIGHT BY VISA LIGHTING
13. 3'X7' HOLLOW METAL DOOR
14. ELECTRICAL SWITCH GEAR ENCLOSURE WITH SOLID METAL DOORS

COLOR:

A. SHERWIN WILLIAMS 6141 - SOFTER TAN (MAIN WALLS)

B. SHERWIN WILLIAMS 7546 - PRAIRIE GRASS (TOWERS)

C. SHERWIN WILLIAMS 7012 - CREAMY (TRIMS)

D. SHERWIN WILLIAMS 7034 - STATYS BRONZE (AWNING)

3/A MATERIAL / COLOR

PE STAMP

REVISIONS

NO.:	DATE:	DESCRIPTION:	BY:	APP.:

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22485 La Palma Avenue, Suite 202, Yorba Linda, CA 92887
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www.cjccorp.com

Corporate Gateway
Business Center
Loma Linda

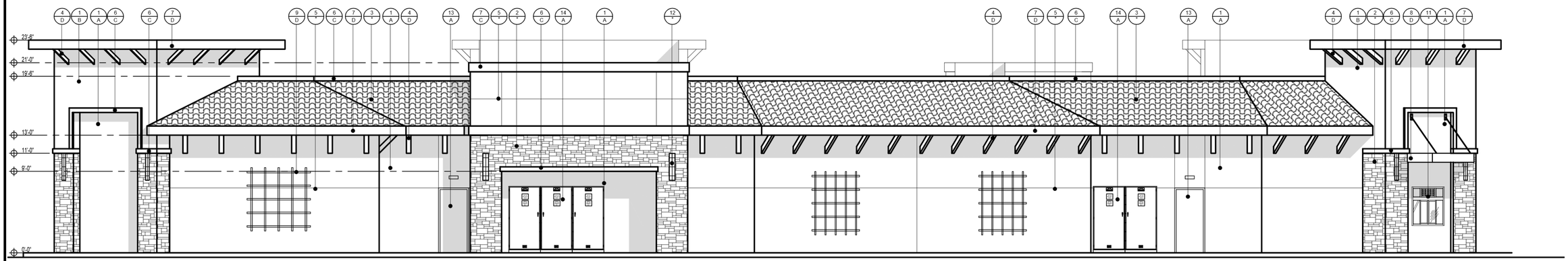
PROJECT CASE No.(s): CUP-2024-0002 PPD-2024-0002 MDA-2024-0014 TPM-2024-0002 GPA-2024-0002 ZMC-2024-0001

PROJECT:
S.E. CORNER MOUNTAIN VIEW @ I-10
LOMA LINDA, CA. 92354

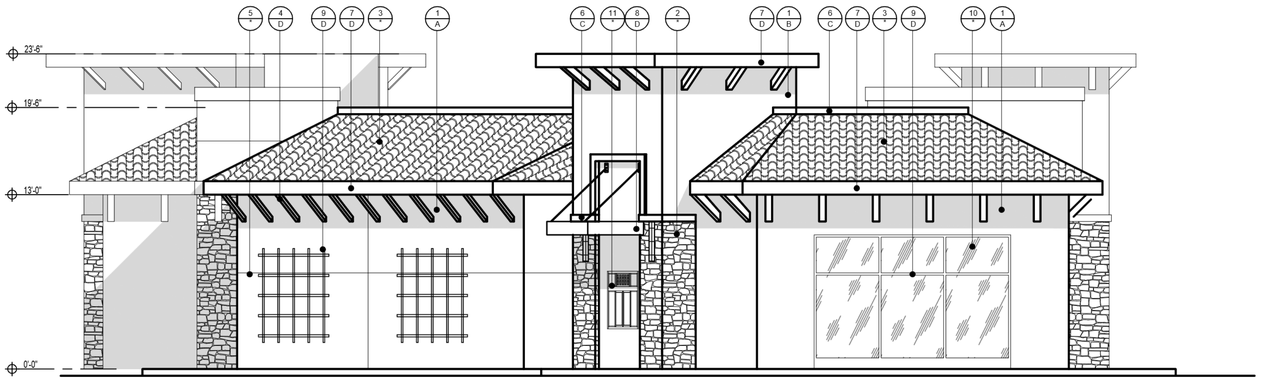
C-STORE / FASTFOOD BUILDING ELEVATION

DATE ISSUED: 04/01/2022
SCALE:
DRAWN BY: FCOHEN
CHECKED BY: F. COHEN
PROJECT NUMBER: 22036
STORE NUMBER: MOUNTAIN VIEW
SHEET: A.2.1

6/20/2025 12:38:22 PM



SOUTH ELEVATION



EAST ELEVATION

GENERAL NOTES:

1. CAULK ALL WALL AND ROOF PENETRATIONS
2. APPLY ONE COAT OF WATERPROOFING TO ALL HORIZ. STUCCO SURFACES.
3. SEE SPECIFICATIONS FOR NAILING AND REQUIREMENTS FOR EXTERIOR GRADE PLYWOOD.
4. CAULK ALL WINDOWS AND DOOR FRAMES AT HEAD, SILL AND JAMB (EXTERIOR & INTERIOR).
5. STUCCO FINISH TO BE "LIGHT LACE" AS SPECIFIED BY THE STUCCO MANUFACTURERS ASSOCIATION. ALTERNATE - "MEDIUM DASHED", MACHINE APPLIED.
6. PROVIDE BUILDING ADDRESS # ON FRONT WALL (LEFT SIDE) OR AS DIRECTED BY LOCAL AUTHORITY AND AS SPECIFIED HEREIN.
7. ALL ROOF MOUNTED EQUIPMENT SHALL BE ADEQUATELY SCREENED, SITUATED BELOW THE ROOF PARAPET AND NOT VISIBLE TO PUBLIC RIGHT OF WAY

STUCCO NOTES:

1. COLD JOINTS WILL NOT BE ACCEPTABLE UNDER ANY CIRCUMSTANCES.
2. MESH AS SPECIFIED SHALL NOT OVERLAP AT CONTROL JOINTS.
3. MESH OVERLAPS SHALL NOT COINCIDE WITH PLYWOOD JOINTS.
4. MESH WITH GRID EXCEEDING 2"x2" WILL BE REJECTED.
5. USE OF FASTENERS OTHER THAN GALVANIZED WILL NOT BE ACCEPTED.
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7. NTERIOR DRYWALL SHALL ALWAYS BE INSTALLED PRIOR TO APPLICATION OF STUCCO.

MATERIAL:

1. 3-COLOR COAT STUCCO (a) IS A 3-COAT, 7/8 INCH MINIMUM THICK (b) HAS TWO LAYERS OF GRADE D PAPER UNDER STUCCO WHERE OCCURS OVER PLYWOOD SHEATHING AND (c) HAS 26 ga GALVANIZED WEEP SCREED AT FOUNDATION PLATE LINE AT LEAST 4" ABOVE GRADE (OR 2 INCH ABOVE CONCRETE OR PAVING)
2. STACKING STONE BY COLORODO STONE (OLD COUNTRY LEDGE)
3. 2 PIECE MISSION TILE ROOF (EL CAMINO REAL BLEND)
4. 6"Wx8"D FACADE BRACING COBEL @ 48" O.C.
5. STUCCO CONTROL JOINTS
6. 2X6 STUCCO FINISH TRIM
7. 2X12 STUCCO FINISH TRIM
8. AWNING WITH ALUCOBOND FINISH AND METAL ROD CORDS
9. 2"TS METAL WALL PLANT TRELLIS
10. FRONT GLAZING WITH ANODIZED ALUMINUM FRAME AND ¼" TEMPERED GLASS (TINTED WHEN AGAINST SOLID BACKING)
11. DRIVE-THROUH WINDOW
12. AVATAR WALL LIGHT BY VISA LIGHTING
13. 3'X7' HOLLOW METAL DOOR
14. ELECTRICAL SWITCH GEAR ENCLOSURE WITH SOLID METAL DOORS

COLOR:

A. SHERWIN WILLIAMS 6141 - SOFTER TAN (MAIN WALLS)

B. SHERWIN WILLIAMS 7546 - PRAIRIE GRASS (TOWERS)

C. SHERWIN WILLIAMS 7012 - CREAMY (TRIMS)

D. SHERWIN WILLIAMS 7034 - STATYS BRONZE (AWNING)

MATERIAL 3/A COLOR

PE STAMP

REVISIONS

NO.:	DATE:	DESCRIPTION:	BY:	APP.:

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Fax: (714) 970-9546
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Corporate Gateway
Business Center
Loma Linda

PROJECT CASE No.(s): CUP-2024-0002 PPD-2024-0002 MDA-2024-0014 TPM-2024-0002 GPA-2024-0002 ZMC-2024-0001

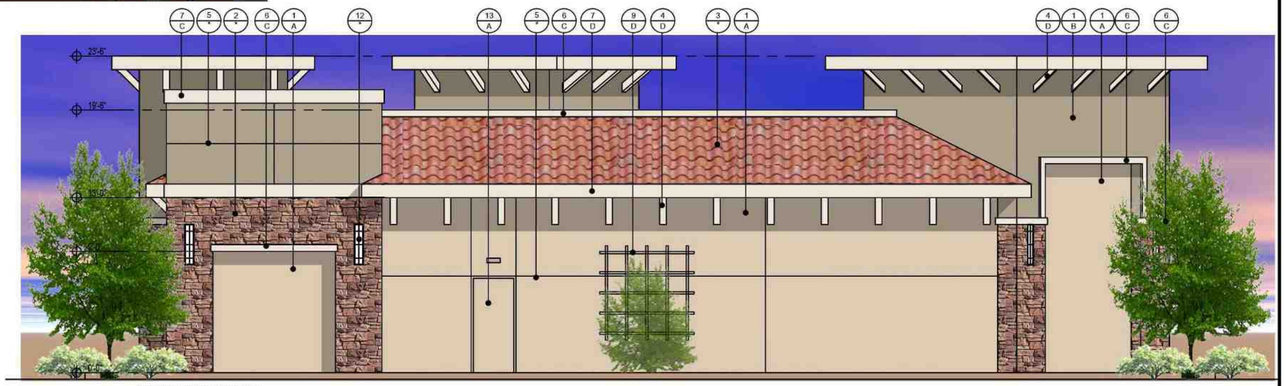
PROJECT:
S.E. CORNER MOUNTAIN VIEW @ I-10
LOMA LINDA, CA. 92354
C-STORE / FASTFOOD BUILDING ELEVATION

DATE ISSUED: 04/01/2022
SCALE:
DRAWN BY: FCOHEN
CHECKED BY: F. COHEN
PROJECT NUMBER: 22036
STORE NUMBER: MOUNTAIN VIEW
SHEET: A.2.2

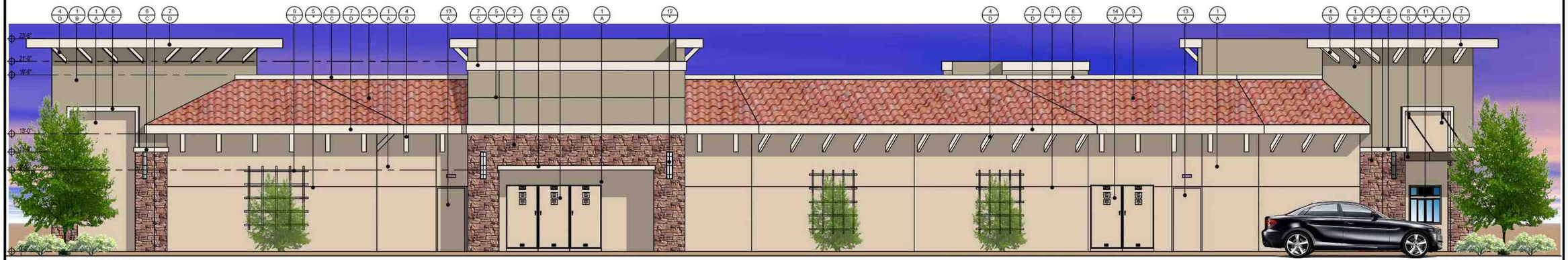
6/20/2025 12:37:29 PM

NORTH ELEVATION

EAST ELEVATION



WEST ELEVATION



SOUTH ELEVATION

PE STAMP

REVISIONS

NO.:	DATE:	DESCRIPTION:	BY:	APP.:

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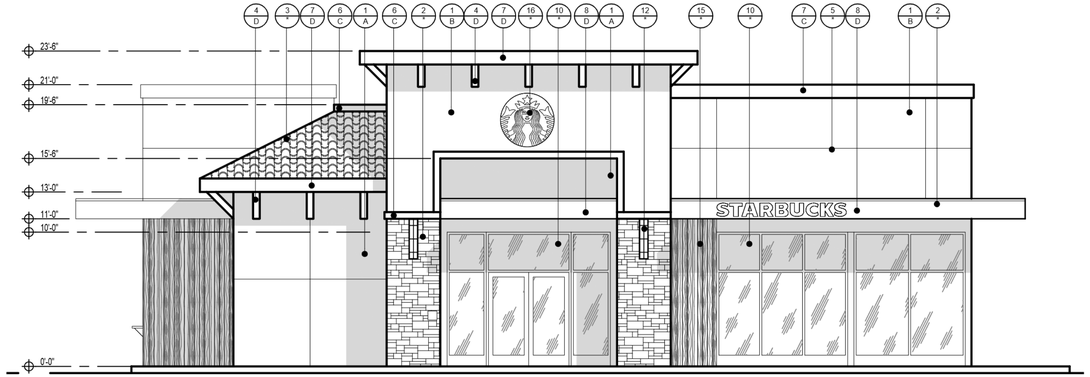
Corporate Business Center Loma Linda

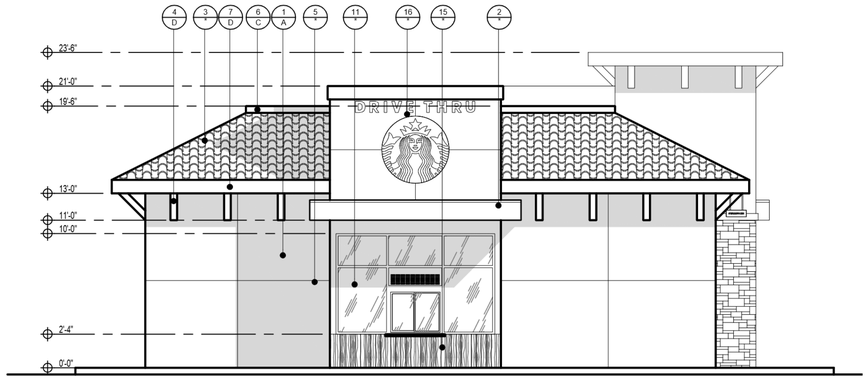
PROJECT CASE No(s): CUP-2024-0002 PPD-2024-0002 MDA-2024-0014 TPM-2024-0002 GPA-2024-0002 ZMC-2024-0001

PROJECT:
S.E. CORNER MOUNTAIN VIEW @ I-10
LOMA LINDA, CA. 92354
C-STORE / FASTFOOD BUILDING ELEVATION

DATE ISSUED: 04/01/2022
SCALE:
DRAWN BY: FCOHEN
CHECKED BY: F. COHEN
PROJECT NUMBER: 22036
STORE NUMBER: MOUNTAIN VIEW
SHEET: A.2.1



SOUTH ELEVATION



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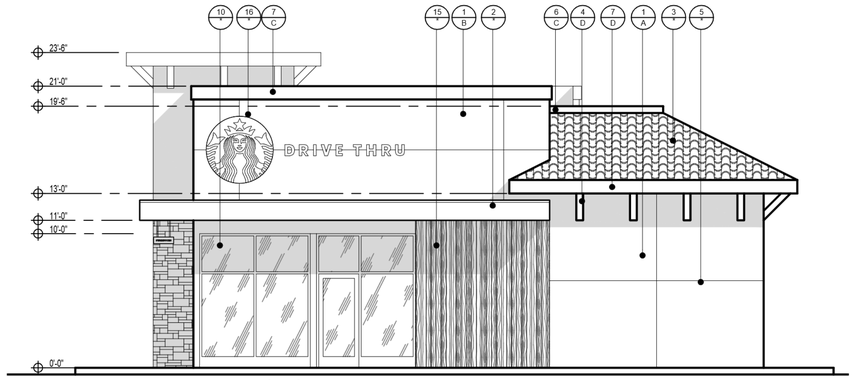
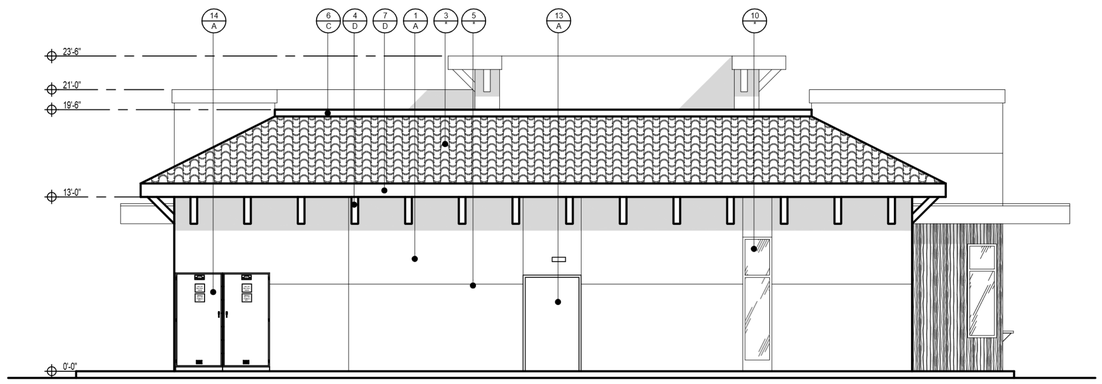


EAST ELEVATION (SBX)



NORTH ELEVATION

MATERIAL:

1. 3-COLOR COAT STUCCO (a) IS A 3-COAT, 7/8 INCH MINIMUM THICK (b) HAS TWO LAYERS OF GRADE D PAPER UNDER STUCCO WHERE OCCURS OVER PLYWOOD SHEATHING; AND (c) HAS 26 ga GALVANIZED WEEP SCREED AT FOUNDATION PLATE LINE AT LEAST 4" ABOVE GRADE (OR 2 INCH ABOVE CONCRETE OR PAVING)
2. STACKING STONE BY COLORODO STONE (OLD COUNTRY LEDGE)
3. 2 PIECE MISSION TILE ROOF (EL CAMINO REAL BLEND)
4. 6"Wx8"D FACADE BRACING COBEL @ 48" O.C.
5. STUCCO CONTROL JOINTS
6. 2X6 STUCCO FINISH TRIM
7. 2X12 STUCCO FINISH TRIM
8. AWNING WITH ALUCOBOND FINISH
9. 2"TS METAL WALL PLANT TRELLIS
10. FRONT GLAZING WITH ANODIZED ALUMINUM FRAME AND ¼" TEMPERED GLASS (TINTED WHEN AGAINST SOLID BACKING)
11. DRIVE-THROUH WINDOW
12. AVATAR WALL LIGHT BY VISA LIGHTING
13. 4'X7' HOLLOW METAL DOOR
14. ELECTRICAL SWITCH GEAR ENCLOSURE WITH SOLID METAL DOORS
15. BENCHMARK ASH VARYING WIDTHS WOOD SIDING WITH NICKEL GAP PER STBX STD'S.
16. SIGNAGE UNDER SEPARATE PERMIT

COLOR:

A. SHERWIN WILLIAMS 6141 - SOFTER TAN (MAIN WALLS)

B. SHERWIN WILLIAMS 7546 - PRAIRIE GRASS (TOWERS)

C. SHERWIN WILLIAMS 7012 - CREAMY (TRIMS)

D. SHERWIN WILLIAMS 7034 - STATYS BRONZE (AWNING)

3 A — MATERIAL / COLOR

GENERAL NOTES:

1. CAULK ALL WALL AND ROOF PENETRATIONS
2. APPLY ONE COAT OF WATERPROOFING TO ALL HORIZ. STUCCO SURFACES.
3. SEE SPECIFICATIONS FOR NAILING AND REQUIREMENTS FOR EXTERIOR GRADE PLYWOOD.
4. CAULK ALL WINDOWS AND DOOR FRAMES AT HEAD, SILL AND JAMB (EXTERIOR & INTERIOR).
5. STUCCO FINISH TO BE "LIGHT LACE" AS SPECIFIED BY THE STUCCO MANUFACTURERS ASSOCIATION, ALTERNATE - "MEDIUM DASHED", MACHINE APPLIED.
6. PROVIDE BUILDING ADDRESS # ON FRONT WALL (LEFT SIDE) OR AS DIRECTED BY LOCAL AUTHORITY AND AS SPECIFIED HEREIN.
7. ALL ROOF MOUNTED EQUIPMENT SHALL BE ADEQUATELY SCREENED, SITUATED BELOW THE ROOF PARAPET AND NOT VISIBLE TO PUBLIC RIGHT OF WAY

STUCCO NOTES:

1. COLD JOINTS WILL NOT BE ACCEPTABLE UNDER ANY CIRCUMSTANCES.
2. MESH AS SPECIFIED SHALL NOT OVERLAP AT CONTROL JOINTS.
3. MESH OVERLAPS SHALL NOT COINCIDE WITH PLYWOOD JOINTS.
4. MESH WITH GRID EXCEEDING 2"x2" WILL BE REJECTED.
5. USE OF FASTENERS OTHER THAN GALVANIZED WILL NOT BE ACCEPTED.
6. SCARIFICATION AS SPECIFIED SHALL ALWAYS BE IN THE HORIZONTAL DIRECTION.
7. NTERIOR DRYWALL SHALL ALWAYS BE INSTALLED PRIOR TO APPLICATION OF STUCCO.

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REVISIONS

NO.:	DATE:	DESCRIPTION:	BY:	APP.:

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Corporate Center
Business Center
Loma Linda

PROJECT CASE No.(s): CUP-2024-0002 PPD-2024-0002 MDA-2024-0014 TPM-2024-0002 GPA-2024-0002 ZMC-2024-0001

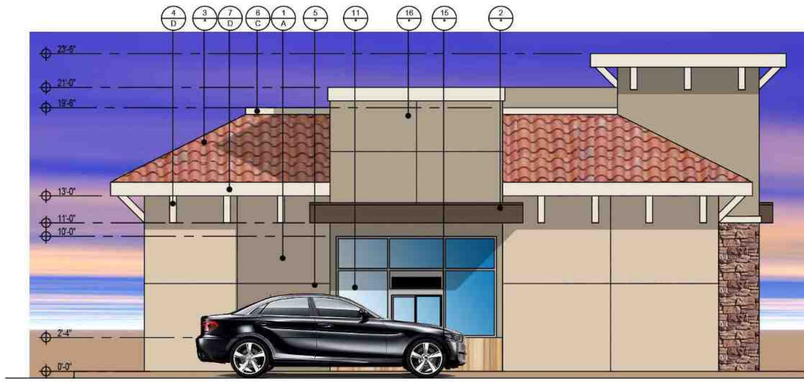
PROJECT:
S.E. CORNER MOUNTAIN VIEW @ I-10
LOMA LINDA, CA. 92354

STARBUCKS BUILDING ELEVATIONS

DATE ISSUED: 04/01/2022
SCALE:
DRAWN BY: FCOHEN
CHECKED BY: F. COHEN
PROJECT NUMBER: 22036
STORE NUMBER: MOUNTAIN VIEW
SHEET: A.2.3

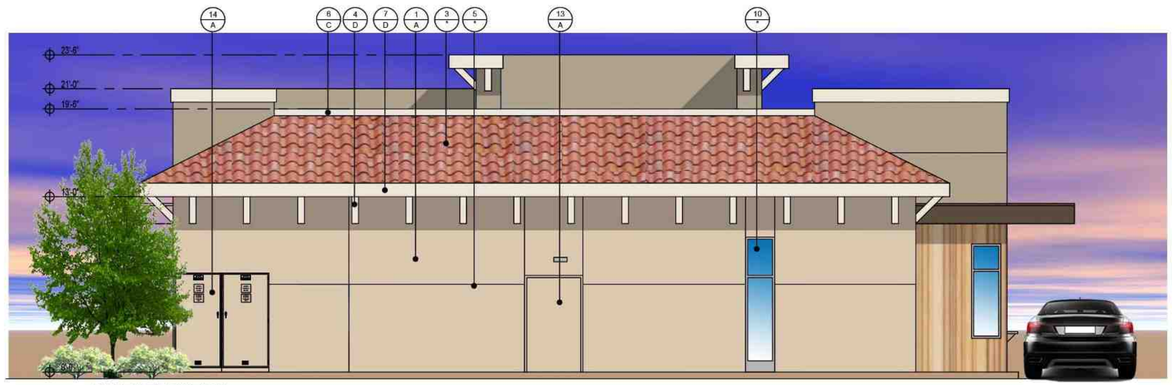
6/20/2025 12:25:33 PM

SOUTH ELEVATION



WEST ELEVATION

EAST ELEVATION



NORTH ELEVATION

PE STAMP

REVISIONS

NO.:	DATE:	DESCRIPTION:	BY:	APP.:

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PROJECT CASE No.(s): CUP-2024-0002 PPD-2024-0002 MDA-2024-0014 TPM-2024-0002 GPA-2024-0002 ZMC-2024-0001

PROJECT:
S.E. CORNER MOUNTAIN VIEW @ I-10
LOMA LINDA, CA. 92354
STARBUCKS BUILDING ELEVATIONS

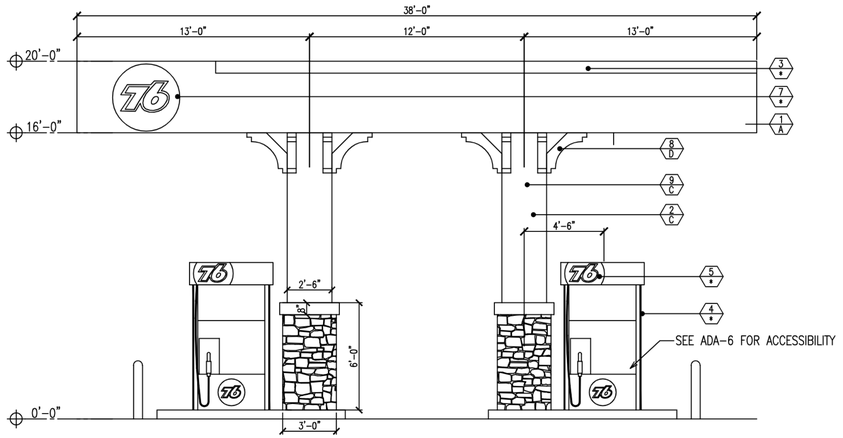
DATE ISSUED: 04/01/2022
SCALE:
DRAWN BY: FCOHEN
CHECKED BY: F. COHEN
PROJECT NUMBER: 22036
STORE NUMBER: MOUNTAIN VIEW
SHEET: A.2.3

MATERIAL:

1. ALUMINUM COMPOSITE PANELS BY: ALUCOBOND OR EQUAL ICC#ESR-1185
2. 24"SQ. CANOPY COLUMN SHROUD
3. 8" 76 ORANGE DOWN LIGHTING
4. FUEL DISPENSERS
5. ILLUMINATED VALANCE ABOVE DISPENSERS
6. INTERNALLY ILLUMINATED 76 WAVE (BACKLIT WITH ORANGE PANAFLEX FACE)
7. INTERNALLY ILLUMINATED 76 BUG
8. ARCHITECTURAL FOAM CORBEL ABOVE COLUMNS
9. 12"SQ HSS COLUMNS WITH STUCCO FINISH COLUMN CLADDING
10. STACKING STONE TO MATCH BUILDING

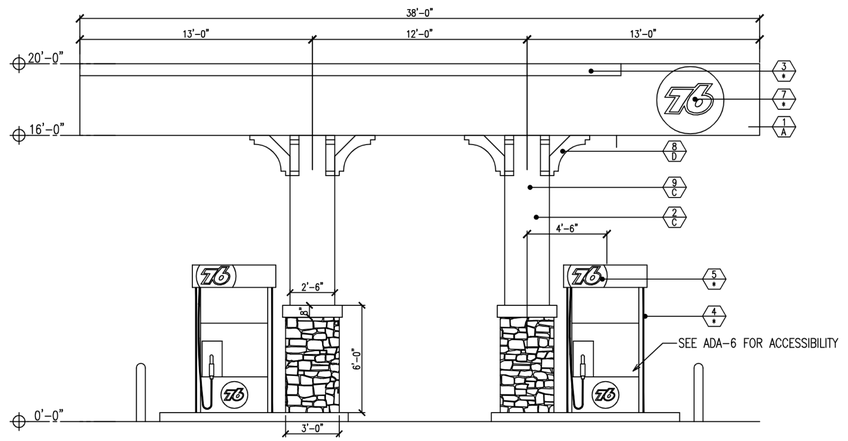
COLOR:

A. SILVER METALIC GZ4054 OR EQUAL
B. LIGHT GRAY TO MATCH PANELS
C. SHERWIN WILLIAMS 6141 – SOFTER TAN
D. SHERWIN WILLIAMS 7012 – CREAMY



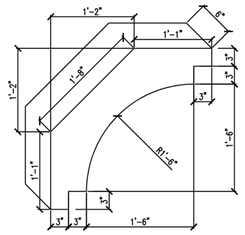
CANOPY WEST ELEVATION

SCALE: 1/4" = 1'-0"

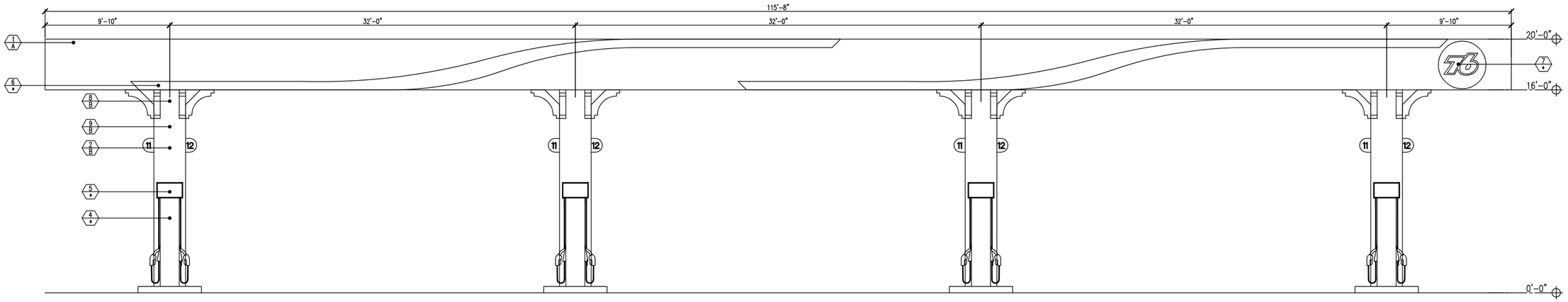


CANOPY EAST ELEVATION

SCALE: 1/4" = 1'-0"



CORBEL DETAIL



CANOPY NORTH ELEVATION

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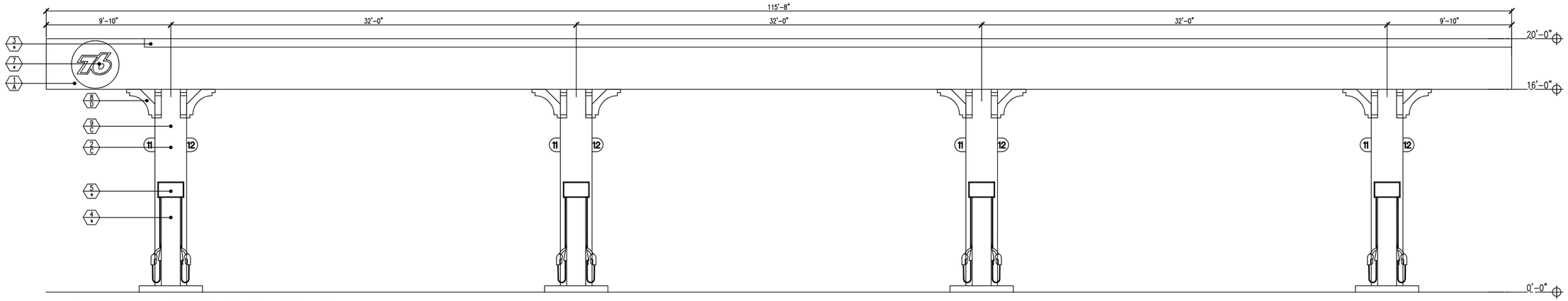

CANOPY SOUTH ELEVATION

SCALE: 1/4" = 1'-0"

P.E. STAMP

REVISIONS

NO.:	DATE:	DESCRIPTION:	BY:	APP.:
8	10/16/24	REVISED PER CLIENT		

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Corporate Business Center

Loma Linda

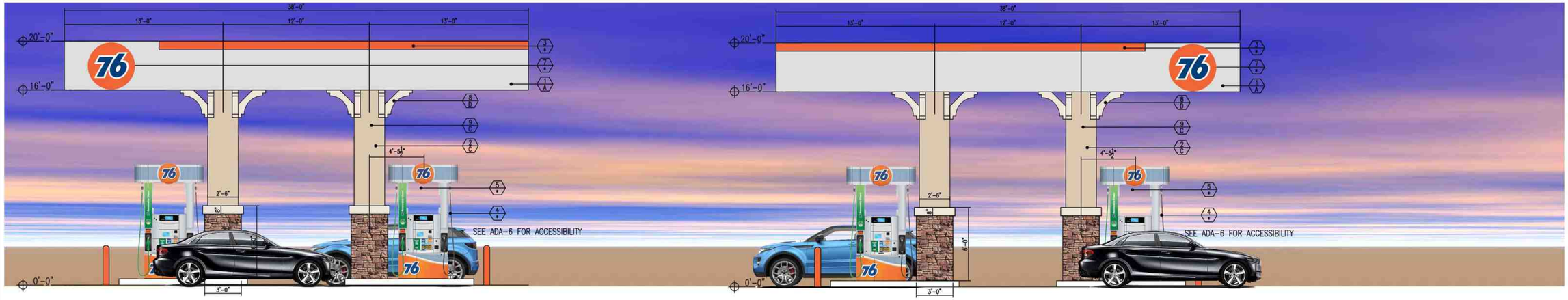
PROJECT CASE No.(s): CUP-2024-0002 PPD-2024-0002 MDA-2024-0014 TPM-2024-0002 GPA-2024-0002 ZMC-2024-0001

PROJECT:
S.E. CORNER MOUNTAIN VIEW @ I-10
LOMA LINDA, CA. 92354

CANOPY ELEVATIONS

DATE ISSUED:	04/01/2022
SCALE:	
DRAWN BY:	FCOHEN
CHECKED BY:	F. COHEN
PROJECT NUMBER:	22036
STORE NUMBER:	MOUNTAIN VIEW
SHEET:	CA1.1

6/20/2025 12:27:14 PM



CANOPY WEST ELEVATION

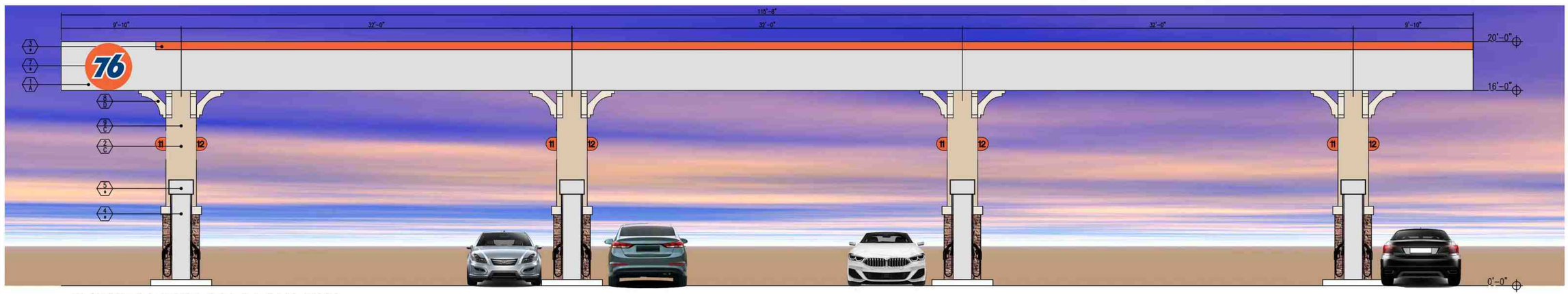
SCALE: 1/4" = 1'-0"

CANOPY EAST ELEVATION

SCALE: 1/4" = 1'-0"

CANOPY NORTH ELEVATION

SCALE: 1/4" = 1'-0"



CANOPY SOUTH ELEVATION

SCALE: 1/4" = 1'-0"

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Corporate Business Center

Loma Linda

MDA-2024-0014 TPM-2024-0002 GPA-2024-0002 ZMC-2024-0001

PROJECT CASE No.(s): CUP-2024-0002 PPD-2024-0002

PROJECT:
S.E. CORNER MOUNTAIN VIEW & I-10
LOMA LINDA, CA. 92354

CANOPY ELEVATIONS

DATE ISSUED: 04/01/2022

SCALE:

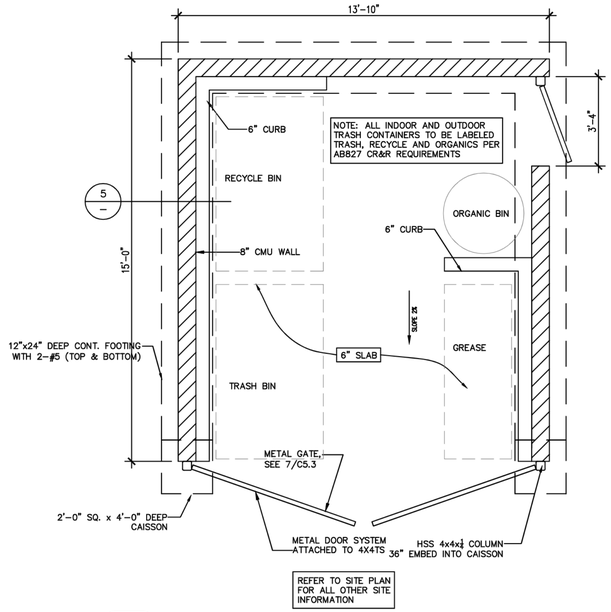
DRAWN BY: FCOHEN

CHECKED BY: F. COHEN

PROJECT NUMBER: 22036

STORE NUMBER: MOUNTAIN VIEW

SHEET: CA1.1



1 C5.3 **T.E. FLOOR PLAN**

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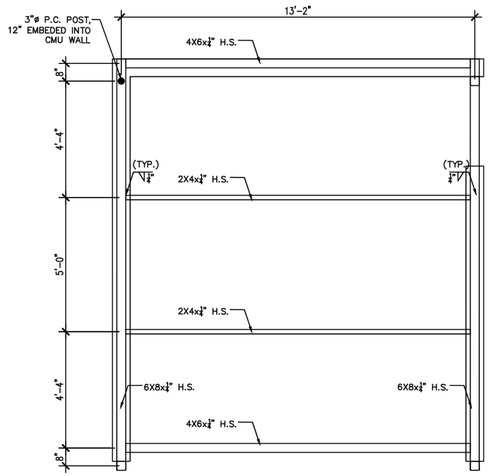
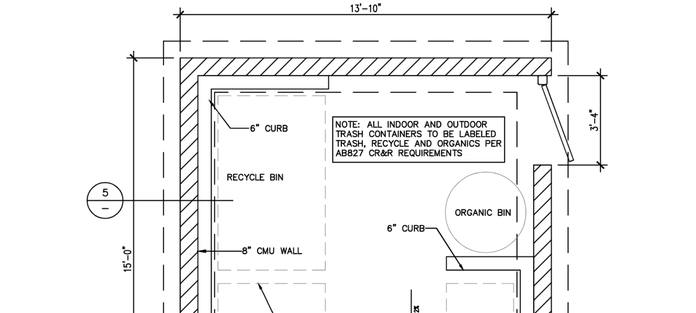


2 C5.3 **T.E. TRELLIS PLAN**

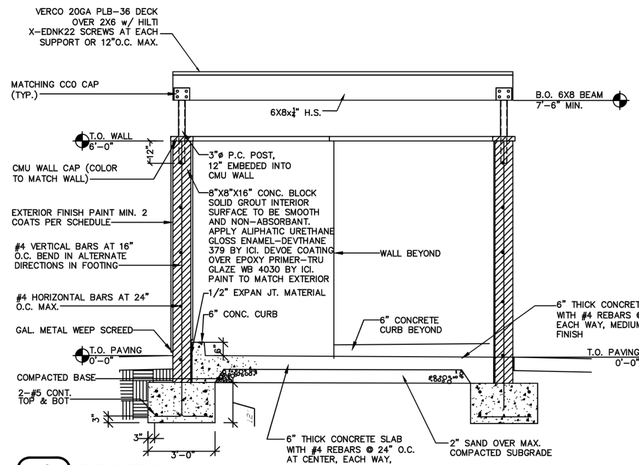
SCALE: 3/8" = 1'-0"

ROOF FRAMING PLAN



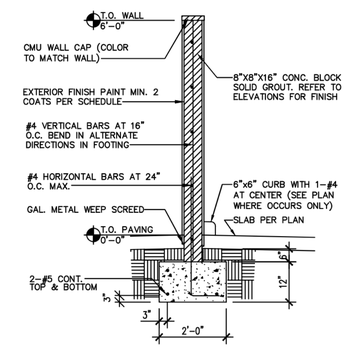
3 C5.3 **TRASH ENCLOSURE ELEV.**

SCALE: 3/8" = 1'-0"



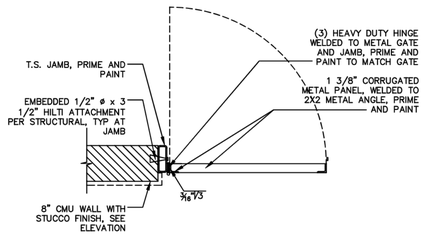
4 C5.3 **SECTION**

SCALE: 3/8" = 1'-0"



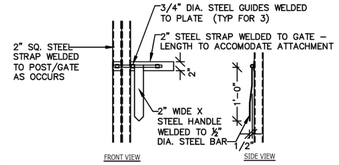
5 C5.3 **6'H SCREEN WALL**

SCALE: 3/8" = 1'-0"



7 C5.3 **GATE HINGE**

SCALE: 3/4" = 1'-0"



8 C5.3 **GATE LATCH**

SCALE: 3/4" = 1'-0"

PE STAMP

REVISIONS

NO.:	DATE:	DESCRIPTION:	BY:	APP.:
1	05/14/24	NEW DRAWING ISSUED		
2	09/20/24	REVISED PER CITY		

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Fax: (714) 970-8546
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PROJECT: S.E. CORNER MOUNTAIN VIEW @ I-10
LOMA LINDA, CA. 92354
TRASH ENCLOSURE PLAN

DATE ISSUED: 04/01/2022
SCALE: AS NOTED
DRAWN BY: FCOHEN
CHECKED BY: F. COHEN
PROJECT NUMBER: 22036
STORE NUMBER: MOUNTAIN VIEW
SHEET: C5.3

Corporate Gate
Business Center
Loma Linda

PROJECT CASE No.(s): CUP-2024-0002 PPD-2024-0002 MDA-2024-0014 TPM-2024-0002 GPA-2024-0002 ZMC-2024-0001

7/25/2025 11:40:02 AM

COLOR BOARD
and
SITE AMENITIES PACKAGE

Corporate Business Center
S.E. Corner of Mountain View @ Interstate 10 freeway
Loma Linda, CA 92354

PROJECT CASE No.(s)
CUP-2024-0002 PPD-2024-0002 MDA-2024-0014 TPM-2024-0002 GPA-2024-0002 ZMC-2024-0001

Prepared by:

CJC Design, Inc.
Design Planning Permitting

22485 La Palma Avenue, Suite 202
Yorba Linda, CA 92887
P: 714.920.9643
www.cjccorp.com

Prepared for:
City of Loma Linda

I. Exterior Colors

A. SHERWIN WILLIAMS SW6141 Softer Sand (MAIN WALLS)

B. SHERWIN WILLIAMS SW7546 Prairie Grass (TOWERS/COLUMNS)

C. SHERWIN WILLIAMS 7012 Creamy (TRIMS AND CORNICE)

D. SHERWIN WILLIAMS 7034 Statue Bronze (Awnings)

II. Exterior Wall / Base

A. Simulated Stone Veneer

Old Country Ledge – Color: Carmel Mountain

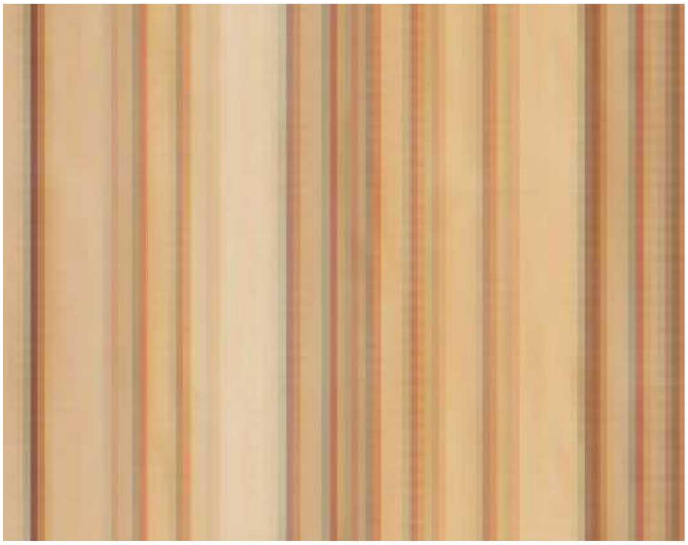
Coronado Stone Products

11191 Calabash Avenue
Fontana, CA 92337
P: 800.847.8663; F: 909.357.7362
www.coronado.com

B. Sand Finish Stucco

La Habra Stucco

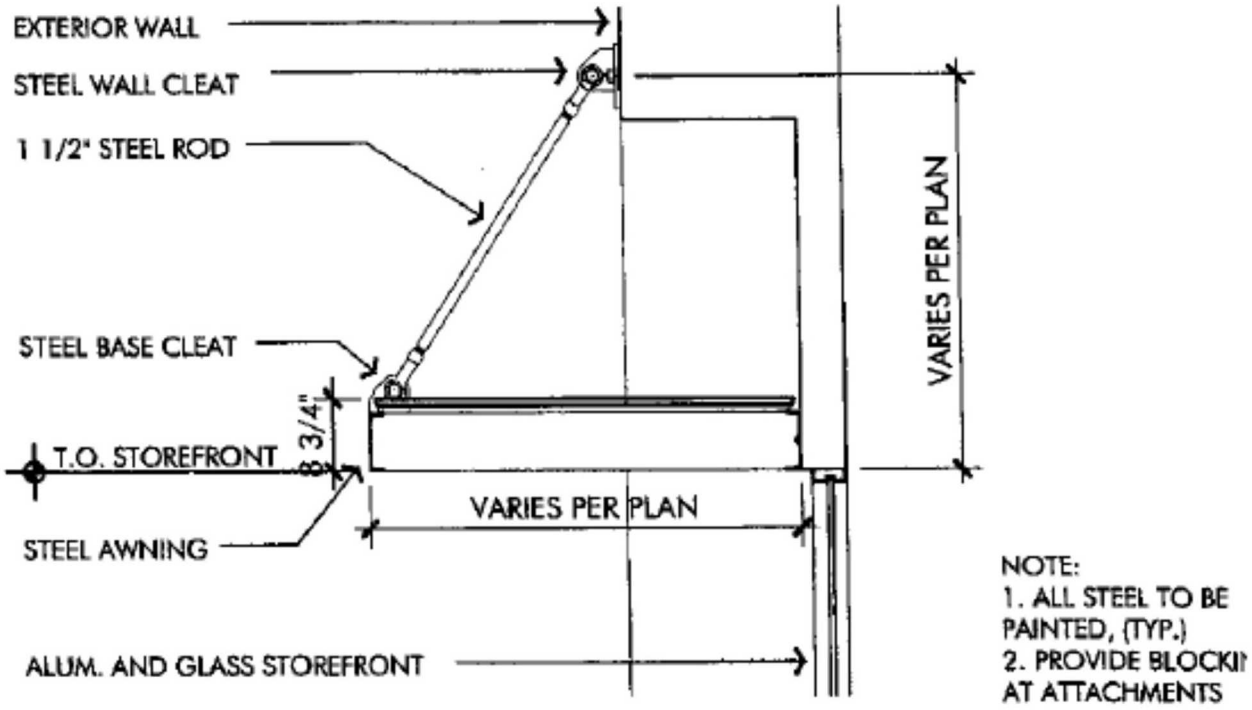
C. Simulated wood wall siding



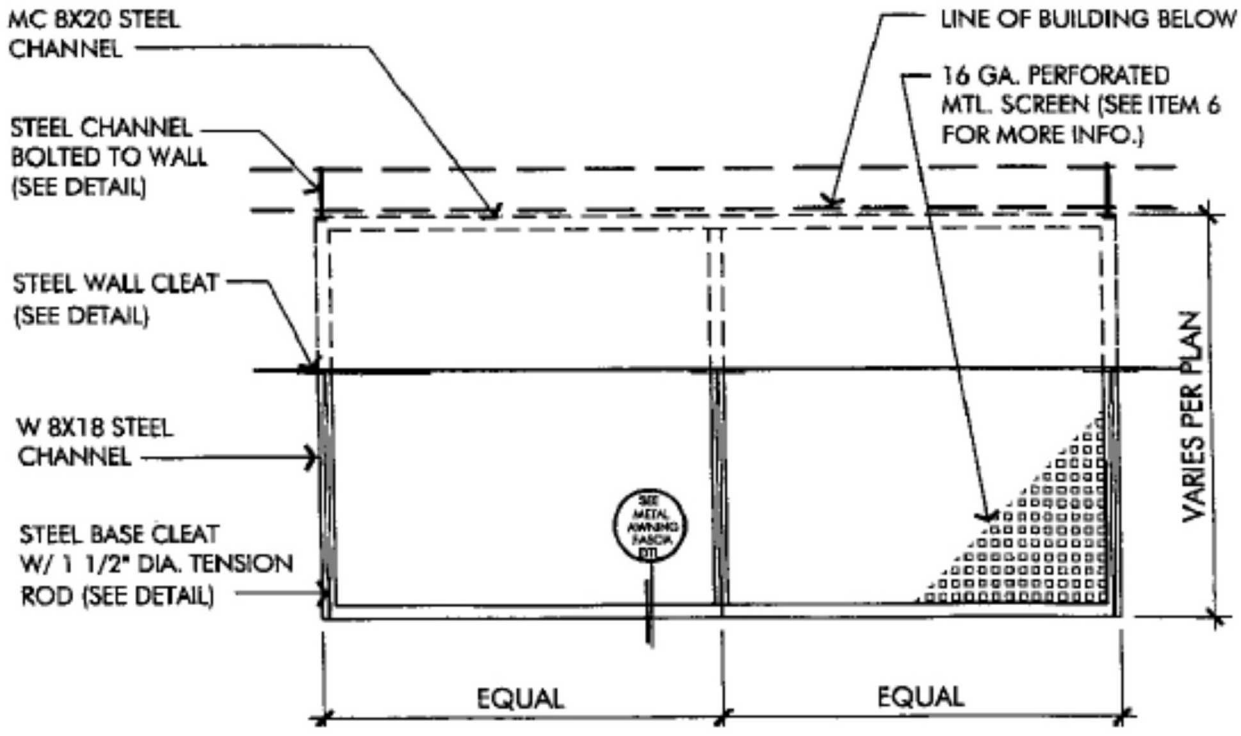
D. Acrylic Composite Metal panels (Fuel Canopy)

III. Awnings

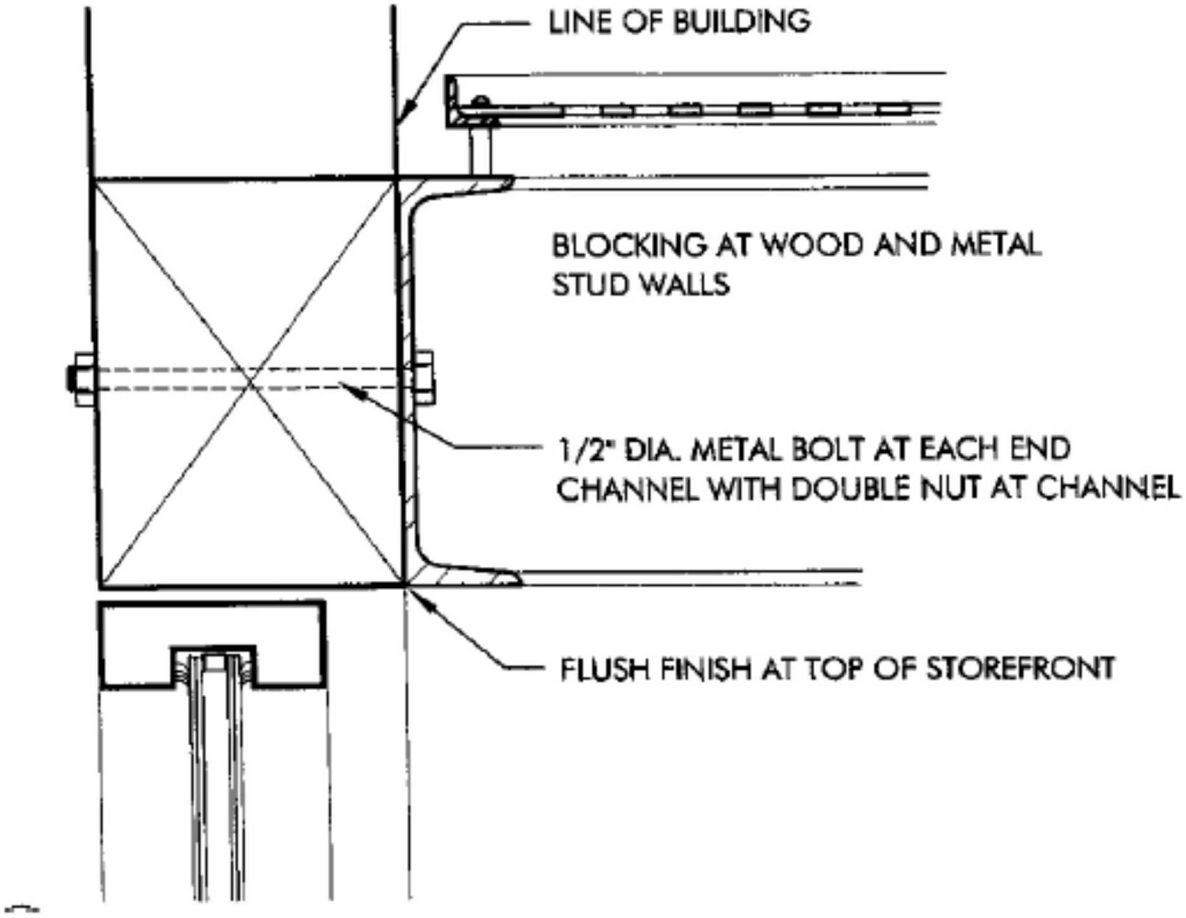
A. Metal Awning Wall Section



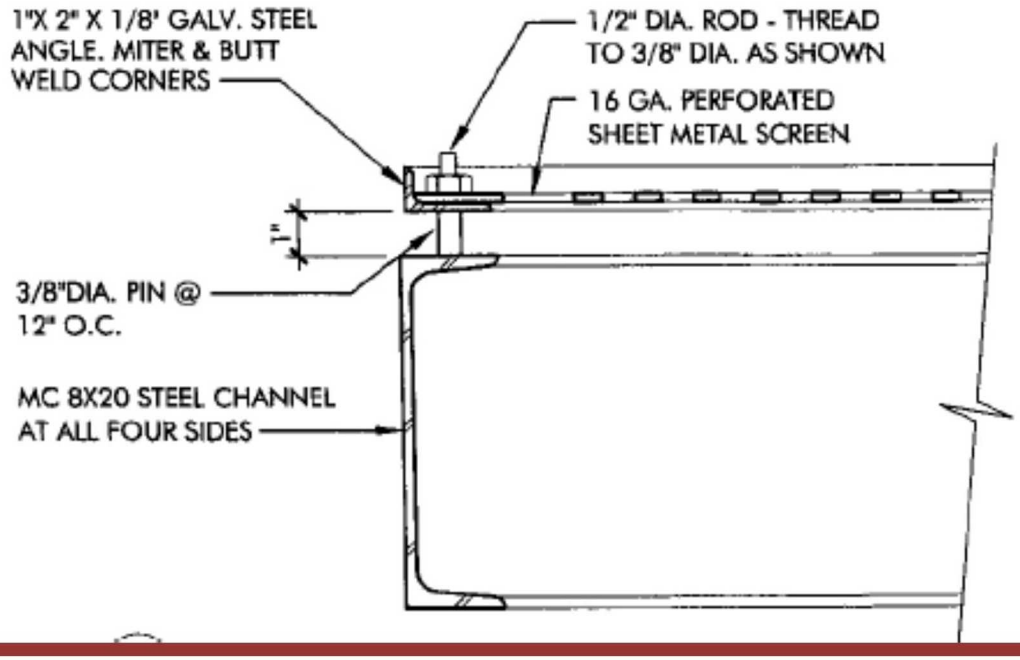
B. Metal Awning Plan



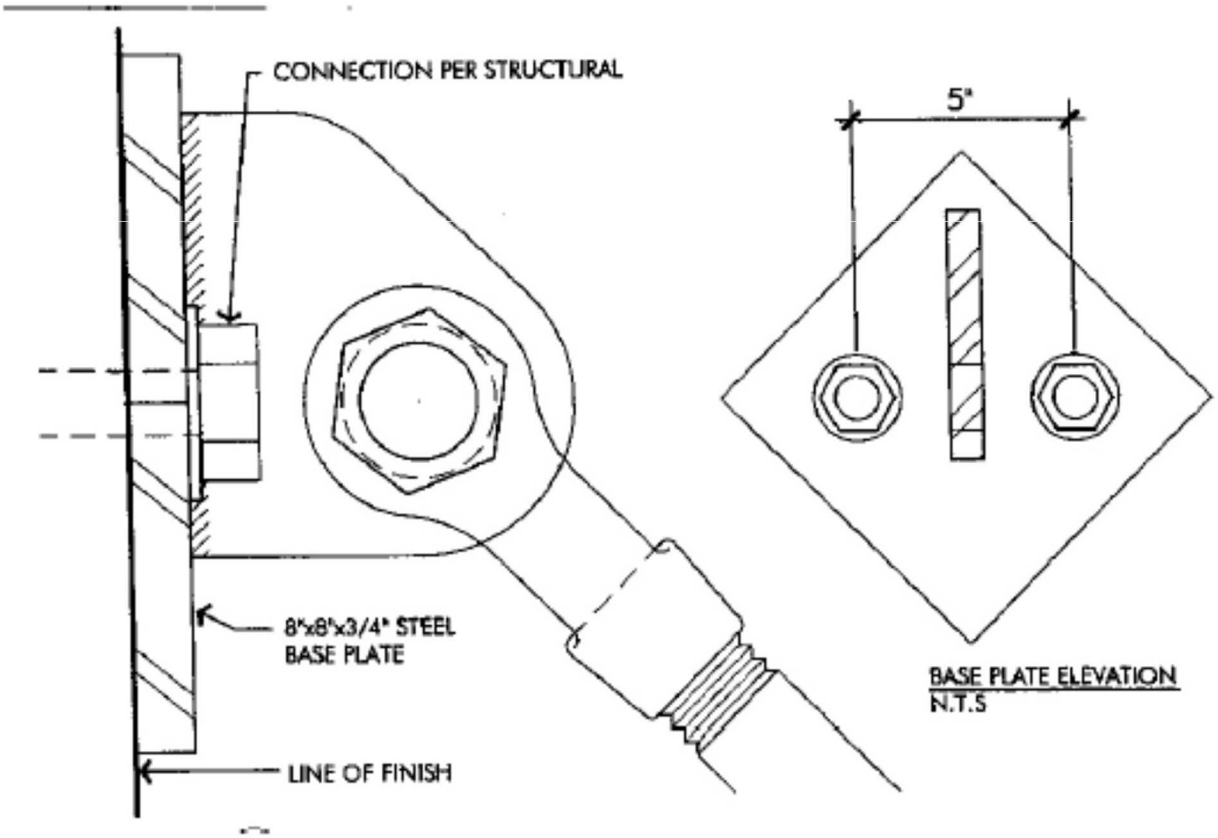
C. Metal Awning Connection At Storefront



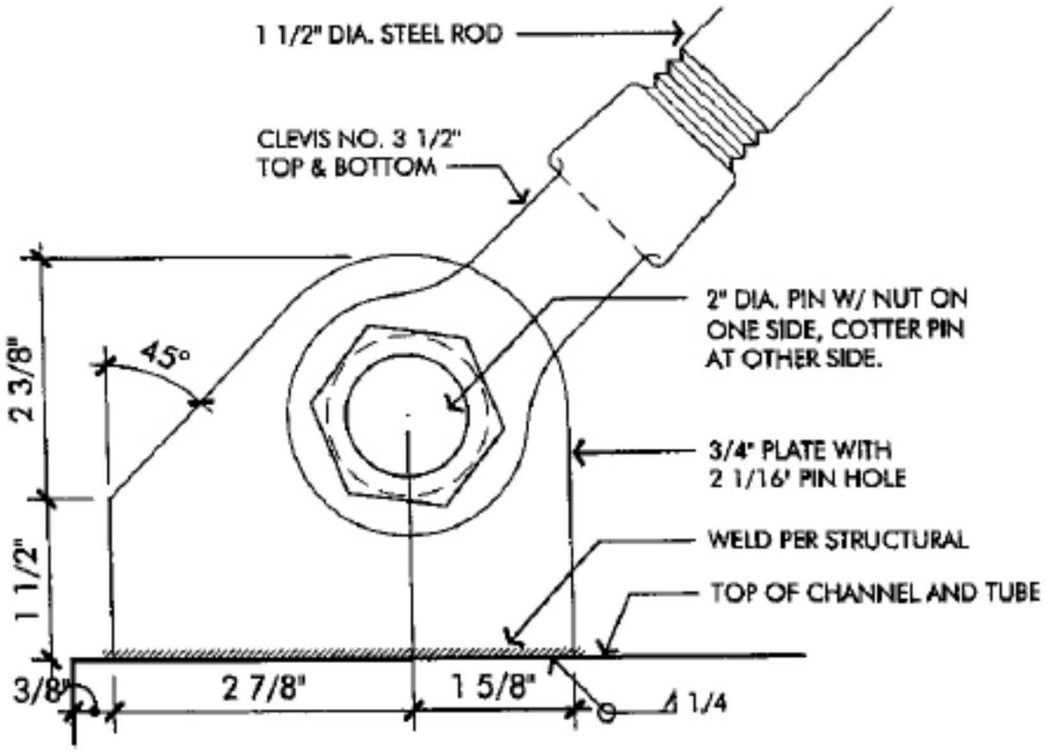
D. Metal Awning Fascia



E. Wall Cleat At Metal Awning

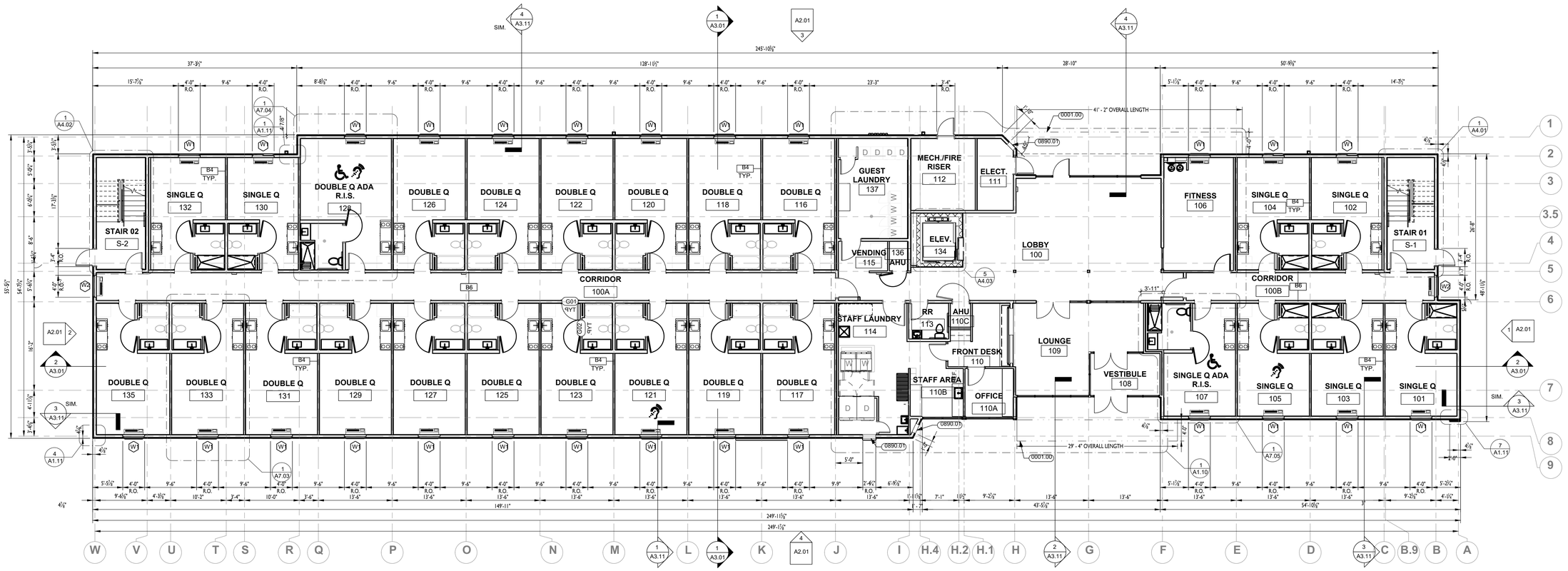


F. Base Cleat At Metal Awning

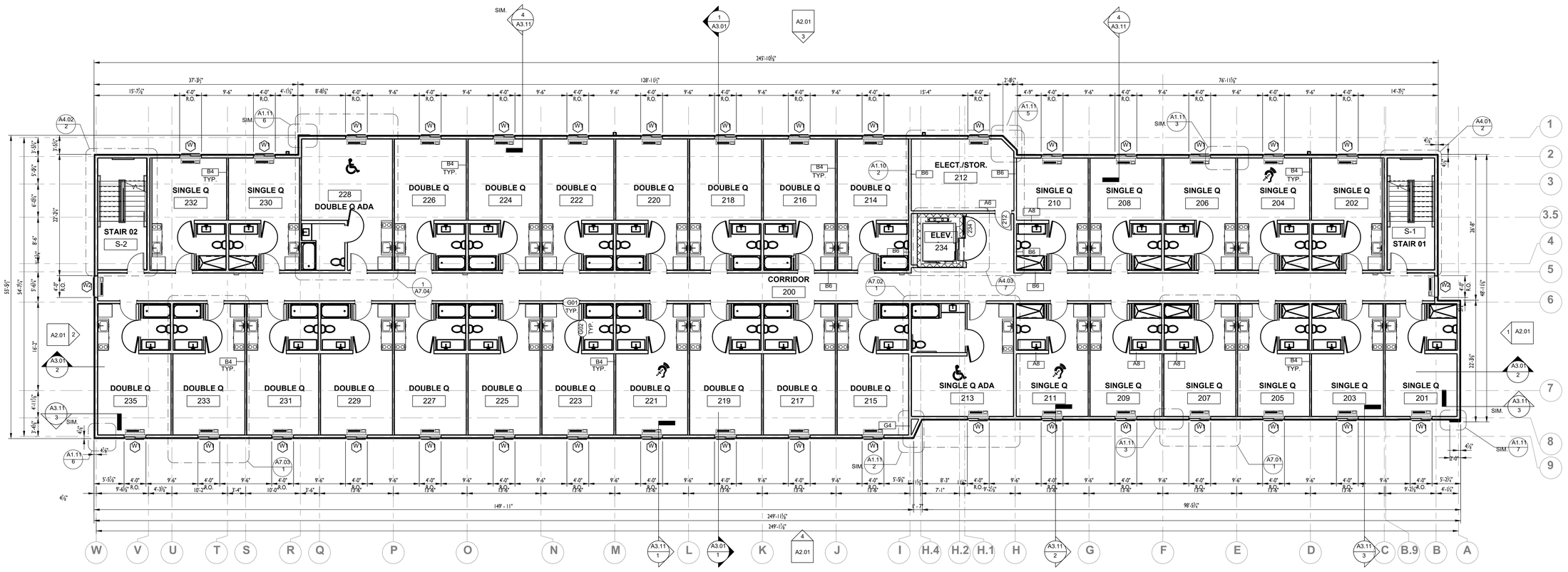


IV. Window Glazing

Tubelite Aluminum Glazing
#14000 series I/O



1 ARCHITECTURAL - OVERALL FIRST FLOOR PLAN
1/8" = 1'-0"



2 ARCHITECTURAL - OVERALL SECOND FLOOR PLAN
1/8" = 1'-0"
3RD- 4TH FLOOR PLAN SIM.

DEVELOPER INFORMATION

HOLLADAY PROPERTIES

www.holladayproperties.com

6370 AMERIPLEX DR., STE. 110
PORTAGE, INDIANA

DEVELOPMENT MANAGER:
ROD LUCIO
rlucio@holladayproperties.com

DESIGN MANAGER:
JESSICA VARGAS
jvargas@holladayproperties.com

PROJECT NAME/ LOCATION

ECHOSUITES
EXTENDED STAY BY WYNDHAM

BUSINESS CENTER DRIVE
LOMA LINDA, CALIFORNIA

PROJECT INFORMATION

PROPOSED BUILDING:
4 STORY HOTEL
124 ROOMS

BUILDING AREA:
FOOTPRINT: 12,760 SF
TOTAL BLDG. AREA: 51,670 GSF

BUILDING HEIGHT:
48'-6" T/ PARAPET

4-STORY 124 KEY PROTOTYPE

LEVEL 01	12,760 SF
LEVEL 02	12,970 SF
LEVEL 03	12,970 SF
LEVEL 04	12,970 SF
TOTAL	51,670 SF

FIRST FLOOR ROOM MATRIX

ROOM TYPE	KEYS
SINGLE QUEEN	7
DOUBLE QUEEN	16
SINGLE QUEEN ACCESSIBLE	1
DOUBLE QUEEN ACCESSIBLE	1
TOTAL KEYS	25

SECOND FLOOR ROOM MATRIX

ROOM TYPE	KEYS
SINGLE QUEEN	13
DOUBLE QUEEN	18
SINGLE QUEEN ACCESSIBLE	1
DOUBLE QUEEN ACCESSIBLE	1
TOTAL KEYS	33

THIRD FLOOR ROOM MATRIX

ROOM TYPE	KEYS
SINGLE QUEEN	13
DOUBLE QUEEN	18
SINGLE QUEEN ACCESSIBLE	1
DOUBLE QUEEN ACCESSIBLE	1
TOTAL KEYS	33

FOURTH FLOOR ROOM MATRIX

ROOM TYPE	KEYS
SINGLE QUEEN	14
DOUBLE QUEEN	18
SINGLE QUEEN ACCESSIBLE	0
DOUBLE QUEEN ACCESSIBLE	1
TOTAL KEYS	33

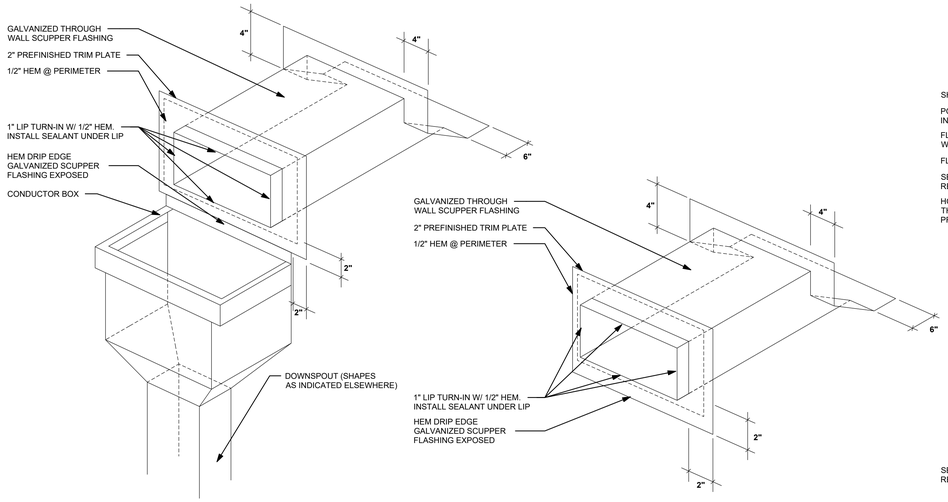
REVISIONS

DATE
02/03/2025

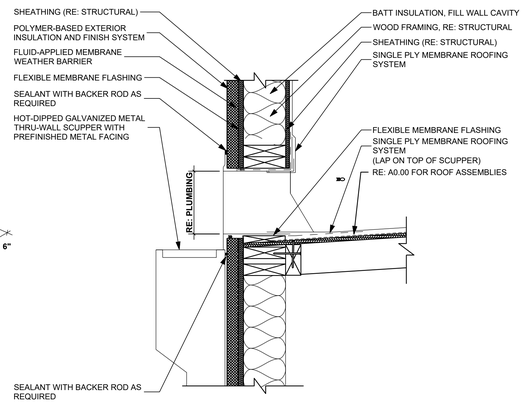
DRAWN BY
JAV

SHEET TITLE
OVERALL FLOOR PLANS

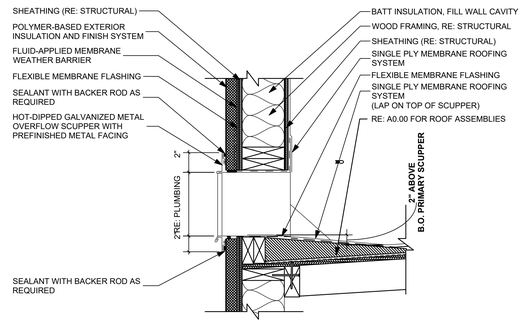
SHEET NO.
A1-01



4 SCUPPER AND DOWNSPOUT AXONOMETRIC
1 1/2" = 1'-0"



3 LEADER BOX - WD/EIFS
1 1/2" = 1'-0"



2 OVERFLOW SCUPPER - WD/EIFS
1 1/2" = 1'-0"

GENERAL NOTES - ROOF PLANS

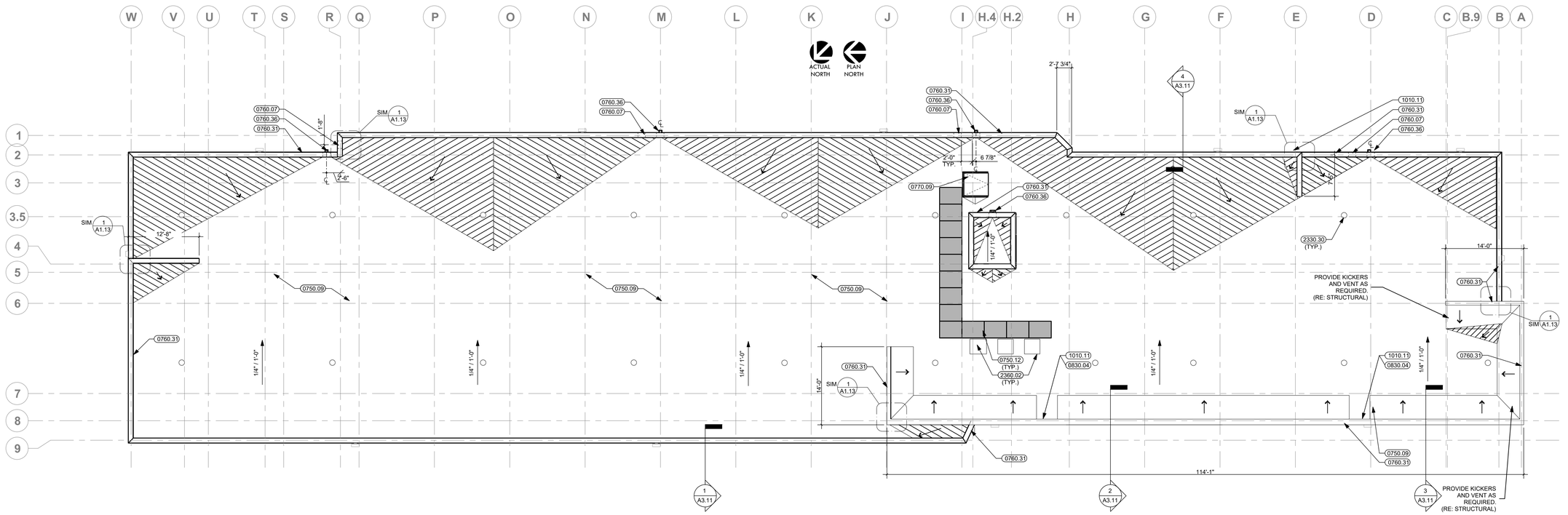
1. RE: SHEET G0.02 FOR ADDITIONAL GENERAL NOTES THAT ARE APPLICABLE.
2. DIMENSIONS SHOWN ON THE ROOF PLAN ARE TO THE FACES OF STUD AND COLUMN LINES, UNLESS NOTED OR SHOWN OTHERWISE.
3. PROVIDE 1/2"/FT. TAPERED INSULATION AT ALL ROOF CURBS AND AT EQUIPMENT WHICH EXCEEDS 18 INCHES IN WIDTH. NOTE: WALL THICKNESS ARE ACTUAL.

ROOF PLAN LEGEND

- SLOPED STRUCTURE
- TAPERED INSULATION 1/4" PER FOOT
- ROOF WALKING PAD

KEYNOTES

0610.11	WOOD FRAMING, RE: STRUCTURAL
0610.39	SHEATHING (RE: STRUCTURAL)
0720.03	BATT INSULATION, FILL WALL CAVITY
0720.10	POLYMER-BASED EXTERIOR INSULATION AND FINISH SYSTEM
0725.04	FLUID-APPLIED MEMBRANE WEATHER BARRIER
0725.05	FLEXIBLE MEMBRANE FLASHING
0750.09	SINGLE PLY MEMBRANE ROOFING SYSTEM
0750.12	WALK PAD
0760.07	HOT-DIPPED GALVANIZED METAL OVERFLOW SCUPPER WITH PREFINISHED METAL FACING
0760.31	PREFINISHED METAL COPING SYSTEM
0760.36	HOT-DIPPED GALVANIZED METAL SCUPPER, CONDUCTOR HEAD AND DOWNSPOUT WITH PREFINISHED METAL FACING
0760.37	HOT-DIPPED GALVANIZED METAL THRU-WALL SCUPPER WITH PREFINISHED METAL FACING
0770.09	ROOF HATCH WITH INTEGRAL COUNTERFLASHING
0790.01	SEALANT WITH BACKER ROD AS REQUIRED
0830.04	EXTERIOR RATED ACCESS PANEL. GC TO COORDINATE W/ SIGN VENDOR ON LOCATIONS. SIZE PER SIGNAGE VENDOR.
1010.11	ELECTRONIC SIGNAGE BY OTHERS. COORDINATE W/ SIGN VENDOR. PROVIDE J-BOX & BLOCKOUT WHEN SIGN PRESENT. (RE: ELECTRICAL)
2330.30	ROOF EXHAUST VENT, RE: MECHANICAL
2360.02	HVAC CONDENSING UNIT (RE: MECHANICAL)



PLAN NORTH

1 ARCHITECTURAL ROOF PLAN
1/8" = 1'-0"

DEVELOPER INFORMATION

HOLLADAY PROPERTIES

www.holladayproperties.com

6370 AMERIPLEX DR., STE. 110
PORTAGE, INDIANA
(219) 841-6416

DEVELOPMENT MANAGER:
ROD LUCIO
rlucio@holladayproperties.com

DESIGN MANAGER:
JESSICA VARGAS
jvargas@holladayproperties.com

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ROOM TYPE	KEYS
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DOUBLE QUEEN	18
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DOUBLE QUEEN ACCESSIBLE	1
TOTAL KEYS	33

THIRD FLOOR ROOM MATRIX	
ROOM TYPE	KEYS
SINGLE QUEEN	13
DOUBLE QUEEN	18
SINGLE QUEEN ACCESSIBLE	1
DOUBLE QUEEN ACCESSIBLE	1
TOTAL KEYS	33

FOURTH FLOOR ROOM MATRIX	
ROOM TYPE	KEYS
SINGLE QUEEN	14
DOUBLE QUEEN	18
SINGLE QUEEN ACCESSIBLE	0
DOUBLE QUEEN ACCESSIBLE	1
TOTAL KEYS	33

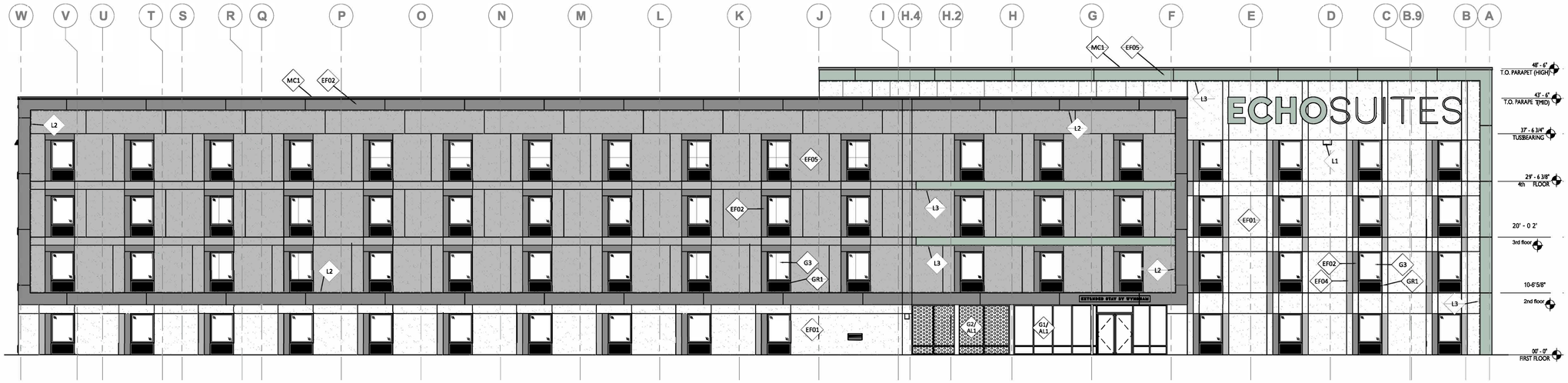
REVISIONS

DATE: **02/03/2025**

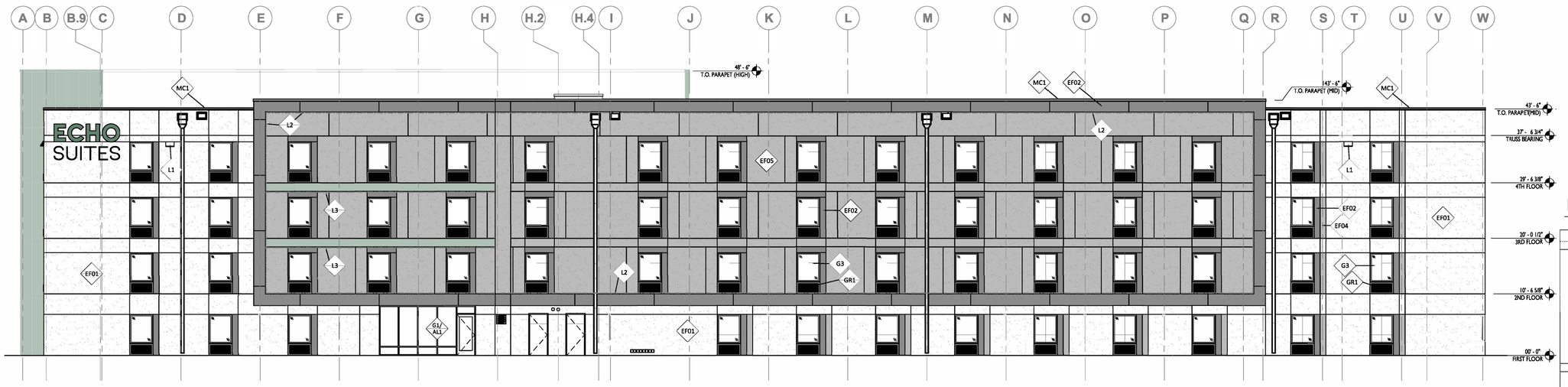
DRAWN BY: **JAV**

SHEET TITLE: **ARCHITECTURAL ROOF PLAN & DETAILS**

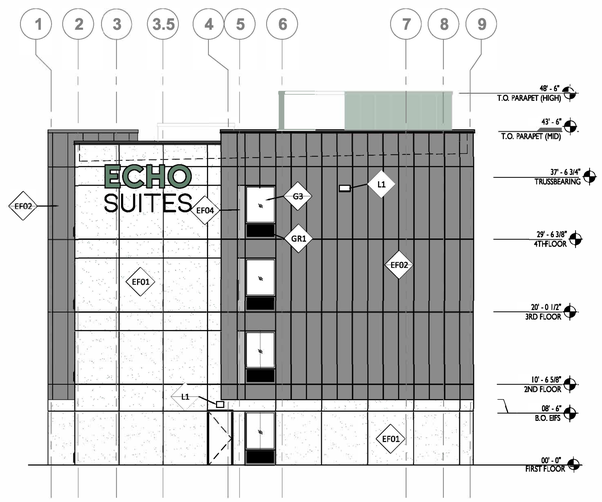
SHEET NO.: **A1-05**



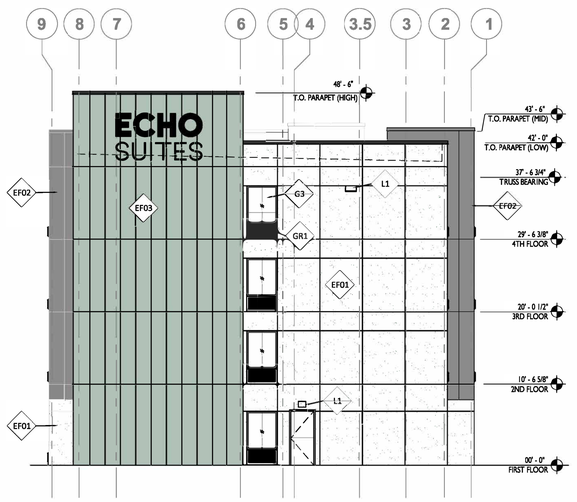
4 ELEVATION - EXTERIOR SOUTH
1/8" = 1'-0"



3 ELEVATION - EXTERIOR NORTH
1/8" = 1'-0"



2 ELEVATION EXTERIOR WEST
1/8" = 1'-0"



1 ELEVATION EXTERIOR EAST
1/8" = 1'-0"

LEGEND

PATTERN	DESCRIPTION
	GLAZING
	G1 STOREFRONT WINDOW 1" GREY TINTED LOW-E
	G2 1" CLEAR INSULATED LOW-E POST APPLIED VINYL COLOR: WHITE FLAT
	G3 FIXED VINYL WINDOW W/ LOW-E GLAZING
	LIGHTING
	L1 LED WALL PACK DARK ANODIZED BRONZE
	L2 LINEAR LED DARK ANODIZED BRONZE WHITE ILLUMINATION
	L3 LINEAR LED DARK ANODIZED BRONZE GREEN ILLUMINATION
	PREFINISHED METAL
	AL1 ALUMINUM STOREFRONT DARK BRONZE ANODIZED
	MC1 METAL COPING COLOR TO MATCH DARK BRONZE ANODIZED
	GR1 GRILLE COVER FOR PTACS AND LOUVERS DARK BRONZE
	EIFS WALL PANEL
	EF01 COLOR: ECHO 01 1030 ST DRYVIT #103 NATURAL WHITE TEXTURE: SANDBLAST **PAINT FOR DOORS, TRIMS, ADJACENT SURFACES:** SW 6071 POPULAR GRAY PPG 1025-3 WHISKERS
	EF02 COLOR: ECHO 02 1030 S SW 7674 PEPPERCORN TEXTURE: SANDBLAST **PAINT FOR DOORS, TRIMS, ADJACENT SURFACES:** SW 7674 PEPPERCORN PPG 0096-7 SUMMER SHADOW
	EF03 COLOR: ECHO 03 1030 S SW 6459 JADITE TEXTURE: SANDBLAST **PAINT FOR DOORS, TRIMS, ADJACENT SURFACES:** SW 6459 JADITE PPG 1139-5 SHEFFIELD
	EF04 COLOR: ECHO 05 1030 ST DRYVIT #616 KINGS GRAY TEXTURE: SANDBLAST **PAINT FOR DOORS, TRIMS, ADJACENT SURFACES:** SW 7018 DOVETAIL PPG 1007-5 LAZY AFTERNOON

DEVELOPER INFORMATION

HOLLADAY PROPERTIES
www.holladayproperties.com
6370 AMERIPLEX DR., STE. 110
PORTAGE, INDIANA

DEVELOPMENT MANAGER:
MATT KUYKENDALL
mkuykendall@holladayproperties.com

DESIGN MANAGER:
JESSICA VARGAS
jvargas@holladayproperties.com

PROJECT NAME/ LOCATION

ECHOSUITES
EXTENDED STAY BY WYNDHAM

BUSINESS CENTER DRIVE
LOMA LINDA, CALIFORNIA

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124 ROOMS

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SINGLE QUEEN ACCESSIBLE	1
DOUBLE QUEEN ACCESSIBLE	1
TOTAL KEYS	25

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ROOM TYPE	KEYS
SINGLE QUEEN	13
DOUBLE QUEEN	18
SINGLE QUEEN ACCESSIBLE	1
DOUBLE QUEEN ACCESSIBLE	1
TOTAL KEYS	33

THIRD FLOOR ROOM MATRIX	
ROOM TYPE	KEYS
SINGLE QUEEN	13
DOUBLE QUEEN	18
SINGLE QUEEN ACCESSIBLE	1
DOUBLE QUEEN ACCESSIBLE	1
TOTAL KEYS	33

FOURTH FLOOR ROOM MATRIX	
ROOM TYPE	KEYS
SINGLE QUEEN	14
DOUBLE QUEEN	18
SINGLE QUEEN ACCESSIBLE	0
DOUBLE QUEEN ACCESSIBLE	1
TOTAL KEYS	33

REVISIONS

DATE
02/04/2025

DRAWN BY
JAV

SHEET TITLE
EXTERIOR BUILDING ELEVATIONS

SHEET NO.
A2-01

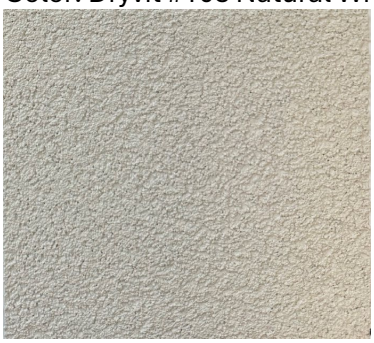
ECHOSUITES
EXTENDED STAY BY WYNDHAM

HOLLADAY PROPERTIES

Material Sample Board

Exterior Materials
EIFS (Exterior Insulation Finish System), Dryvit or Equal

EF-01:
Color: Dryvit #103 Natural White

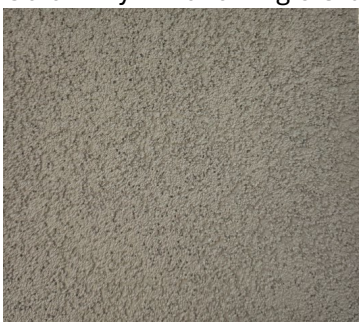


EF-02:
Color: Peppercorn
(Sherwin Williams SW 7674)

EF-03:
Color: Jadite
(Sherwin Williams SW 6459)

EF-04:
Color: Windy Blue
(Sherwin Williams SW 6240)

EF-05:
Color: Dryvit #616 King's Gray

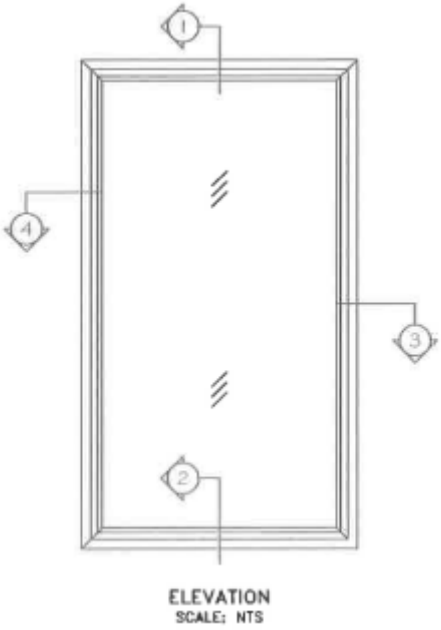


Prefinished Aluminum Metals/ Trim:
(Storefronts/ Scuppers/ Downspouts/ Coping Cap/ Grill Covers, Etc.)

AL1, MC1, GR1:

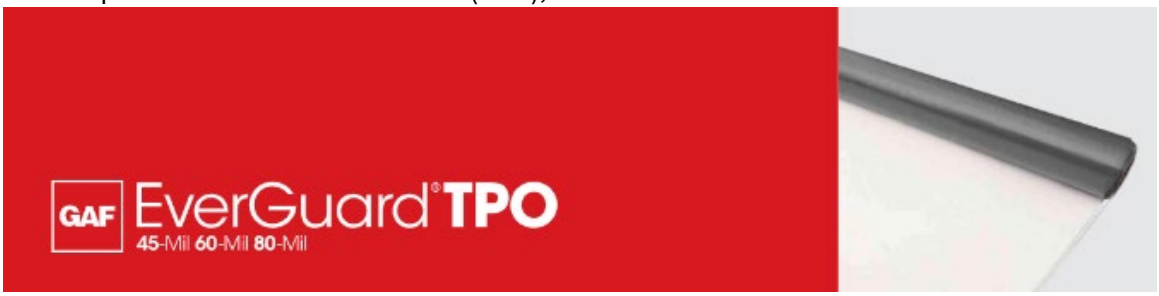
Windows and Glazing:

Vinyl Windows with code compliant Low E thermal glazing.
Color: Dark bronze Exterior with White Interiors
G3



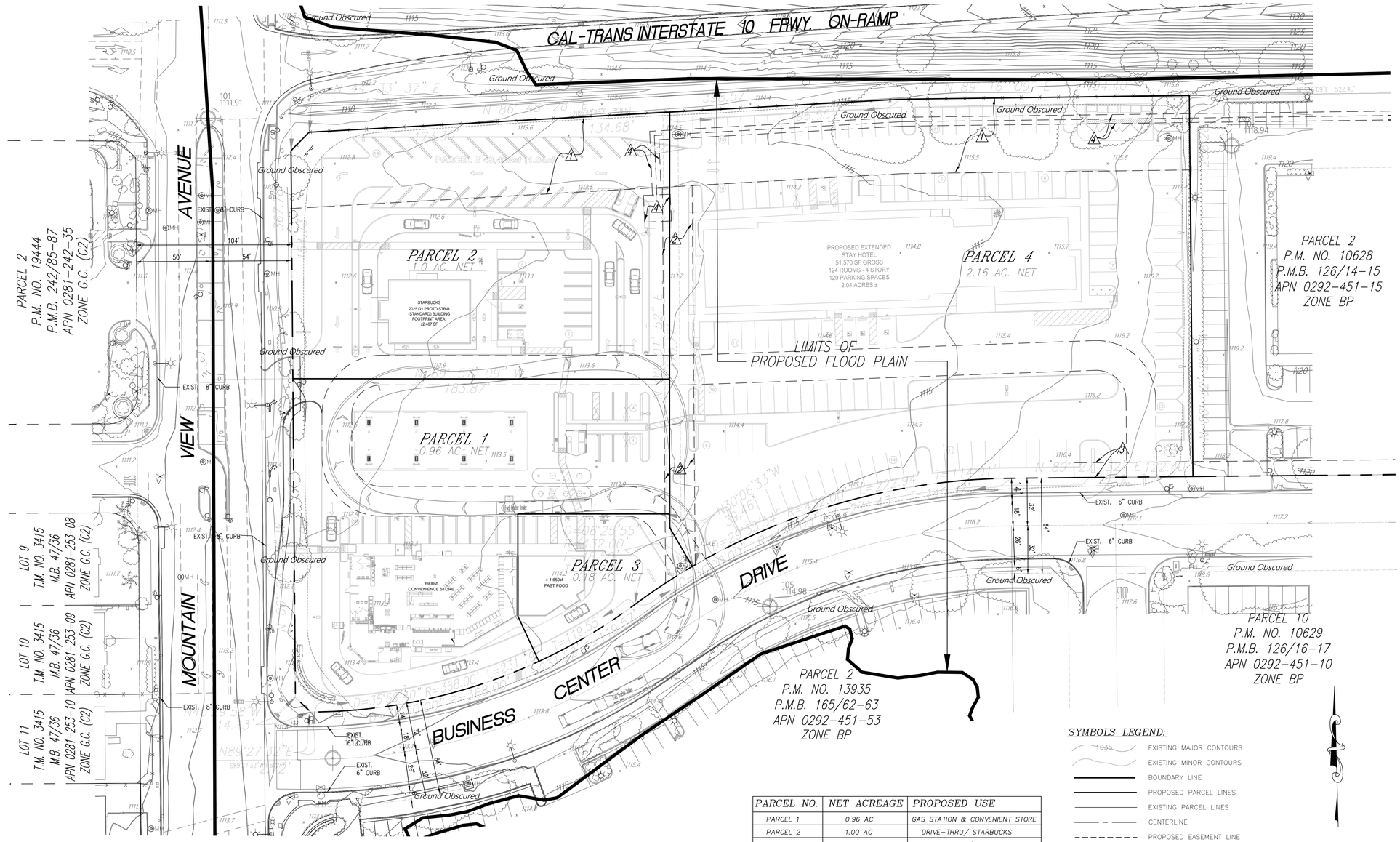
ELEVATION
SCALE: NTS

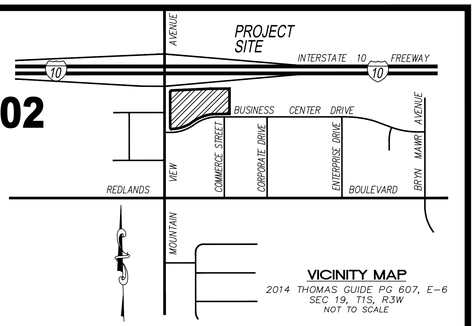
Roofing:
Thermoplastic Poluolefin Membrane (TPO), 60 mil



TENTATIVE PARCEL MAP NO. 20665

MDA-2024-0014, TPM-2024-0002, GPA-2024-0002, ZMC-2024-0001, CUP-2024-0002, PPD-2024-0002





VICINITY MAP
2014 THOMAS GUIDE PG 607, E-6
SEC 19, T1S, R3W
NOT TO SCALE

GENERAL NOTES

1. LEGAL DESCRIPTION

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

   PARCEL 1 OF PARCEL MAP NO. 10628, ON FILE IN BOOK 126, PAGES 14 AND 15, INCLUSIVE, OF PARCEL MAPS, RECORDS OF SAN BERNARDINO COUNTY.

2. TOTAL ACREAGE: 4.30 ACRES GROSS ; 4.30 ACRES NET
3. NUMBER OF PARCELS: 4
4. MINIMUM PARCEL SIZE: PARCEL 3 – 0.18 AC.
5. EXISTING ZONING: BP–BUSINESS PARK
6. PROPOSED ZONING: GENERAL COMMERCIAL C–2
7. EXISTING LAND USE: BUSINESS PARK
8. PROPOSED LAND USE: GENERAL COMMERCIAL
9. EXISTING LAND USE DESIGNATION BUSINESS PARK
10. PROPOSED LAND USE DESIGNATION GENERAL COMMERCIAL
11. METHOD OF SEWAGE DISPOSAL PUBLIC SEWER
12. UTILITIES PURVEYORS:

CABLE
SPECTRUM COMMUNICATIONS
1250 N. KIRBY STREET
HEMET, CA 92545
1–800–921–8101

ELECTRIC
SOUTHERN CALIFORNIA EDISON
26100 MENIFEE ROAD
ROMOLAND, CA 92585
1–800–684–8123

SEWER
CITY OF LOMA LINDA
25541 BARTON ROAD
LOMA LINDA, CA. 92354
909–799–2800

WATER
CITY OF LOMA LINDA
25541 BARTON ROAD
LOMA LINDA, CA. 92354
909–799–2800

GAS
SOUTHERN CALIFORNIA GAS COMPANY
1981 W. LUGONIA
P.O. BOX 3003
REDLANDS, CA 92373
1–800–427–2200

TELEPHONE/ INTERNET
FRONTIER COMMUNICATIONS
29310 BRADLEY ROAD,
MENIFEE, CA. 92586
1–800–921–8101

13. SCHOOL DISTRICT:
    REDLANDS UNIFIED SCHOOL DISTRICT
    20 W. LUGONIA AVENUE
    REDLANDS, CA. 92374
    909–307–5500
14. ASSESSORS PARCEL NO.: 0292–451–14
15. SITE ADDRESS N/A
16. 2014 THOMAS BROS. GUIDE: 607, E–6
17. PLOT PLAN PREPARED: OCTOBER 11, 2022
18. OCCUPANCY: N/A
19. POLICY AREA: N/A
20. ALL PROPOSED DRAINAGE FACILITIES SHALL BE DESIGNATED TO ACCOMMODATE 100 YEAR STORM FLOWS.
21. THIS PROPERTY IS NOT IN A SPECIFIC PLAN AREA.
22. TOPO SOURCE: AEROTECH MAPPING, INC., FLOWN TOPO 7–15–2020
23. THIS PROPERTY IS SUSCEPTIBLE TO SUBSIDENCE.
24. THIS PROPERTY LIES WITHIN A PROPOSED FLOODPLAIN
25. THIS PROPERTY HAS A LOW PALEONTOLOGY SENSITIVITY

TRASH ENCLOSURE PER PUBLIC WORKS STANDARD NOTE:
ALL INDOOR AND OUTDOOR TRASH CONTAINERS TO BE LABELED TRASH, RECYCLE AND ORGANICS PER AB827 CR&R REQUIREMENTS

PARCEL NO.	NET ACREAGE	PROPOSED USE
PARCEL 1	0.96 AC	GAS STATION & CONVENIENT STORE
PARCEL 2	1.00 AC	DRIVE–THRU/ STARBUCKS
PARCEL 3	0.18 AC	DRIVE–THRU/ FAST FOOD
PARCEL 4	2.16 AC	HOTEL

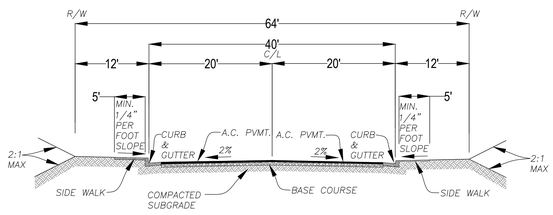
SYMBOLS LEGEND:

- 1035 EXISTING MAJOR CONTOURS
- EXISTING MINOR CONTOURS
- BOUNDARY LINE
- PROPOSED PARCEL LINES
- EXISTING PARCEL LINES
- CENTERLINE
- PROPOSED EASEMENT LINE
- EXISTING EASEMENT LINE
- EXISTING RIGHT OF WAY

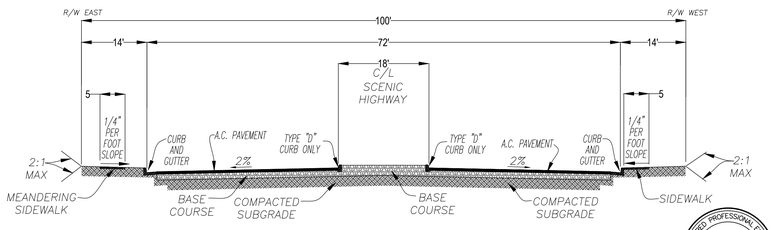
GRAPHIC SCALE
30 0 15 30 60 90
(IN FEET)
1 inch = 30 ft.

EASEMENT NOTES:

1. AN EASEMENT FOR PIPE LINE AND RIGHT–OF–WAY PURPOSES AND INCIDENTAL PURPOSES, RECORDED MAY 27, 1980 AS INSTRUMENT NO. 80–122333 OF OFFICIAL RECORDS. THIS ITEM AFFECTS THE SUBJECT PROPERTY AND IS PLOTTED HEREON.
2. AN EASEMENT FOR SANITARY SEWER PURPOSES AND INCIDENTAL PURPOSES, RECORDED MARCH 03, 1986 AS INSTRUMENT NO. 86–055236 OF OFFICIAL RECORDS. THIS ITEM AFFECTS THE SUBJECT PROPERTY AND IS PLOTTED HEREON.
3. AN EASEMENT FOR UNDERGROUND CONDUITS AND INCIDENTAL PURPOSES, RECORDED SEPTEMBER 26, 1988 AS INSTRUMENT NO. 88–321811 OF OFFICIAL RECORDS. THIS ITEM AFFECTS THE SUBJECT PROPERTY AND IS PLOTTED HEREON.
4. AN EASEMENT FOR UNDERGROUND ELECTRICAL SUPPLY SYSTEMS AND COMMUNICATION SYSTEMS AND INCIDENTAL PURPOSES, RECORDED NOVEMBER 14, 1991 AS INSTRUMENT NO. 91–434577 OF OFFICIAL RECORDS. THIS ITEM AFFECTS THE SUBJECT PROPERTY AND IS PLOTTED HEREON.



BUSINESS CENTER DRIVE
COLLECTOR STD. NO. R–1
NO SCALE



MOUNTAIN VIEW AVENUE
MAJOR HIGHWAY STD. NO. R–1
NO SCALE

REGISTERED PROFESSIONAL ENGINEER
KIRK R. MEDEIROS
No. 86558
CIVIL
STATE OF CALIFORNIA

THIS MAP IS BASED ON RECORD DATA AND SHOULD NOT BE RELIED UPON FOR ACCURATE SURVEY INFORMATION. ALL MEASUREMENTS SHALL BE FIELD VERIFIED BY PERSONS AUTHORIZED TO PERFORM SUCH WORK.

ANY DESIGN INFORMATION SHOWN ON THIS PLAN IS CONCEPTUAL IN NATURE AND SHALL NOT BE RELIED ON FOR CONSTRUCTION PURPOSES.

OWNER/APPLICANT
DRC LAND CDC, LP
C/O AMIR DEHBOZORGI
15901 RED HILL AVENUE, SUITE 205
TUSTIN, CALIFORNIA 92780
TEL: (714) 719–8100
EMAIL: tony@cdm–inc.com

ARCHITECT
CJC DESIGN, INC.
22485 LA PALMA AVENUE, SUITE 202
YORBA LINDA, CALIFORNIA 92887
TEL: (714)–920–9643
EMAIL:

ENGINEER
4M ENGINEERING & DEVELOPMENT, INC.
41635 ENTERPRISE CIRCLE NORTH
SUITE B
TEMECULA, CA. 92590
TEL: (951) 296–3466
EMAIL: info@4med.net

LAND SURVEYOR
SPIRO LAND SURVEYING
603 SEAGAZE DRIVE #113
OCEANSIDE, CA. 92054
TEL: (951) 334–3174
EMAIL: matt@spirolandsurveying.com

OWNER/APPLICANT
DRC LAND CDC, LP
C/O AMIR DEHBOZORGI
15901 RED HILL AVENUE, SUITE 205
TUSTIN, CALIFORNIA 92780
TEL: (714) 719–8100
EMAIL: tony@cdm–inc.com

NO.	DATE	REVISION

ENGINEER:
4M ENGINEERING AND DEVELOPMENT, INC.
41635 Enterprise Circle N. - Suite B
Temecula, California 92590
TEL: (951) 296–3466 INFO@4MED.NET

Drawing No. C–2
SH 2 OF 3

LOMA LINDA CENTER - PARCEL MAP 20665, APN 0292-451-14

IN THE CITY OF LOMA LINDA, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA

DRAINAGE FACILITIES MAP

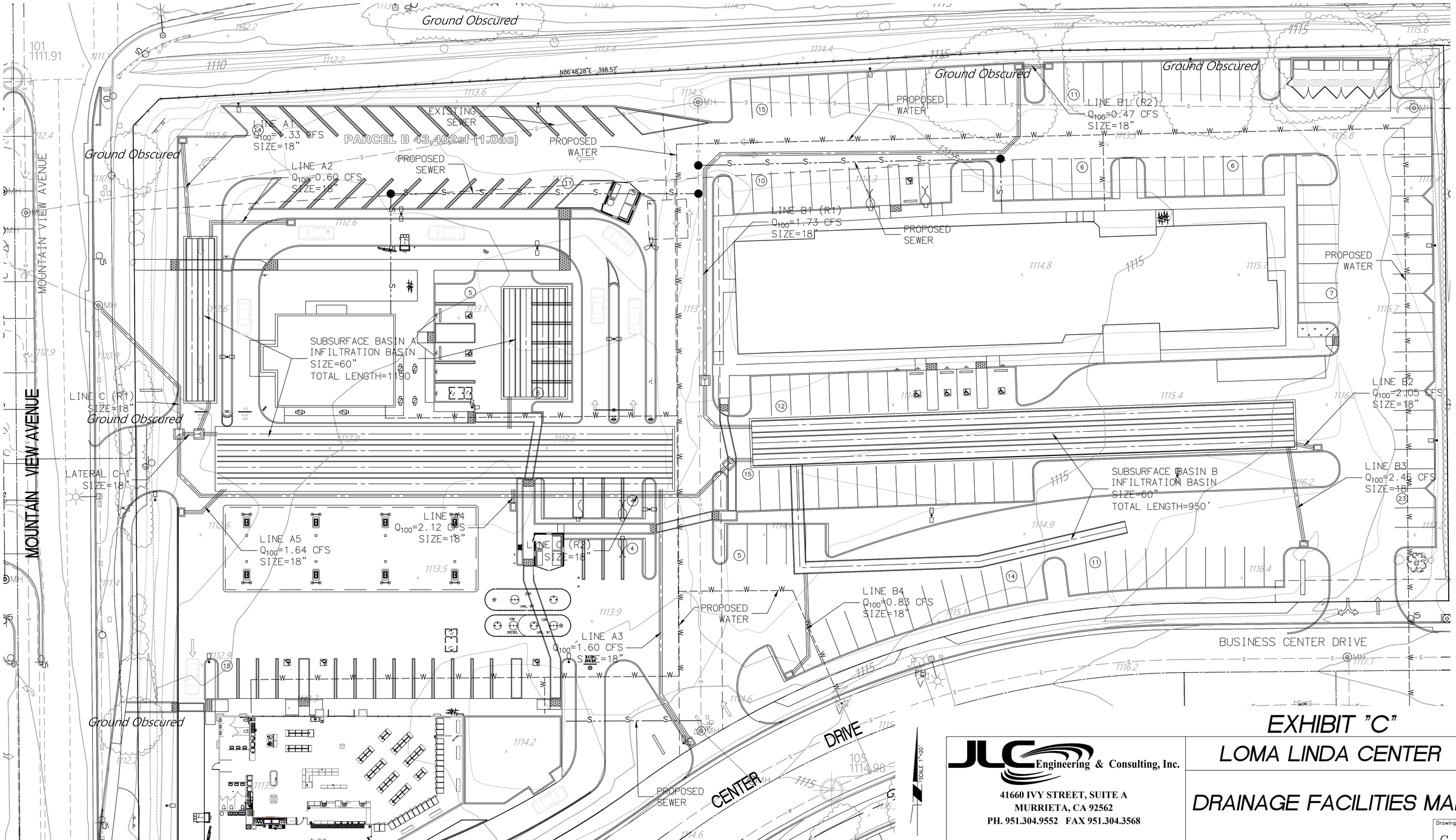


EXHIBIT "C"

LOMA LINDA CENTER

DRAINAGE FACILITIES MAP

JLC Engineering & Consulting, Inc.
41660 IVY STREET, SUITE A
MURRIETA, CA 92562
PH. 951.304.9552 FAX 951.304.3568

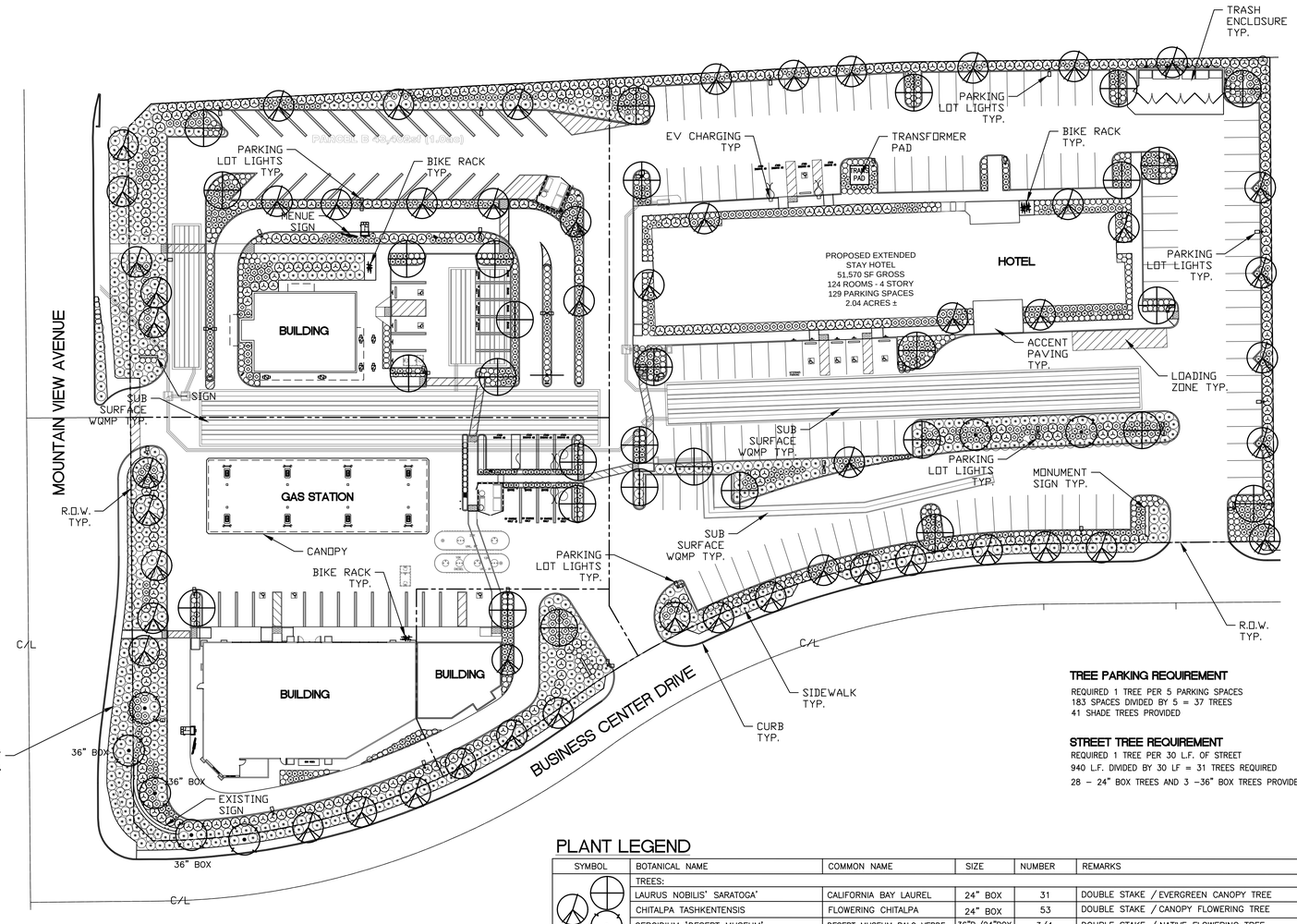
Drawing No. C-3
SH. 3 OF 3

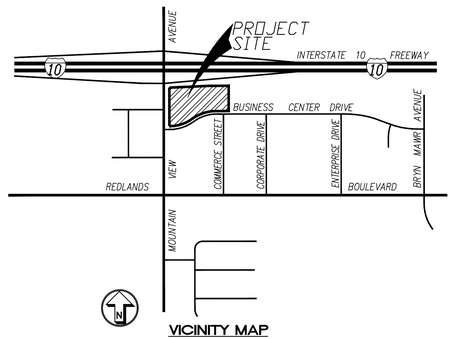
Drawing Name: K:\PROJECTS\222214 - LOMA LINDA\DWG\MASTER-SHEETS\MAP\TM\SHEET 3\Sheet 3_DrainageFacilities.dwg
Last Opened: Jul 28, 2025 - 10:47am by AMO3

Attachment D

CITY OF LOMA LINDA, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA
PARCEL 1 OF PARCEL MAP NO. 10628
CONCEPT GRADE PLAN

Preliminary Landscape Plan





VICINITY MAP
2014 THOMAS GUIDE PG 607, E-6
SEC 19, T1S, R3W
NOT TO SCALE

UTILITY PURVEYORS:

CABLE
SPECTRUM COMMUNICATIONS
1250 N. KIRBY STREET
HEMET, CA 92545
1-800-921-8101

ELECTRIC
SOUTHERN CALIFORNIA EDISON
26100 MENIFEE ROAD
ROMOLAND, CA 92585
1-800-684-8123

GAS
SOUTHERN CALIFORNIA GAS COMPANY
1981 W. LUGONIA
P.O. BOX 3003
REDLANDS, CA 92373
1-800-427-2200

SEWER
CITY OF LOMA LINDA
25541 BARTON ROAD
LOMA LINDA, CA. 92354
909-799-2800

TELEPHONE/ INTERNET
FRONTIER COMMUNICATIONS
29310 BRADLEY ROAD,
MENIFEE, CA. 92586
1-800-921-8101

WATER
CITY OF LOMA LINDA
25541 BARTON ROAD
LOMA LINDA, CA. 92354
909-799-2800

SCHOOL DISTRICT
REDLANDS UNIFIED SCHOOL DISTRICT
20 W. LUGONIA AVENUE
REDLANDS, CA. 92374
909-307-5500

LEGAL DESCRIPTION

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

PARCEL 1 OF PARCEL MAP NO. 10628, ON FILE IN BOOK 126, PAGES 14 AND 15, INCLUSIVE, OF PARCEL MAPS, RECORDS OF SAN BERNARDINO COUNTY.

BENCHMARK

THIS TOPOGRAPHIC SURVEY WAS PERFORMED BY SPIRO LAND SURVEYING, INC. ON MARCH 2ND, 2022. HORIZONTAL CONTROL WAS PER RECORD MONUMENTS ON PARCEL MAP 10628 AND BOUNDARY SHOULD NOT BE USED FOR MAPPING PURPOSES. VERTICAL DATUM WAS ESTABLISHED PER NGS OPUS NAVD 88' ORTHOMETRIC HEIGHTS. WE TIED INTO LOMA LINDA BENCHMARK LLBM 81-28 DATED 1/1/81, ELEVATION 1135.579

STATEMENT OF UTILITIES

THE LOCATION OF UTILITIES SHOWN HEREON ARE FROM OBSERVED EVIDENCE AND PLANS PROVIDED BY THE CLIENT PURSUANT TO SECTION 5.E.iv. WHILE THE INFORMATION IS ASSUMED TO BE ACCURATE NO GUARANTEE IS MADE TO THE EXACT LOCATION OF THE UNDERGROUND UTILITIES.

DATA TABLE:

1.) ASSESSOR'S PARCEL NO.: 0292-451-14

2.) PROJECT NAME: CORPORATE BUSINESS CENTER LOMA LINDA

3.) LEGAL DESCRIPTION: PARCEL 1 OF PARCEL MAP NO. 10628, FILED IN BOOK 126, PAGES 14 AND 15, INCLUSIVE, OF PARCEL MAPS, RECORDS OF SAN BERNARDINO COUNTY.

4.) ZONING DESIGNATION: BUSINESS PARK (BP)
GENERAL PLAN: BUSINESS PARK (BP)
SPECIFIC PLAN AREA: N/A
EXISTING LAND USE/PROPOSED LAND USE: VACANT / RETAIL AND OFFICE/WAREHOUSE

5.) SOURCE OF TOPOGRAPHY: SPIRO LAND SURVEYING DATED MARCH 2, 2022.

6.) THIS PROPERTY IS WITHIN FEMA MAP NO. 06071C8703J, AND IS NOT WITHIN A FEMA FLOODPLAIN OR FLOODWAY.

7.) TOTAL GROSS AREA: 187,308 S.F. 4.3 ACRES
TOTAL NET AREA: 187,308 S.F. 4.3 ACRES
TOTAL BUILDING AREA: 6,860 S.F.

8.) PARKING: 132 STANDARD SPACES
10 ADA SPACES
EV PARKING: 20 STANDARD SPACES
2 ADA SPACES

9.) LANDSCAPING IS PROPOSED IN THE CITY RIGHT-OF-WAY. CITY RIGHT-OF-WAY LANDSCAPING WILL BE MAINTAINED BY THE PROPERTY OWNER.

10.) GROSS AND DISTURBED ACREAGE: 4.3 AC

TREE PARKING REQUIREMENT
REQUIRED 1 TREE PER 5 PARKING SPACES
183 SPACES DIVIDED BY 5 = 37 TREES
41 SHADE TREES PROVIDED

STREET TREE REQUIREMENT
REQUIRED 1 TREE PER 30 L.F. OF STREET
940 L.F. DIVIDED BY 30 LF = 31 TREES REQUIRED
28 - 24" BOX TREES AND 3 -36" BOX TREES PROVIDED

TOTAL SITE LANDSCAPE CALCULATIONS

SITE AREA	187,498	SQ. FT.	
SHRUB AREA	35,218	SQ. FT.	100% OF LANDSCAPING
TOTAL LANDSCAPE AREA	35,218	SQ. FT.	19% OF TOTAL SITE

PARCEL 1 LANDSCAPE CALCULATIONS

SITE AREA	41,915	SQ. FT.	
SHRUB AREA	5,766	SQ. FT.	100% OF LANDSCAPING
TOTAL LANDSCAPE AREA	5,766	SQ. FT.	14% OF TOTAL SITE

PARCEL 2 LANDSCAPE CALCULATIONS

SITE AREA	43,747	SQ. FT.	
SHRUB AREA	10,627	SQ. FT.	100% OF LANDSCAPING
TOTAL LANDSCAPE AREA	10,627	SQ. FT.	24% OF TOTAL SITE

PARCEL 3 LANDSCAPE CALCULATIONS

SITE AREA	7,963	SQ. FT.	
SHRUB AREA	2,465	SQ. FT.	100% OF LANDSCAPING
TOTAL LANDSCAPE AREA	2,465	SQ. FT.	31% OF TOTAL SITE

PARCEL 4 LANDSCAPE CALCULATIONS

SITE AREA	93,873	SQ. FT.	
SHRUB AREA	16,360	SQ. FT.	100% OF LANDSCAPING
TOTAL LANDSCAPE AREA	16,360	SQ. FT.	17% OF TOTAL SITE

PLANT LEGEND

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	NUMBER	REMARKS	WATER USE
	TREES:					
	LAURUS NOBILIS' SARATOGA'	CALIFORNIA BAY LAUREL	24" BOX	31	DOUBLE STAKE / EVERGREEN CANOPY TREE	L
	CHITALPA TASHKENTENSIS	FLOWERING CHITALPA	24" BOX	53	DOUBLE STAKE / CANOPY FLOWERING TREE	L
	CERCIDIUM 'DESERT MUSEUM'	DESERT MUSEUM PALO VERDE	36"B./24"BOX	3/4	DOUBLE STAKE / NATIVE FLOWERING TREE	L
	SHRUBS:					
⊙	CALLISTEMON VIMINALIS 'BETTER JOHN'	DWARF BOTTLE BRUSH	5 GAL	710	FULL & BUSHY @ 3' O.C. (MEDIUM FLOWERING SHRUB)	L
◎	HESPERALOE PARVIFLORA	RED YUCCA	5 GAL	205	FULL & BUSHY @ 3' O.C. (MEDIUM FLOWERING SHRUB)	L
○	DIANELLA LITTLE REV	LITTLE REV FLAX LILY	1 GAL	544	FULL & BUSHY @ 3' O.C. (SMALL SHRUB)	L
Ⓐ	LEUCOPHYLLUM FRUTICOSUM 'COMPACTA'	DWARF TEXAS RANGER	5 GAL	362	FULL & BUSHY @ 5' O.C. (LARGE SCREEN SHRUB)	L
	VINES:					
	MACFADYEN UNGUIS-CATI	CAT'S CLAW VINE	5 GAL	10	ATTACH TO WALL @ 12' O.C. (SPREADING VINES)	L
	MULCH & GROUNDCOVER:					
NOT SHOWN	FOREST BLEND WOOD MULCH	MEDIUM GRIND WOOD MULCH	3" MAX.	AS REQ'D.	3" DEEP - INSTALLED IN ALL SHRUB PLANTING AREAS TYP.	
⊙	BACCHARIS PILULARIS 'PIGEON POINT'	PROSTRATE COYOTE BUSH	1 GAL	669	TRIANGULAR SPACING @ 5' O.C.	L

GRAPHIC SCALE
30 0 30 60 120
1 INCH = 30 FT.

NOTES:

1. ALL PLANTING AND IRRIGATION SHALL CONFORM TO THE CITY OF LOMA LINDA ORDINANCES AND STANDARDS.
2. AN IRRIGATION SYSTEM SHALL BE UTILIZED FOR THIS PROJECT PER THE CITY OF LOMA LINDA WATER CONSERVATION ORDINANCE.
3. ALL MATURE PLANTING SHALL NOT INTERFERE WITH UTILITY LINES OR TRAFFIC SITE LINES.
4. ALL UTILITIES SHALL BE SCREENED W/ PLANTING TYP.
5. THE FINAL LANDSCAPE PLANS SHALL BE IN COMPLIANCE WITH THE STATE'S MWELO REQUIREMENTS.

THIS MAP IS BASED ON RECORD DATA AND SHOULD NOT BE RELIED UPON FOR ACCURATE SURVEY INFORMATION. ALL MEASUREMENTS SHALL BE FIELD VERIFIED BY PERSONS AUTHORIZED TO PERFORM SUCH WORK.

ANY DESIGN INFORMATION SHOWN ON THIS PLAN IS CONCEPTUAL IN NATURE AND SHALL NOT BE RELIED ON FOR CONSTRUCTION PURPOSES.

PRELIMINARY PLANTING PLAN

OWNER/APPLICANT
DRC LAND CDC, LP
C/O AMIR DEHBOZORGI
15901 RED HILL AVENUE, SUITE 205
TUSTIN, CALIFORNIA 92780
TEL: (714) 719-8100
EMAIL: tony@cdm-inc.com

ARCHITECT
CJC DESIGN, INC.
22485 LA PALMA AVENUE, SUITE 202
YORBA LINDA, CALIFORNIA 92887
TEL: (714)-920-9643
EMAIL:

ENGINEER
4M ENGINEERING & DEVELOPMENT, INC.
41635 ENTERPRISE CIRCLE NORTH
SUITE B
TEMECULA, CA. 92590
TEL: (951) 296-3466
EMAIL: info@4med.net

LAND SURVEYOR
SPIRO LAND SURVEYING
603 SEAGAZE DRIVE #113
OCEANSIDE, CA. 92054
TEL: (951) 334-3174
EMAIL: matt@spirolandsurveying.com

MAP PREPARED: OCTOBER 5, 2022

REGISTERED LANDSCAPE ARCHITECT VINCENT DI DONATO 2017 7-28-25 9-30-25 STATE OF CALIFORNIA

OWNER/APPLICANT
DRC LAND CDC, LP
C/O AMIR DEHBOZORGI
15901 RED HILL AVENUE, SUITE 205
TUSTIN, CALIFORNIA 92780
TEL: (714) 719-8100
EMAIL: tony@cdm-inc.com

NO.	DATE	REVISION

ALHAMBRA GROUP
LANDSCAPE ARCHITECTURE
CALIFORNIA LICENSE #2017
RECREATION FACILITIES PLANNING
41635 ENTERPRISE CIRCLE NORTH, SUITE C
TEMECULA, CA 92590
(951) 296-6802 CELL (951) 970-6156

JOB # 24-104 DATE 7-28-25

L-1

MASTER SIGN PROGRAM

MOUNTAIN VIEW BUSINESS CENTER

SOUTH EAST CORNERS - MOUNTAIN VIEW @ I-10

LOMA LINDA, CA 92354

2025

SUNSET SIGNS™

A SIGN OF EXCELLENCE SINCE 1992

MOUNTAIN VIEW BUSINESS CENTER **MASTER SIGN PROGRAM**

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CONTACT INFORMATION

For any questions or clarifications regarding to the Sign Program, please contact Landlord and/or his/her associate(s)

PROPERTY OWNER

Creative Developement & Management Inc
Address: 9541 Business Center Dr.
Suite C
Rancho Cucamonga CA 91730
Phone Number: 714-719-8100

For permit request, please contact:

CITY OF LOMA LINDA

Address: 25541 Barton Rd.
Loma Linda, CA 92354
Phone Number: 909-799-4400
Website: www.lomalinda-ca.gov

SIGN CONSULTANT

SUNSET SIGNS
A SIGN OF EXCELLENCE SINCE 1992
LIC. #908474 C45

2906 E. Coronado St.
Anaheim, Ca 92806

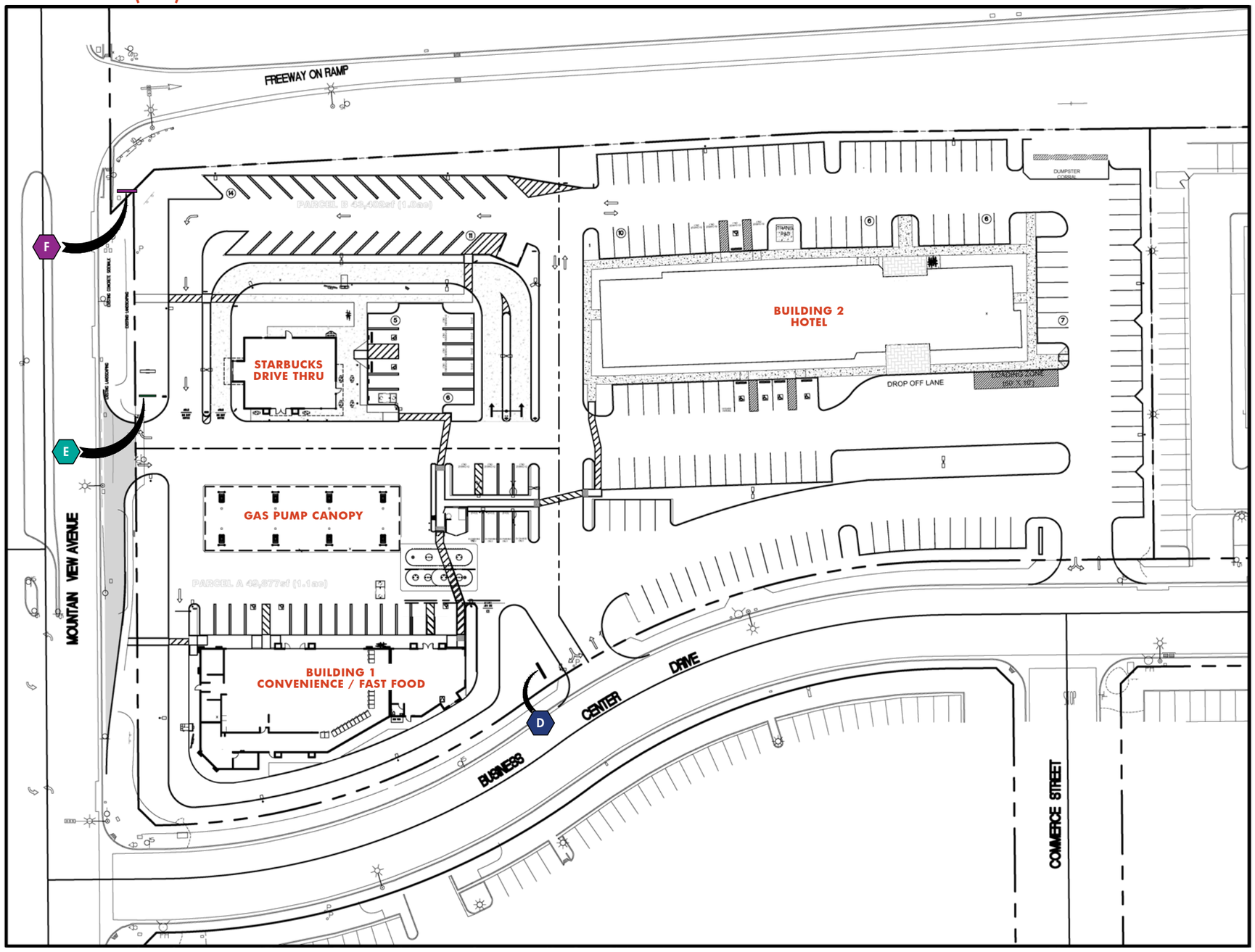
(714) 399-3360

www.sunsetsignsoc.com

SIGN SCHEDULE

I.D.	SIGN DESCRIPTION	SIGN TYPE
D	GAS PRICE MONUMENT SIGN	FREESTANDING MONUMENT
E	TENANT MONUMENT SIGN	FREESTANDING MONUMENT
F	PYLON SIGN	FREESTANDING PYLON

SITE MAP (NTS)



OBJECTIVE

The Sign Program is established for the purpose of ensuring a functional, coordinated, and balanced effort to allow for unique tenant signage, standardization to preserve the Mountain View Business Center aesthetics and design, and compatibility with the city of Loma Linda municipal code.

DESIGN INTENT

The guidelines of this program are designed to complement architectural elements of the existing building and coordinate the type, placement, and physical dimensions of signs within the Mountain View Business Center thereby appearing as an integral part of the center.

IMPORTANT GENERAL INFORMATIONS

A. The property owner and/or his/her associate(s) shall administer the sign program for selected tenants as it pertains selected tenant signs.

B. New selected tenant and/or selected lease is provided with a copy of the sign program as an addendum to the tenant's lease. Any non-conforming or unapproved sign installed by tenant shall be removed at the tenant's expense, which includes any fee or penalties by any regulatory authorities.

C. Compliance with the sign program does not equate to approval from the city of Loma Linda. Tenant is solely responsible for obtaining any and all required approvals and permits from the city of loma linda prior to the installation of any signs. Any exception to the sign program shall be subject to landlord review and approval.

D. Design and installation of signs will be subject to inspections by the property owner and/or his/her associate(s). Any necessary corrective actions performed by the property owner or by his/her associate(s) shall be at tenant's sole expense.

E. When the lease is finished and the tenant wants to move out, the tenant has to hire a professional certified licensed sign company to remove tenant's own existing signage from the building and put back, cover all electrical wires safely and in the corrected way as need.

F. Existing sign area surface need to be patched up and re-painted clean and neat as same as the original condition. All works have to be done within seven (7) days from the ended lease date and shall be at tenant's sole expense. All completed works have to be sent to the property owner and/or his/her associate(s) via email for reviewing the final approval.

SUBMITTAL & APPROVALS

A. All tenant signs must be approved in writing by city of Loma Linda (authority having jurisdiction) & the Landlord (or his/her associate(s)) prior to permitting from the city of Loma Linda. Tenant signs must be approved by the property owner and/or his/her associate(s) prior to fabrication, and installation. Sign design must adhere to this sign program.

B. Sign proposed, installation, inspection and/or anything related to the building sign has to be done in the corrected way by professional certified licensed sign company and has to meet all requirement and municipal code of the city of Loma Linda.

C. Review and approval of the tenant sign proposals shall be performed in accordance with these requirements.

(C.1) Three (3) completed full sets of the proposed sign drawplan with the following informations must be submitted to the Landlord and/or his/her associate(s) for each proposed sign:

- Name, address, and contact number of the Tenant.
- Name, address, contact number, and licensed number of the professional certified licensed sign contractor/company.
- Fully dimensioned working drawing showing exact dimensions, copy layout, typeset, material, colors, means of attachment, electrical, specification and other details of construction.
- A picture or a render of proposed sign mock-up elevation showing sign design, placement, size, layout of sign and indicating dimensions, and attachment devices, included a picture of the existing elevation.
- Section through letter and/or logo and the illumination
- Full Site Plan to show the proposed sign location.

(C.2) All tenant proposed sign drawplan submittal shall be reviewed by the property owner and/or his/her associate(s) for conformance with the sign program. Within seven (7) businesses days after receipt of tenant's proposed sign drawplan. Landlord shall either approve the submittal contingent upon any required modifications of disapprove tenant's proposed sign drawplan submittal, which approval or disapproval shall remain at the sole right and discretion of the Landlord prior to permit application for sign fabrication.

(C.3) The property owner and/or his/her associate(s) reserves the right to designate a sign contractor(s) who is well qualified in the techniques and processes required to implement the intent of the concept design. Only an approved sign contractor shall be allowed.

(C.4) Submittal shall be submit via email to the property owner at the following information:

Property Owner
Address

D. Three (3) completed full sets of the proposed sign drawplan must be approved and stamped by the property owne prior to city permit application.

Tenant or his/her professional certified licensed sign contractor(s) must submit to the city of Loma Linda, and will be fully responsible for all applicable applications, permit fees, final inspections for the city of Loma Linda.

Tenant or his/her professional certified licensed sign contractor(s) will not be permitted to commence installation of the exterior sign unless all of the following conditions have been met:

- A stamped set of final drawings reflecting the property owner's and city's approval shall be on file in the property owner's office.
- All professional certified licensed sign contractor(s) must be fully insured as property owner's request, and approved by the property owner prior to installation. Property owner and/or his/her associate(s) must receive the sign contractor's Certificate of Insurance (COI)
- The property owner and/or his/her associate(s) must be notified 72 business hours in advance prior to sign installation.

E. Tenant's Sign Contractor shall install required signage within 45 days after approval of shop drawings. If signage is not in place by that date, Landlord and/or his/her associate(s) may order sign fabrication and installation on Tenant's behalf and at the Tenant's expense.

F. The property owner and/or his/her associate(s) may, at his sole discretion and at the Tenant's expense, correct, replace, or remove any sign that installed without written approval and/or that is deemed unacceptable pertaining to this sign criteria.

G. If the Tenant chooses to change his exterior sign at anytime during the term of his/her lease, then Tenant must comply with the requirements set forth herein and any future modifications, revisions or changes which have been made to this sign criteria for Mountain View Business Center - city of Loma Linda after the execution of his/her lease agreement.

H. Tenant shall be ultimately responsible for the fulfillment of all requirements and specifications, including those of the Property Owner, City, U.L and the Uniform Electrical Code.

TENANT'S RESPONSIBILITY

Tenant shall be fully responsible for the following expenses relating to signage for his/her store:

- Design consultant fee (if applicable)
- 100% of permit processing cost and applications from the City.
- 100% of costs for sign fabrication and installation including review of shop drawings and patterns.
- All costs relating to sign removal, including repair of any damage to the building.
- Maintain and keep the sign conditions good and clean.

PROHIBITED SIGNS

A. No sign shall be installed, relocated, or maintained outside the designated tenant sign area by any Tenant.

B. No Tenant Signs of any type or any advertising items shall be located within the parking, landscaping area including in the planters, roof, on light poles, or in any common areas of the retail center installed by Tenant and will be removed at the Tenant's sole expense.

C. Signs on or affixed to trucks, automobiles, trailers or other vehicles which advertise, identify, or provide direction to a use or activity not related to its lawful making of deliveries or sales of merchandise or rendering of services from such vehicles are prohibited.

D. All inflatable signs and signs designed to be flown, including balloons, strings of balloons, kites or aerial signs, that are made of an electrically conductive material.

E. Any signs that are not meet the county code compliance.

F. Flashing signs, off-site commercial signs on permanent structures, light bulb strings and exposed tubing, signs, posters, advertisements, ect., attached to utility poles, shall be prohibited.

G. Signs blocking doors or fire escapes.

TEMPORARY SIGNS & OTHER ITEMS

A. No Tenant's temporary signs, flags, banners, balloons, and pennants area allowed in the Mountain House Shopping Center without approval from the property owner and/or his/her associate(s), and the city of Loma Linda. Any unapproved temporary signs shall be removed at the Tenant's sole expense.

B. For special circumstances, Tenant may submit request to the Landlord and/or his/her associate(s) to allow for the display of temporary signs, flags, banners, balloons, and pennants provided that such items are not prohibited by the city of Loma Linda municipal code and not in violation of any other governmental laws and regulations, such as the Americans with Disabilities Act.

C. The Tenant request for temporary signage shall detail specific sign design, location of signage, attachment and mounting methods, and duration of the display. The request must be subject to review and approval by the Landlord and/or his/her associate(s), and by the city of Loma Linda . The Landlord and/or his/her associate(s) may withdraw his/her approval at anytime at his or her own discretion and the Tenant must comply with the property owner's and/or his/her associate(s)' removal request.

PROJECTING SIGNS ALLOWED SIGN TYPES

A. FRONT-LIT CHANNEL LETTERS

B. HALO/REVERSE-LIT CHANNEL LETTERS

C. DUAL-LIT CHANNEL LETTERS

D. CHANNEL LOGO CABINETS

NOTE: Signs shall be archtecturally a part of the design of the building, and should not be an indepedent feature in conflict with the intergrity of buildign design. Internal Illumination only. Bare bulb illumination is expressly prohibited.

A. Front-lit channel letters Example

B. Halo/Reverse-lit channel letters Example

C. Dual-lit channel letters Example

D. Channel Logo cabinets Example

BUILDING 1 & 2 TENANT I.D. LAYOUT GUIDELINES

A

WHEN (1) LOGO IS STAND ALONE

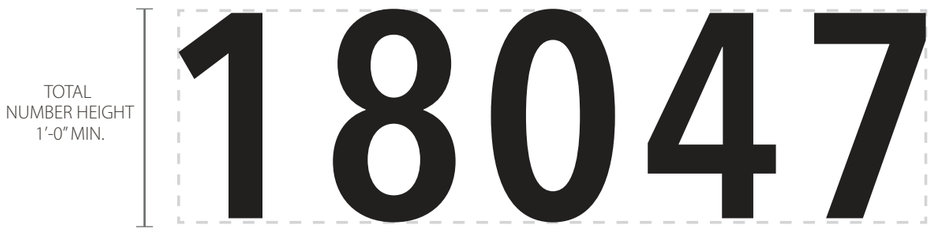
STACKED LAYOUT

SINGLE LINE LAYOUT

- **SIZE:** *REFERENCE ELEVATION PAGES 09-12 FOR SIGN AREA MAXIMUM SIZES.*
- **ILLUMINATION:** YES
- **COPY:** TENANT NAME AND/OR LOGO
- **ILLUMINATION:** YES
- **TYPE FACE:** CUSTOM LOGO AND TYPE OK
- **COLORS:** CUSTOM COLORS OK
- **MATERIALS:** VARIETY OF TYPES PER SIGN PROGRAM, SINGLE TYPE OF CONSTRUCTION ALLOWED
- **INSTALLATION:** MOUNTED FLUSH TO FACADE'S SURFACE
  OR MOUNTED TO FACADE'S SURFACE WITH SPACERS

ADDRESS ALLOWED SIGN TYPES

B



TWO (2) ADDRESS NUMBER SIGNS, MAY BE PERMITTED FOR MAIN BUILDING FRONTAGE.

- **ILLUMINATION:** YES

- **COPY:** TENANT NAME AND/OR LOGO

- **HEIGHT:** 1’-0” MIN. FOR NUMBER HEIGHT

- **ILLUMINATION:** YES

- **FONT TYPE:** AVENIR CONDENSED

- **COLORS:** MUST CONTRAST IN COLOR FROM THE ADJACENT WALL COLOR

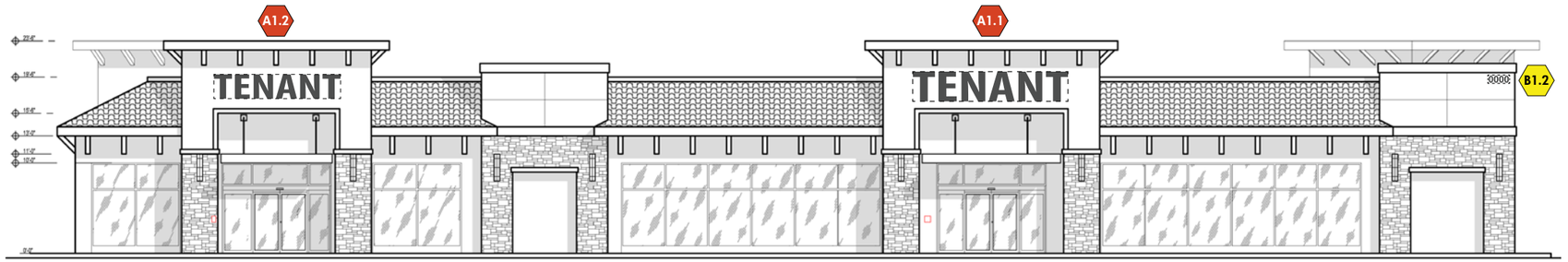
- **MATERIALS:** VARIETY OF TYPES PER SIGN PROGRAM, SINGLE TYPE OF CONSTRUCTION ALLOWED

- **INSTALLATION:** MOUNTED FLUSH TO FACADE’S SURFACE
  OR MOUNTED TO FACADE’S SURFACE WITH SPACERS

BUILDING 1 / CONVENIENCE / FAST FOOD ELEVATIONS

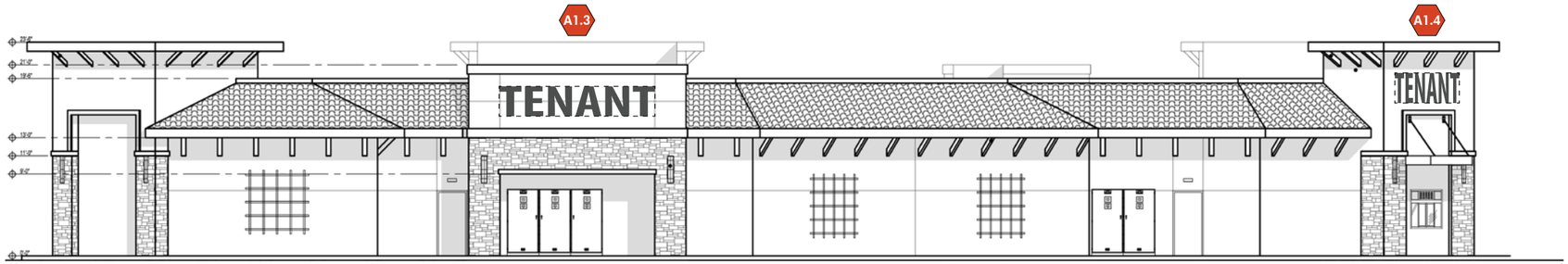
- - - - - - - Dotted line represents allowable sign area.

NO.	ALLOWABLE SIGN AREA
A1.1	Sign Height: 3'-6" Max. 60 sq. ft. Max.
A1.2	Sign Height: 3'-6" Max. 49 sq. ft. Max.
A1.3	Sign Height: 3'-6" Max. 60 sq. ft. Max.
A1.4	Sign Height: 3'-6" Max. 28 sq. ft. Max.
A1.5	Sign Height: 3'-6" Max. 49 sq. ft. Max.
B1.1	Sign Height: 1'-0" Max. 3 sq. ft. Max.



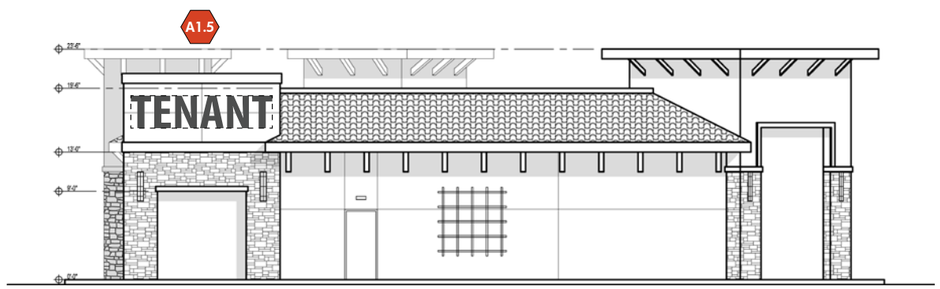
NORTH ELEVATION

SCALE: 1"=15'-6"



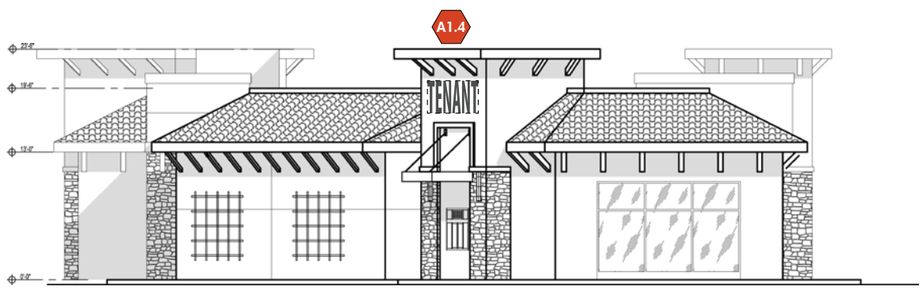
SOUTH ELEVATION

SCALE: 1"=15'-6"



WEST ELEVATION

SCALE: 1"=15'-6"



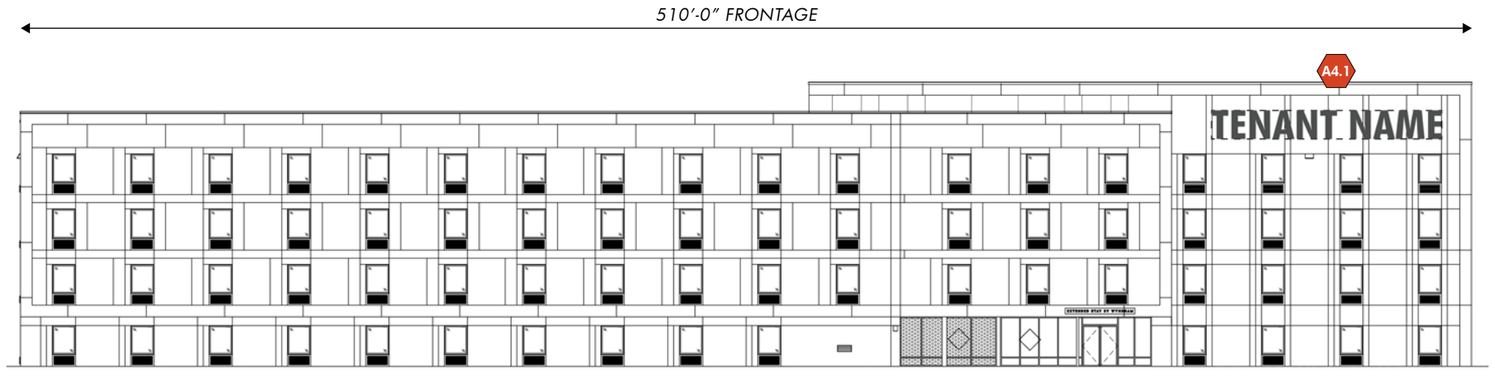
EAST ELEVATION

SCALE: 1"=15'-6"

BUILDING 2 / HOTEL ELEVATIONS

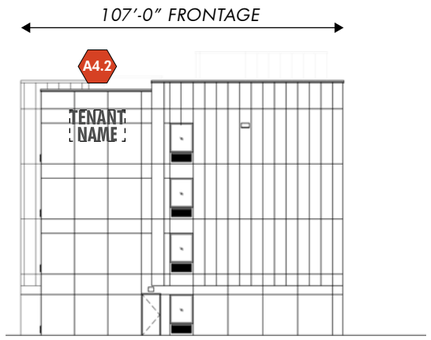
- - - - - - - Dotted line represents allowable sign area.

NO.	ALLOWABLE SIGN AREA
A4.1	Sign Height: 10'-0" Max. 810 sq. ft. Max.
A4.2	Sign Height: 11'-0" Max. 214 sq. ft. Max.
A4.3	Sign Height: 11'-0" Max. 214 sq. ft. Max.
A4.4	Sign Height: 13'-0" Max. 299 sq. ft. Max.



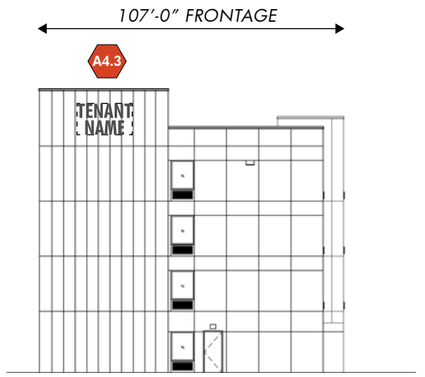
SOUTH ELEVATION

SCALE: 3/8"=20'-0"



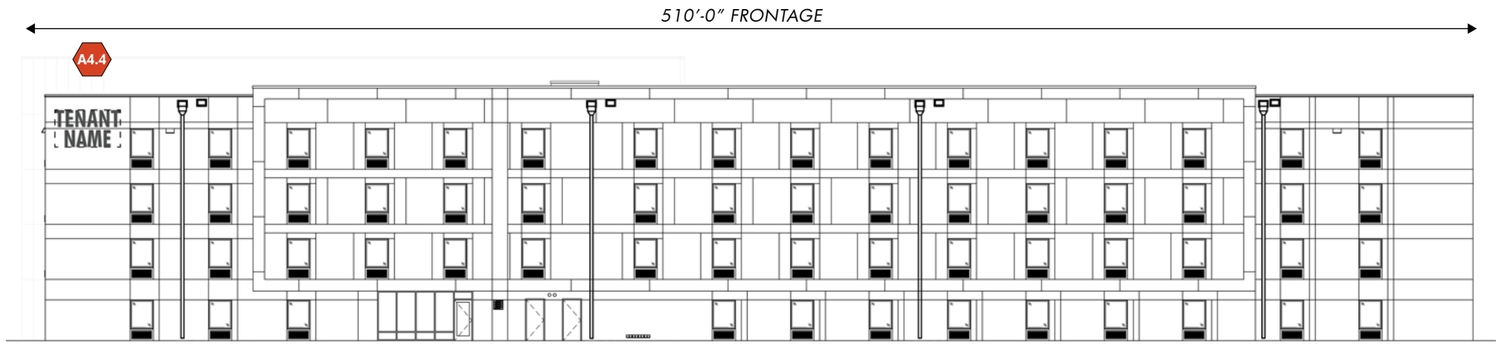
WEST ELEVATION

SCALE: 3/8"=20'-0"



EAST ELEVATION

SCALE: 3/8"=20'-0"



NORTH ELEVATION

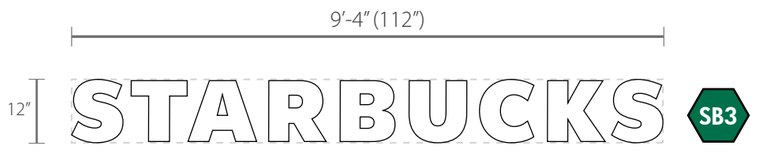
SCALE: 3/8"=20'-0"

STARBUCKS I.D. LAYOUT GUIDELINES

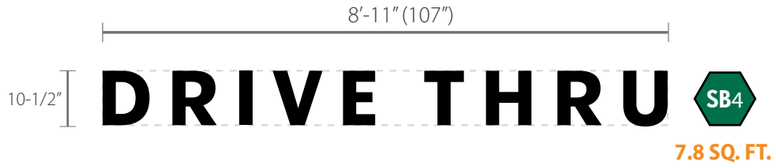
SB

25 SQ. FT.

16 SQ. FT.



9.3 SQ. FT.



7.8 SQ. FT.

ALLOWED SIGN TYPES:

- **ILLUMINATION:** YES

- **COPY:** TENANT NAME AND/OR LOGO, "DRIVE THRU"

- **ILLUMINATION:** YES

- **TYPE FACE:** CUSTOM LOGO AND TYPE OK

- **COLORS:** 3M TRANSLUCENT VINYL
  DARK EMERALD GREEN
  3630-126
  PAINTONE 3425 C

  3M TRANSLUCENT VINYL
  BLACK
  3630-22
  PAINTONE BLACK C

  WHITE

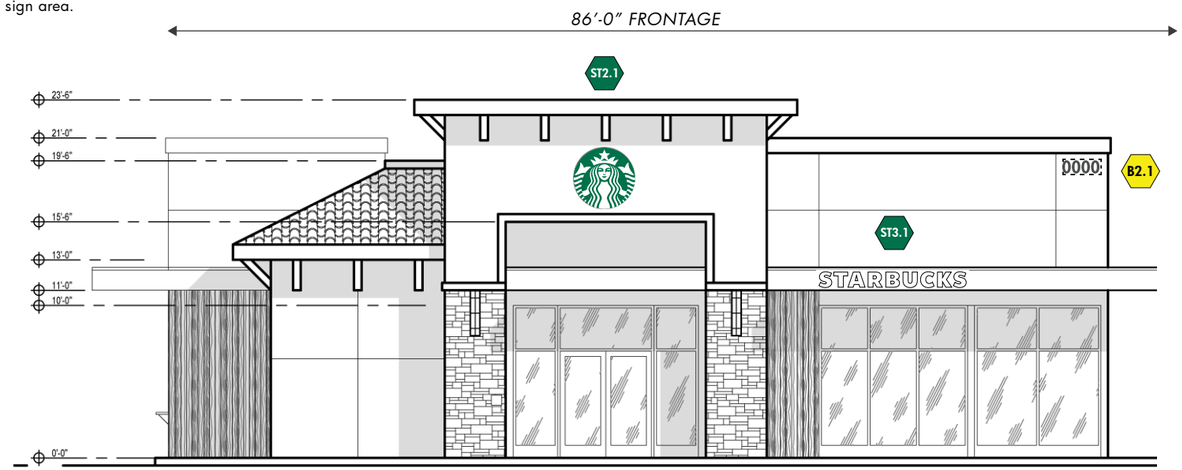
- **MATERIALS:** VARIETY OF TYPES PER SIGN PROGRAM, SINGLE TYPE OF CONSTRUCTION ALLOWED

- **INSTALLATION:** MOUNTED FLUSH TO FACADE'S SURFACE
  OR MOUNTED TO FACADE'S SURFACE WITH SPACERS

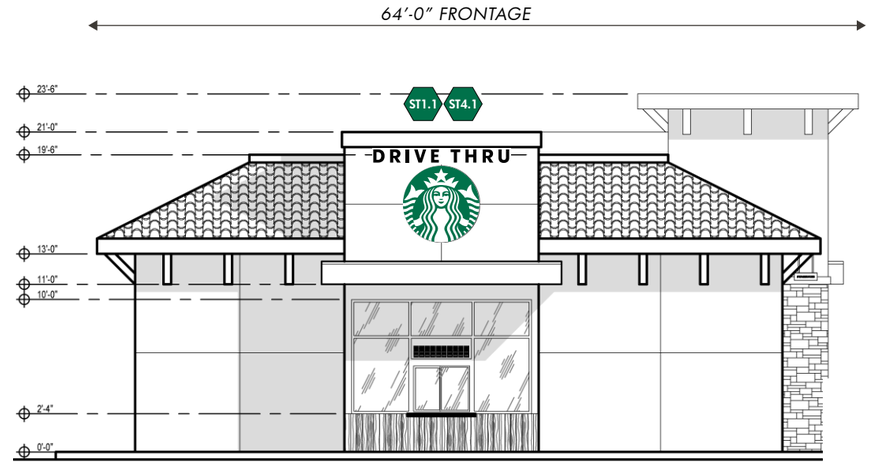
STARBUCKS DRIVE THRU ELEVATIONS

- - - - - - - Dotted line represents allowable sign area.

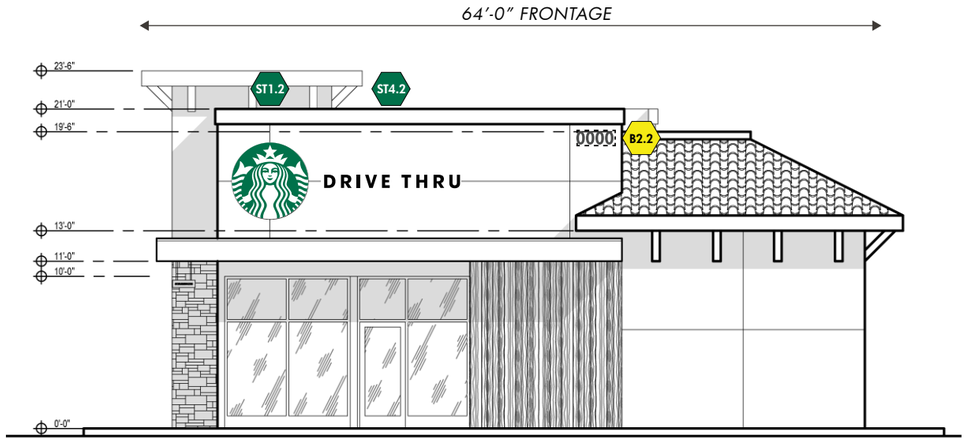
NO.	ALLOWABLE SIGN AREA
ST1	Sign Height: 5′-0″ Max. 25 sq. ft. Max.
ST2	Sign Height: 4′-0″ Max. 16 sq. ft. Max.
ST3	Sign Height: 1′-0″ Max. 10 sq. ft. Max.
ST4	Sign Height: 10-1/2″ Max. 8 sq. ft. Max.
B.1	Sign Height: 1′-0″ Max. 3 sq. ft. Max.
B.2	Sign Height: 1′-0″ Max. 3 sq. ft. Max.



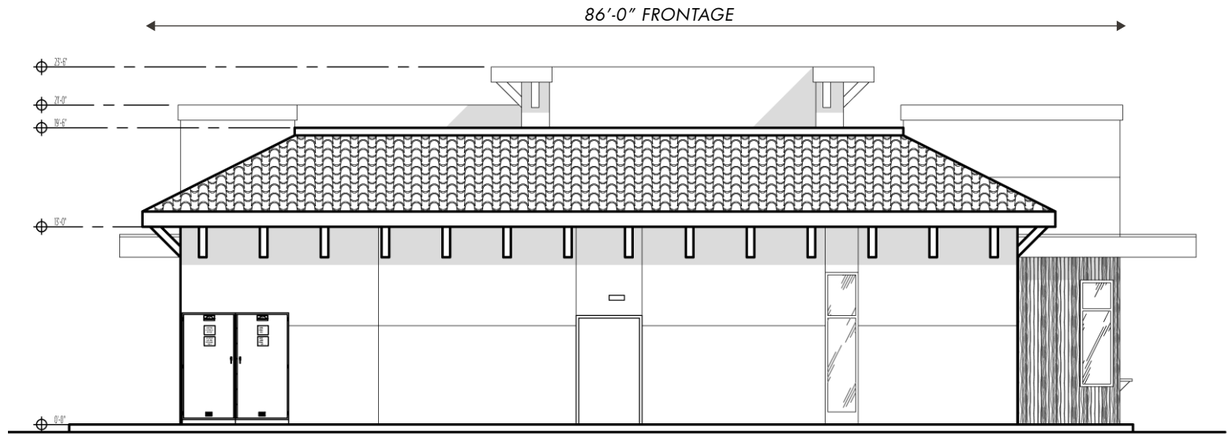
NORTH ELEVATION
SCALE: 1″=13′-0″



EAST ELEVATION
SCALE: 1″=13′-0″



WEST ELEVATION
SCALE: 1″=13′-0″



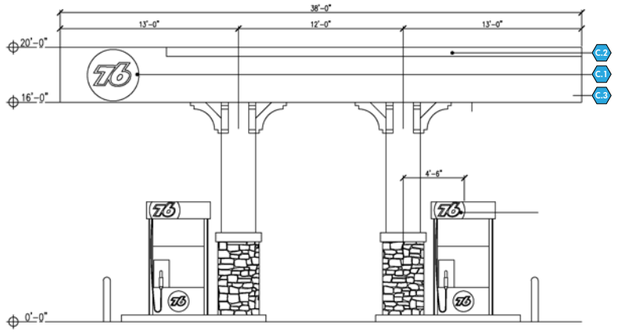
SOUTH ELEVATION
SCALE: 1″=13′-0″

GAS STATION CANOPY SIGNAGE

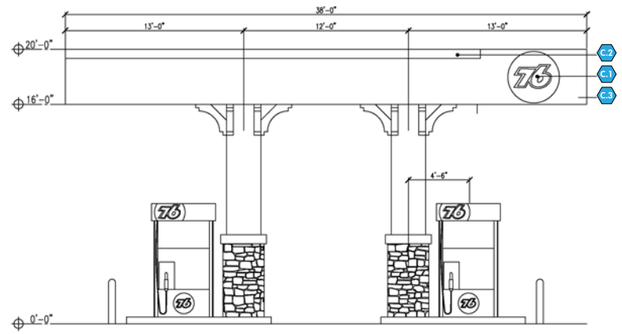
C

C.1 INTERNALLY ILLUMINATED SIGN

(1) sign permitted on each canopy frontage.
Signage may exceed a maximum
of 8" from edge of fascia.
Sign maximum height: 4'-0" tall.



CANOPY WEST ELEVATION

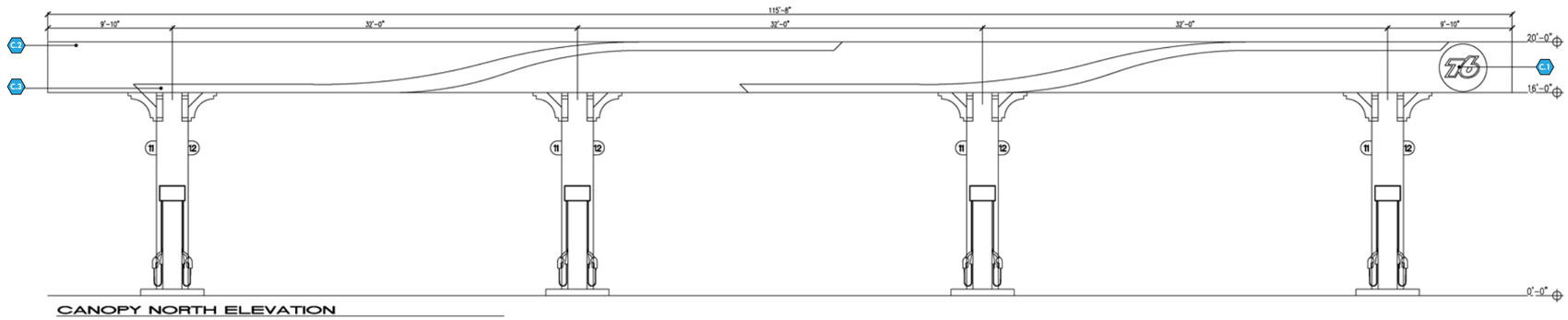


CANOPY EAST ELEVATION

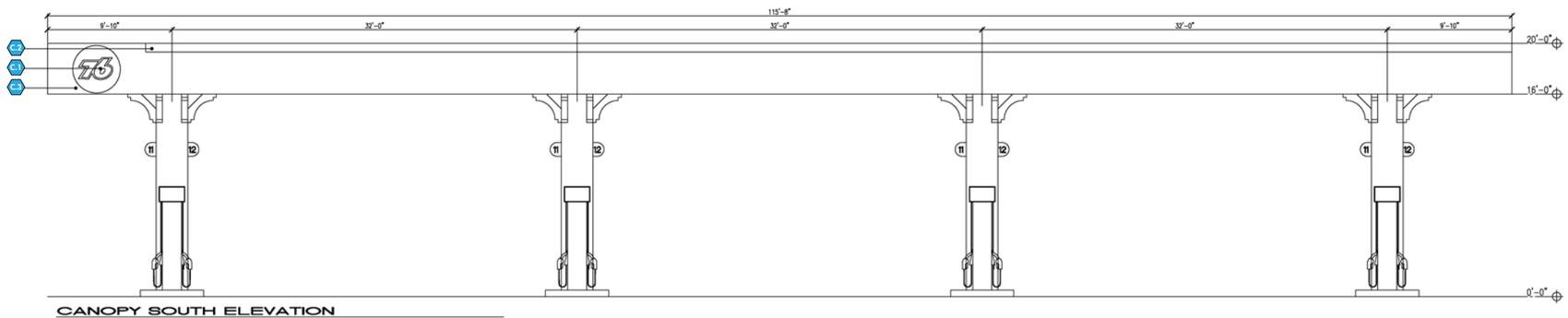
C.2 76 ORANGE DOWN LIGHTING

C.3 ALUMINUM COMPOSITE PANELS

Maximum height: 4'-0" tall.
Material by: Alucobond or Equal
ICC#ESR-1185



CANOPY NORTH ELEVATION



CANOPY SOUTH ELEVATION

FREESTANDING MONUMENT GAS PRICE SIGN

D

Two (2) double sided freestanding monument signs permitted to display gas station I.D. and digital gas prices.

- Size: 40 sq. ft. max. per side for total display area

- Illumination: Yes

- Copy: Gas station branding I.D.
  Convenience store amenitites
  Digital LED board diplaying gas prices

- Height: 8’-0” max.

- Type face: custom logo and type ok

- Structural colors/materials: Custom to gas station brand guidelines.

Note: Mock up image is example sign only. May not depict final design.

FREESTANDING MONUMENT TENANT I.D. SIGN

E

One (1) double sided freestanding monument sign to display building 1 and 3 tenants identification.

- Size: 40 sq. ft. max. per side for total display area

- Illumination: Yes

- Copy: Center I.D.
  Building 1 and 3 Tenant(s) I.D.
  Site address

- Height: 8′-0″ max.

- Type face: Custom logo for tenant I.D.
  Center and Address I.D. font: Avenir Condensed

- Structural colors/materials: To match supporting structure(s) on property.

FREESTANDING PYLON TENANT I.D. SIGN

F

One (1) double sided freestanding pylon sign to display all tenants included on the property.

- Size: 300 sq. ft. max. per side for total display area

- Illumination: Yes

- Copy: Center I.D.
  Tenant(s) I.D.
  Gas station branding I.D.
  Site address range

- Height: 70′-0″ max.

- Type face: Custom logo for tenant I.D.
  Center and Address I.D. font: Avenir Condensed

- Structural colors/materials: To match supporting structure(s) on property.

SUNSET SIGNS
A SIGN OF EXCELLENCE SINCE 1992

2906 E Coronado St, Anaheim, CA 92806 | P: 714.399.3360 | F: 714.399.3361 | W: sunsetsigns.com

11/12/2025
Justification Letter

PROJECT ADDRESS:
25724 Business Center Drive
Loma Linda, CA 92354

To whom it may concern,

This letter is to justify our request for a taller pylon sign than normally allowed in the municipal code. We believe this is supported by our findings and would match the aesthetics of the surrounding area(s).

1. The proposed height of the pylon sign matches adjacent/nearby pylon signs at the following addresses;
   10342 Mountain View Ave, Loma Linda, CA – Approx 70' Tall
   10459 Mountain View Ave, Loma Linda, CA – Approx 60' Tall

2. The geography in this area is such that the freeway sits approx. 25' above ground level, causing lower visibility of shorter signs in the area. We recommend the taller sign in order to be better viewable from the adjacent freeway.

3. The current freeway offramps start over 0.33 miles from the sign and a taller sign will help increase visibility to the fuel station, hotel, and other amenities we believe should be viewable from prior to the freeway offramp.

4. We are not recommending any changes to the maximum sign area. The only exception we are seeking in regards to the pylon sign is the height max above grade to be 70'-0".

Thank you for considering our request. We appreciate your time and efforts.

Eric Russell
General Manager

COUNCIL BILL #R-2026-11

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LOMA LINDA AMENDING THE LAND USE MAP OF THE ADOPTED GENERAL PLAN TO CHANGE THE LAND USE DESIGNATION OF ONE PARCEL FROM BUSINESS PARK TO GENERAL COMMERCIAL FOR AN APPROXIMATELY 4.3-ACRE SITE LOCATED AT THE NORTHEAST CORNER OF MOUNTAIN VIEW AVENUE AND BUSINESS CENTER DRIVE, IDENTIFIED BY ASSESSOR PARCEL NUMBER 0292-451-14 (GENERAL PLAN AMENDMENT NO. 2024-0002)

WHEREAS, the City Council of the City of Loma Linda adopted the Loma Linda General Plan Land Use Element and Map on January 12, 2021, by Resolution No. 3085; and

WHEREAS, the applicant, Tony Dehborzorgi with Creative Development Management (CDM) Inc., has initiated a request to amend the City of Loma Linda's Land Use Map through General Plan Amendment No. 2024-0002 from Business Park (BP) to the General Commercial (C-2) land use designation at an approximately 4.3 acre site identified as assessor parcel number 0292-451-14, shown in Exhibit A; and

WHEREAS, the applicant also filed an application to amend the Official Zoning Map from Business Park (BP) to General Commercial (C-2) Zone; and

WHEREAS, the applicant additionally submitted an application for a Precise Plan of Design to approve a site plan accommodating two fast food restaurants with fast food drive-throughs, a convenience store and gas (automobile service) station, and a 124-room hotel; and

WHEREAS, the applicant additionally submitted an application for a Conditional Use Permit to develop the site for two fast food restaurants with drive-throughs and an automobile service station with a convenience store, which are conditionally allowed use in the C-2 zone, and to allow for the proposed hotel to exceed the maximum height allowed within the C-2 zone; and

WHEREAS, the Planning Commission held a duly noticed public hearing on March 18, 2026, reviewed the staff report and considered public testimony, and voted to recommend the City Council approve the proposed project and General Plan Amendment; and

WHEREAS, the City Council held a duly noticed public hearing on April 14, 2026, and reviewed the staff report and considered public testimony, and, upon deliberation, concluded that the proposed request meets the applicable approval criteria; and

WHEREAS, the City Council reviewed and considered the environmental documentation for the project and determined the project could be mitigated to a level of insignificance and a Mitigated Negative Declaration was prepared, and circulated for 20 days between February 19 and March 10,

2026, that complied with the California Environmental Quality Act (CEQA); and

WHEREAS, the City Council gave due consideration to the compatibility of the requested amendment with the objectives and policies of the Land Use Element and the long-range goals of the City; and

WHEREAS, the public hearings that were held as provided by law, and other formalities required by law for amending the General Plan Land Use Map, have been met; and

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Loma Linda, ordain as follows**:** The Loma Linda General Plan and Land Use Map is hereby amended as provided in Exhibit A, attached hereto, and the City Clerk shall maintain three copies for loan to the public.

PASSED, APPROVED AND ADOPTED this 14th day of April 2026 by the following vote:

Ayes: _____

Noes: _____

Abstain: _____

Absent: _____

_____
Phill Dupper, Mayor

Attest:

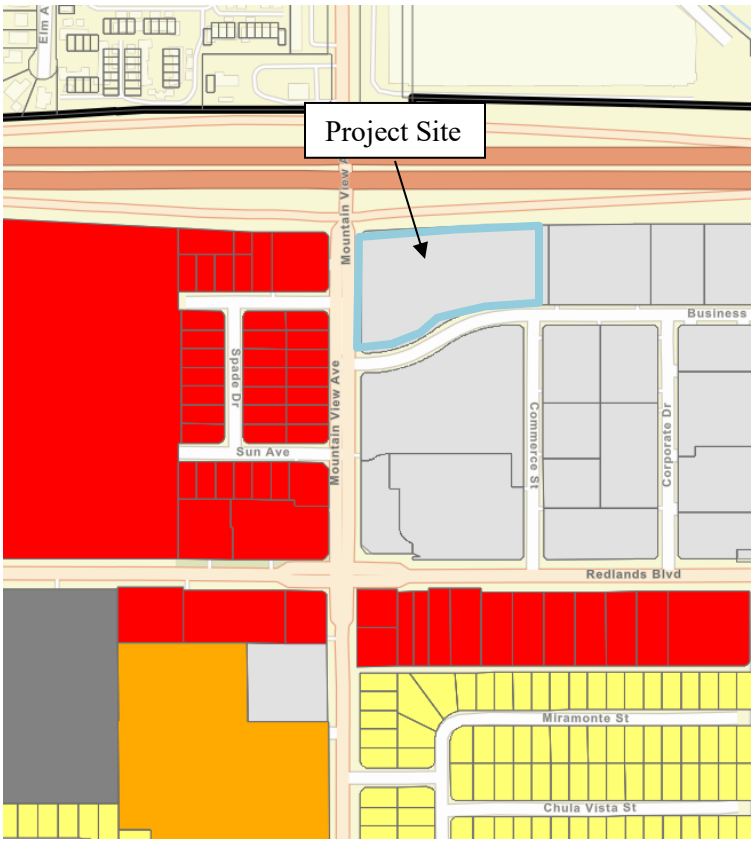
_____
Lynette Arreola, City Clerk

Approved to Form:

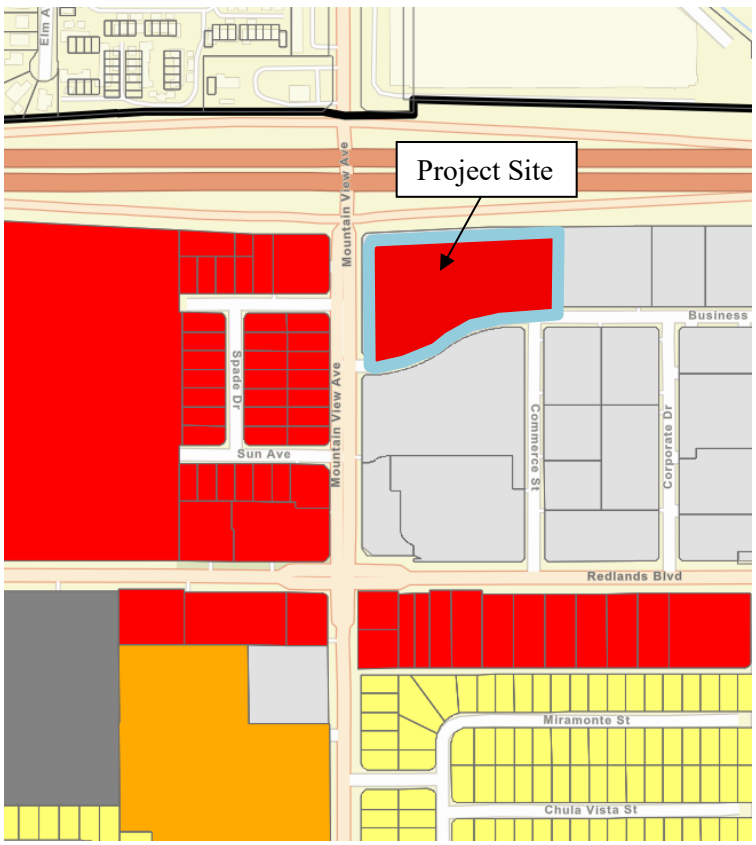
_____
Diane Robbins, City Attorney

EXHIBIT A
GENERAL PLAN AMENDMENT NO. 2024-0002
GENERAL PLAN AMENDMENT OF THE CITY OF LOMA LINDA LAND USE MAP

Current Land Use Designation



Proposed Land Use Designation



LEGEND

- General Commercial (C-2)
- Business Park (BP)
- Low Density Residential (R-1)
- High Density Residential (R-3)

COUNCIL BILL #O-2026-12

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LOMA LINDA AMENDING THE OFFICIAL ZONING MAP TO CHANGE A PARCEL FROM BUSINESS PARK (BP) TO GENERAL COMMERCIAL (C-2) FOR AN APPROXIMATELY 4.3-ACRE SITE LOCATED AT THE NORTHEAST CORNER OF MOUNTAIN VIEW AVENUE AND BUSINESS CENTER DRIVE, IDENTIFIED BY ASSESSOR PARCEL NUMBER 0292-451-14 (ZONE CHANGE NO. 2024-0001)

WHEREAS, the applicant, Tony Dehbozorgi with Creative Development Management (CDM) Inc., filed an application for a Zone Change (Zone Change No. 2024-0001) requesting to change the zoning designation of an approximately 4.3-acre site identified by assessor parcel number 0292-451-14, shown in Exhibit A, from Business Park (BP) to General Commercial (C-2); and

WHEREAS, the applicant also filed a General Plan Amendment request to change the site's land use designation from Business Park to General Commercial; and

WHEREAS, the applicant additionally submitted both Precise Plan of Design and Conditional Use Permit applications to develop the site with two fast food drive-through restaurants and an automobile service station with a convenience store, which are conditionally permitted uses in the C-2 zone, and further requested approval to develop a hotel, including a request to exceed the maximum building height allowed within the C-2 zone; and

WHEREAS, staff has conducted the necessary investigations, prepared a written report with conditions, and recommended all requests be approved; and

WHEREAS, the Planning Commission held a duly noticed public hearing on March 18, 2026, reviewed the staff report and considered public testimony, and voted to recommend that the City Council approve the proposed project; and

WHEREAS, City Council held a duly noticed public hearing on April 14, 2026, reviewed the staff report and considered public testimony, and, upon deliberation, concluded that the proposed request meets the applicable approval criteria; and

WHEREAS, the City Council reviewed and considered the environmental documentation for the project and determined the project could be mitigated to a level of insignificance and a Mitigated Negative Declaration was prepared, and circulated for 20 days between February 19 and March 10, 2026, that complied with the California Environmental Quality Act (CEQA); and

WHEREAS all legal prerequisites for the adoption of this ordinance have occurred.

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

Section 1. Findings. The above recitals are all true and correct and are hereby adopted as findings of the City Council.

Section 1. Adoption of Ordinance. The City Council has previously adopted an Official Zoning Map establishing zoning districts within the City of Loma Linda. This Ordinance revises that map as provided herein.

Section 2. Purpose and Intent. It is the purpose of this Ordinance to adopt a revised Zoning Map. Changes to a zoning map are considered legislative acts. State law requires that zoning be consistent with the General Plan Land Use Designations.

Section 3. Amendment of Zoning Designations. The Official Zoning Map of the City of Loma Linda is hereby amended to change the zone of the following described property, attached hereto as Exhibit A:

> The property consists of approximately 4.3 acres generally located at the northeast corner of Mountain View Avenue and Business Center Drive in the City of Loma Linda, adjacent to the Interstate 10 Freeway, specifically identified as assessor parcel number 0292-451-14.

Section 4. Severability. If any section, subsection, subdivision, paragraph, sentence, clause or phrase of this Ordinance or any part thereof is for any reason held to be unlawful, such decision shall not affect the validity of the remaining portion of this Ordinance or any part thereof. The City Council hereby declares that it would have passed each section, subsection, subdivision, paragraph, sentence, clause or phrase thereof, irrespective of the fact that any one or more section, subsection, subdivision, paragraph, sentence, clause or phrase be declared unlawful.

Section 5. Violations. If any person violates any of the provisions of this ordinance, he/she shall be guilty of an infraction. Any person convicted of an infraction under the provisions of a City Ordinance shall be punishable by (1) a fine of not more than one hundred dollars ($100.00) for a first violation; (2) a fine not exceeding two hundred dollars ($200.00) for a second violation of the same Ordinance within one year; and, (3) a fine not exceeding five hundred dollars ($500.00) for each additional violation of the same Ordinance within one year. Each such person shall be deemed guilty of a separate offense every day during such portion of which any violation of this Ordinance is committed, continued or permitted by such person, and shall be punishable therefore as provided by this Ordinance.

Section 6. Posting. Prior to the expiration of fifteen (15) days from its passage, the City Clerk shall cause this Ordinance to be posted pursuant to law in three (3) public places designated for such purpose by the City Council.

Section 7. Effective Date. This ordinance shall become effective thirty (30) days after the date of its adoption.

This Ordinance was introduced at the regular meeting of the City Council of the City of Loma Linda, California, held on the 14th day of April 2026 and was adopted on the 12th day of May 2026 by the following vote to wit:

Ayes: _____

Noes: _____

Abstain: _____

Absent: _____

_____
Phill Dupper, Mayor

Attest:

_____
Lynette Arreola, City Clerk

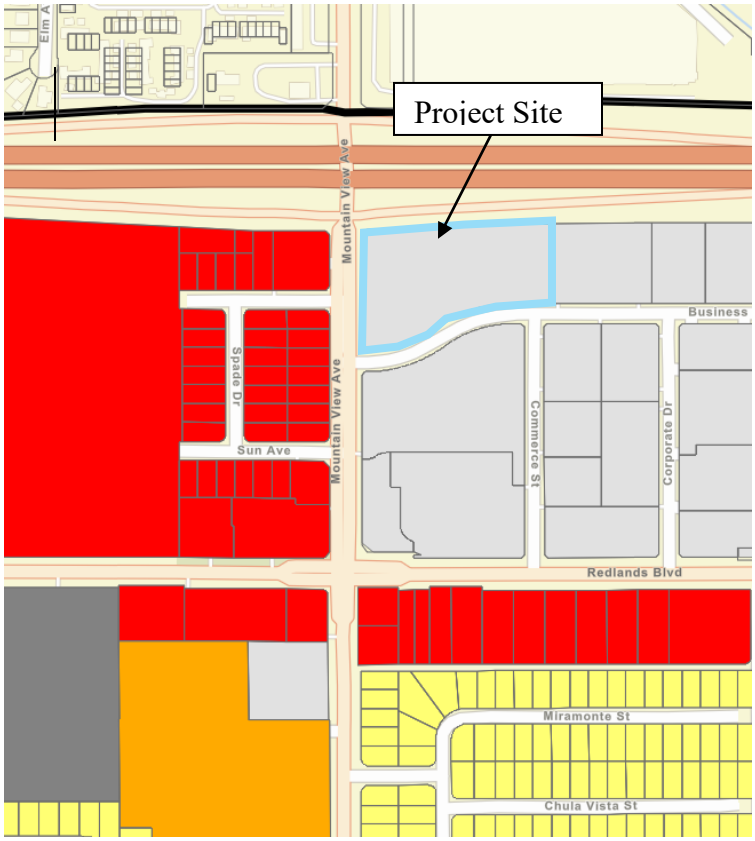
Approved to Form:

_____
Diane Robbins, City Attorney

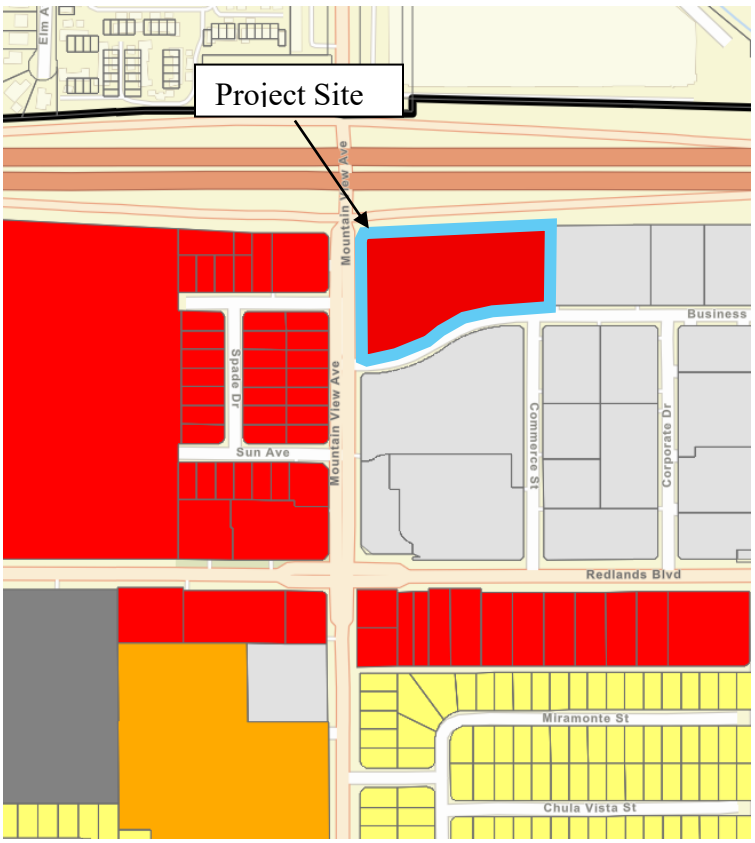
EXHIBIT A

ZONE CHANGE NO. 2024-0001
ZONE CHANGE OF THE CITY OF LOMA LINDA OFFICIAL ZONING MAP

Existing



Proposed



LEGEND

- General Commercial (C-2)
- Business Park (BP)
- Low Density Residential (R-1)
- High Density Residential (R-3)

INITIAL STUDY / MITIGATED NEGATIVE DECLARATION

FOR THE

LOMA LINDA CORPORATE BUSINESS CENTER

General Plan Amendment (GPA) No. 2024-0002
Zone Map Amendment (ZMA) No. 2024-0001
Tentative Parcel Map (TPM) No. 2024-0002
Conditional Use Permit (CUP) No. 2024-0002
Precise Plan of Design (PPD) No. 2024-0002

Prepared for:

City of Loma Linda
25541 Barton Road
Loma Linda, CA 92354

Prepared by:

Tom Dodson & Associates
PO Box 2307
San Bernardino, California 92404
(909) 882-3612

FEBRUARY 2026

Errata to the Initial Study / Mitigated Negative Declaration
for the
Loma Linda Corporate Business Center

This section is an Errata to the Initial Study / Mitigated Negative Declaration (IS/MND) for the Loma Linda Corporate Business Center. The Errata summarizes supplemental and updated information regarding the analysis contained in the IS/MND for the Loma Linda Corporate Business Center Project. This information is provided to further reflect a good faith effort at full disclosure and provide the public, including the decision makers, with the most up-to-date and specific information known regarding the anticipated impacts which may result from the Project.

Supplemental Information

On page 27 of the draft IS/MND, the analysis references a Zone Change from Business Park (BP) to General Commercial (CZ). This statement incorrectly utilizes the acronym "CZ" when it should state "C-2" as it applies to the Project zoning rather than General Plan land use designation. This correction does not materially change the conclusions found in the IS/MND and thereby does not constitute a substantial revision requiring recirculation pursuant to CEQA Section 15073.5.

Generally, the number of EV charging spaces should be referenced as a total of 12 EV charging spaces. This corrects references on page 7 wherein a total of 9 is stated in the second full paragraph. The Project will provide a total of 12. The analysis presented in the Initial Study and its supporting documentation is based on the inclusion of a total of 12 EV spaces. Thus, the analysis remains valid and this correction does not materially change the conclusions found in the IS/MND and thereby does not constitute a substantial revision requiring recirculation pursuant to CEQA Section 15073.5.

On page 97, under issues X.c(iv) and X.d, the analysis incorrectly references that the Project is not located within a flood hazard zone. This was based on a map that was prepared for the County rather than by the Federal Emergency Management Agency (FEMA). The FEMA Flood Insurance Rate Map (FIRM), however, was provided as the referenced figure under these sections, and it identifies the proposed project as being located within the 100-year Flood Zone. As noted on the Project Grading Plans, and as part of the construction scenario presented for the Project, the development of the Project requires 17,245 cubic yards (CY) of fill, which is intended to bring the site out of the 100-Year flood hazard zone through creating 2.5-foot of fill above the current flood hazard zone. Thus, the impact conclusion of "less than significant" under issues X.c(iv) and X.d remains because the site has been designed to avoid the 100-year flood hazard zone. Thus, the analysis remains valid and this correction does not materially change the conclusions found in the IS/MND and thereby does not constitute a substantial revision requiring recirculation pursuant to CEQA Section 15073.5.

Thus, if the Project is adopted by the City, the current Initial Study is deemed adequate by City Staff with no changes in findings and recommendations.

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LIST OF ABBREVIATIONS AND ACROYNMS

°F	Fahrenheit
AAQS	Ambient Air Quality Standards
AB	Assembly Bill
AF	acre feet
AF	Acre Feet
AFY	acre feet per year
AKA	also known as
amsl	above mean sea level
APE	Area of Potential Effect
APN	Assessor's Parcel Number
AQMD	Air Quality Management District
AQMP	Air Quality Management Plan
ARB	Air Resources Board
BACMs	Best Available Control Measures
bgs	belowground surface
BMPs	Best Management Practices
BRA	Biological Resources Assessment
C&D	construction and demolition
C_2Cl_4	perchloroethylene
C_2H_4O	acetaldehyde
C_4H_6	1,3-butadiene
C_6H_6	benzene
CAA	Clean Air Act
CAAA	Clean Air Act Amendment
CAAQS	California Ambient Air Quality Standards
CAL FIRE	California Department of Forestry and Fire Protection
CalEEMod	California Emissions Estimator Model
CALGreen	California Green Building Standards Code
CAP	Climate Action Plan
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CBC	California Building Code
CBMWD	Central Basin Municipal Water District
CCAR	California Climate Action Registry
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CH_2O	formaldehyde

CH_4	methane
CHRIS	California Historical Resources Information System
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CO	Carbon Monoxide
CO_2	carbon dioxide
COA	Conditions of Approval
COCs	constituents of concern
Corps	U.S. Army Corps of Engineers
Cr(VI)	hexavalent chromium
CRHR	California Register of Historical Resources
CRMP	Cultural Resource Management Plan
CWA	Clean Water Act
CY	cubic yard
dB	decibel
dBA	A-weighted decibel
DDW	Division of Drinking Water
DPM	diesel particulate matter
DTSC	Department of Toxic Substance Control
DWR	Department of Water Resources
EIR	Environmental Impact Report
EO	Executive Orders
EPA	Environmental Protection Agency
ESA	Environmental Site Assessment
FE	Federally Endangered
FEMA	Federal Emergency Management Agency
FGC	Fish & Game Code
FHSZ	Fire Hazard Severity Zone
FIRM	Flood Insurance Rate Maps
FT	Federal Threatened
FTA	Federal Transit Association
GCC	Global Climate Change
GHG	Greenhouse Gas
gpm	gallons per minute
GSA	Groundwater Sustainability Agencies
GSP	Groundwater Sustainability Plans
HCP	Habitat Conservation Plan
HFCs	hydrofluorocarbons
hP	horse power

HSC	Health and Safety Code
in/sec	inches per second
km	kilometers
kWh	kilowatt hour
LA	Los Angeles
LACDRP	Los Angeles County Department of Regional Planning
lbs./day	Pounds Per Day
Leq	equivalent continuous sound level
LF	lineal feet
LRA	Local Responsibility Area
LSA	Lake or Streambed Alteration
LST	Localized Significance Thresholds
LUST	Leaking Underground Storage Tank
MBTA	Migratory Bird Treaty Act
MCL	maximum contamination level
MLD	Most Likely Descendant
MM	Mitigation Measure
MND	Mitigated Negative Declaration
MRZ	Mineral Resource Zone
MT	Metric Ton
$MTCO_2e/yr$	Metric Tons of CO_2 equivalent per year
N_2O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NBP	Nesting Bird Plan
NCCP	Natural Community Conservation Plan
No.	Number
NO2 or NOx	Nitrogen Dioxide
NOI	Notice of Intent
NPDES	National Pollutant Discharge Elimination System
NRCS	National Resource Conservation Service
NWI	National Wetlands Inventory
O3	Ozone
Pb	Lead
PFCs	perfluorocarbons
PM 10	Fine Particulate Matter
PM 2.5	Fine Particulate Matter
ppm	parts per million
PPV	peak particle velocity

PRC	Public Resource Code
R	Refrigerants
ROG	reactive organic gases
ROW	Rights-of-Way
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RW	Recycled water
RWQCB	Los Angeles Regional Water Quality Control Board
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Coastal Information Center
SCE	Southern California Edison
SEAs	Significant Ecological Areas
SF_6	sulfur hexafluoride
SGMA	Sustainable Groundwater Management Act
SGMP	Sustainable Groundwater Management Plan
SO2	Sulfur Dioxide
SOI	Secretary of Interior
SRA 4	South Coastal LA County Area monitoring station
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	Toxic Air Contaminants
TCR	Tribal Cultural Resources
TGA	Trip Generation Assessment
USDA	U.S. Department of Agriculture
USEPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
VdB	vibration-velocity decibel
VMT	vehicle miles traveled
VOCs	Volatile Organic Compounds
vph	vehicles per hour
WOTUS	Waters of the United States
WQMP	Water Quality Management Plan

PROJECT INFORMATION

In accordance with Sections 15051 and 15367 of the California Code of Regulations (CCR), the City of Loma Linda ("City") is identified as the Lead Agency for the project. Under CEQA (Public Resources Code [PRC] Section 21000-21177) and pursuant to Section 15063 of the CCR, the City is required to undertake the preparation of an Initial Study to determine if the project would have a significant environmental impact. If, as a result of the Initial Study, the Lead Agency finds that there is evidence that any aspect of the project may cause a significant environmental effect, the Lead Agency shall further find that additional CEQA analysis is warranted to fully evaluate project-related and cumulative environmental impacts. Alternatively, if the Lead Agency finds that there is no evidence that the project may cause a significant effect on the environment, the Lead Agency shall find that the project would not have a significant effect on the environment and shall prepare a Negative Declaration (or Mitigated Negative Declaration).

The environmental documentation, which is ultimately selected by the Lead Agency in accordance with CEQA, is intended as an informational document undertaken to provide an environmental basis for considering discretionary actions necessary to approve or undertake the project. The resulting documentation is not, however, a policy document, and its approval and/or certification neither presupposes nor mandates any actions on the part of those agencies from whom permits and other discretionary approvals would be required

PROJECT INFORMATION

Project Title	Loma Linda Corporate Business Center
Lead Agency Name	City of Loma Linda, Community Development Department
Address	25541 Barton Road, Loma Linda, CA 92354
Contact Person	Gabriel Rivera
Phone Number	(909) 799-2827
Email	grivera@lomalinda-ca.gov

Project Location

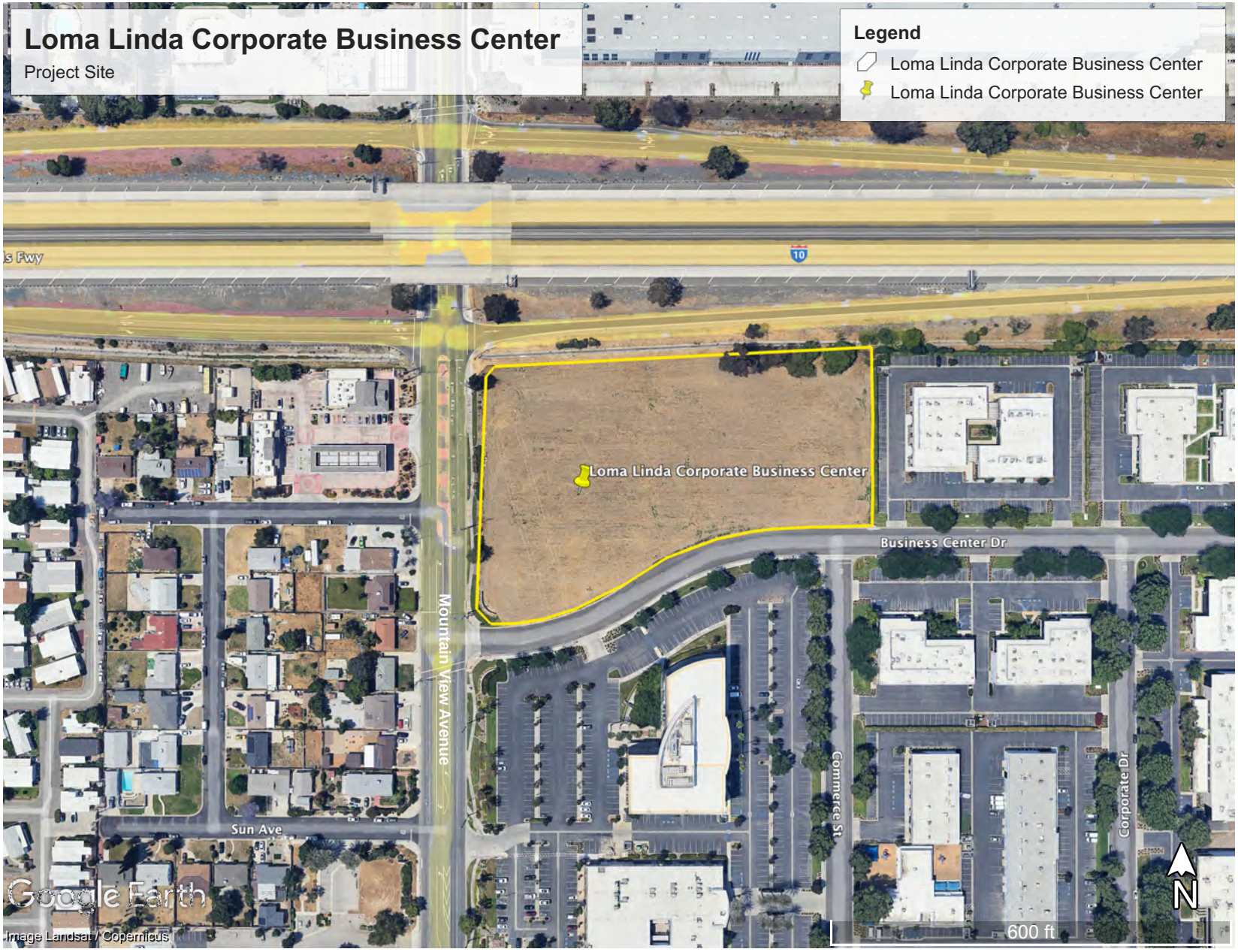
The proposed project is located at the northeast corner of Mountain View Avenue and Business Center Drive in the City of Loma Linda, within the County of San Bernardino, CA. The project site is located within Section 19, Township 1 South, Range 3 West of the USGS 7.5 Minute Redlands, CA topographical quadrangle. Latitude/Longitude: 34.06553°, -117.24300°.Regional and site locations are shown on **Figures 1** and **2**.

Source: Google Earth

FIGURE 1

Tom Dodson & Associates
Environmental Consultants

Regional Project Location



Source: Google Earth

FIGURE 2

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Environmental Consultants

Site Location

Project Sponsor Name	LL CDM LLC
Address	9541 Business Center Drive Suite C, Rancho Cucamonga, CA 91730
Existing Land Use Designation	Business Park (BP)
Existing Zoning Classification	Business Park (BP)

Project Description

Introduction

This document is being prepared for the Loma Linda Corporate Business Center Project. The City will consider a change in land use designation and zoning classification, and subdivision of 4.3 gross acres into 4 commercial parcels within APN 0292-451-14. The purpose of the project is to establish a mix of commercial services including two fast food restaurants with drive-thrus, a convenience store and gas station, and a 124 room hotel on a currently vacant site.

Environmental Setting

The project site consists of a vacant parcel of land in a developed urban area within the City of Loma Linda. The site is presently accessible via Mountain View Avenue to the west and Business Center Drive to the south. The lots surrounding the project are suburban in nature, with the uses surrounding the project including highway (Interstate 10 [I-10]) (north), existing business park (east and south), and residential and commercial (west). The approximately 4.3-acre site is relatively flat, with an elevation varying from 1,106' to 1,112' above mean sea level (amsl). The entirety of the site has been previously graded and is presently covered with sparse non-native vegetation. The site contains multiple trees along the northern and western boundaries of the site. Refer to Figures **3 through 6**, as well as to **Figure 1 and 2**, which depict the present site conditions.

Figure 3: Overview of landscape in project area, view to the North (Google Earth 2024).

Figure 4: Overview of landscape in project area, view to the South (Google Earth, 2024).

Figure 5: Overview of landscape in project area, view to the West (Google Street View, 2024).

Figure 6: Overview of landscape in project area, view to the East (Google Earth, 2024).

Project Description

The project proposed to subdivide and develop a 4.3 acre site that is presently vacant. The Applicant proposes to subdivide one parcel of land into four parcels to create four separate commercial uses, as shown in **Figure 7**, Site Map (refer to the Plans shown on **Appendix 1,** which present a visual description of the uses proposed by the project). Upon subdivision, the proposed development of the site would include two fast food restaurants, a convenience store and gas station, and a four story 124 room hotel. Parcel 1 on the southwest corner of the site will be 41,932 SF (0.96 acre), which includes 4 electric vehicle (EV) parking spaces. It is proposed to be developed with a convenience store and associated gas station. The gas station will have 16 fueling positions along with 8 EV charging stations. The convenience store will be approximately 6,900 SF. Parcel 2 on the northwest corner of the site will be 43,402 SF (1.0 acre). It is proposed to be developed with an approximately 2,467 SF Starbucks building with a drive thru, which also includes 4 EV parking spaces. Parcel 3 on the southern side of the site will be 7,946 SF (0.18 acre). It is proposed to be developed with a 1,650 fast food restaurant with a drive through. Parcel 4 on the eastern portion of the site will be 94,246 SF (2.2 acres and is proposed to be developed with an extended stay 51,570 SF hotel. The hotel will consist of four stories with 124 rooms total. Overall, the proposed buildings would total 62,587 SF.

The proposed project would incorporate parking in compliance with City standards. The commercial portion of the proposed project (convenience store, food, and hotel) would require 155 stalls, and the proposed project provides 196 stalls. Of the 196 stalls, the proposed project provides 9 accessible stalls. The project will also provide a total of 9 EV parking spaces as required by Title 17.40.040 and Title 17.24 070 of the Loma Linda Municipal Code.

Table 1 below outlines the applicable standards form the City of Loma Linda. The proposed project will comply with all applicable development standards.

Table 1: City of Loma Linda Standards

Standard	Code Section	
Pacel Coverage	17.40 040	Maximum Footprint Coverage = 60%
Floor Area Ratio (FAR)	17.40 040	Maximum = 0.5
Setbacks	17.40 040	Front = 25 feet
	17.40 040	Side (interior, each) = 5 feet
	17.40 040	Side (street side) = 25 feet
	17.40 040	Rear = 10 feet
Building height	17.40 040	Maximum = 35 feet
Parking Space Requirements for Business Center	17.24 070	1 parking space for each 250 square feet of floor area
Landscaping	17.40 030 (C-2)	Landscaping is required on all street frontages and adjacent to customer entrances to the building. Interior landscaping must also be incorporated to screen from street view.
Development Standards for Drive-thrus	17.40 030 (C)	Drive-thru lane shall accommodate stacking of vehicles. No drive-thru aisles shall exit directly onto a public right of way. Entrances to drive-thru lanes shall be at least 25

Standard	Code Section	
		feet from driveways. Drive-thus aisles shall have 11-foot width. Menu boards shall be a maximum of 30 square feet and be screened from public view. Operation of the drive-through is restricted between 7:00 A.M. and 10:00 P.M.

The proposed project would connect to existing water and sewer lines. Water service will be provided by the City of Loma Linda, and will be connected to existing water lines on Business Center Drive. Sewer service will be provided by the City of Loma Linda, and will expand sewer lines that currently exist within the site and will connect with sewer located in Business Center Drive. The project site will connect to natural gas and electricity lines that are available within adjacent roadways. Electric service is available from Southern California Edison Co. The existing electric pole on Mountain View Avenue will be relocated from its present location to below ground to serve the site. Gas service is available from Southern California Gas Co. Cable will be provided by Spectrum Communications, and telephone/internet will be provided by Frontier Communications.

Access to the site will occur primarily via two designated entry and exit points on Business Center Drive as shown in **Figure 7** Site Map. Additional entry access will occur via Mountain View Avenue. A dedicated right turn lane with a curb and gutter is proposed to be developed on Mountain View Avenue to allow for efficient site access.

The development of the commercial sites will include landscaping, as shown in the Project Concept Grading Plan provided as **Figure 8**. The total landscape area will cover 35,218 SF, 19% of the total site. An irrigation system will be utilized for the project per the City of Loma Linda Water Conservation Ordinance. All planting and irrigation will conform to the City of Loma Linda ordinances and standards.

The proposed project would be constructed in architectural styles compatible with other nearby commercial centers (refer to the Architectural Plan Set provided as **Appendix 1**). The facade of each structure will include materials such as stucco, stone, and tile, and paint colors will be shades of tan and green. The maximum height of the convenience store, gas station, and fast-food restaurants will be 23.6 feet, and the maximum height of the hotel will be 148 feet and 6 inches.

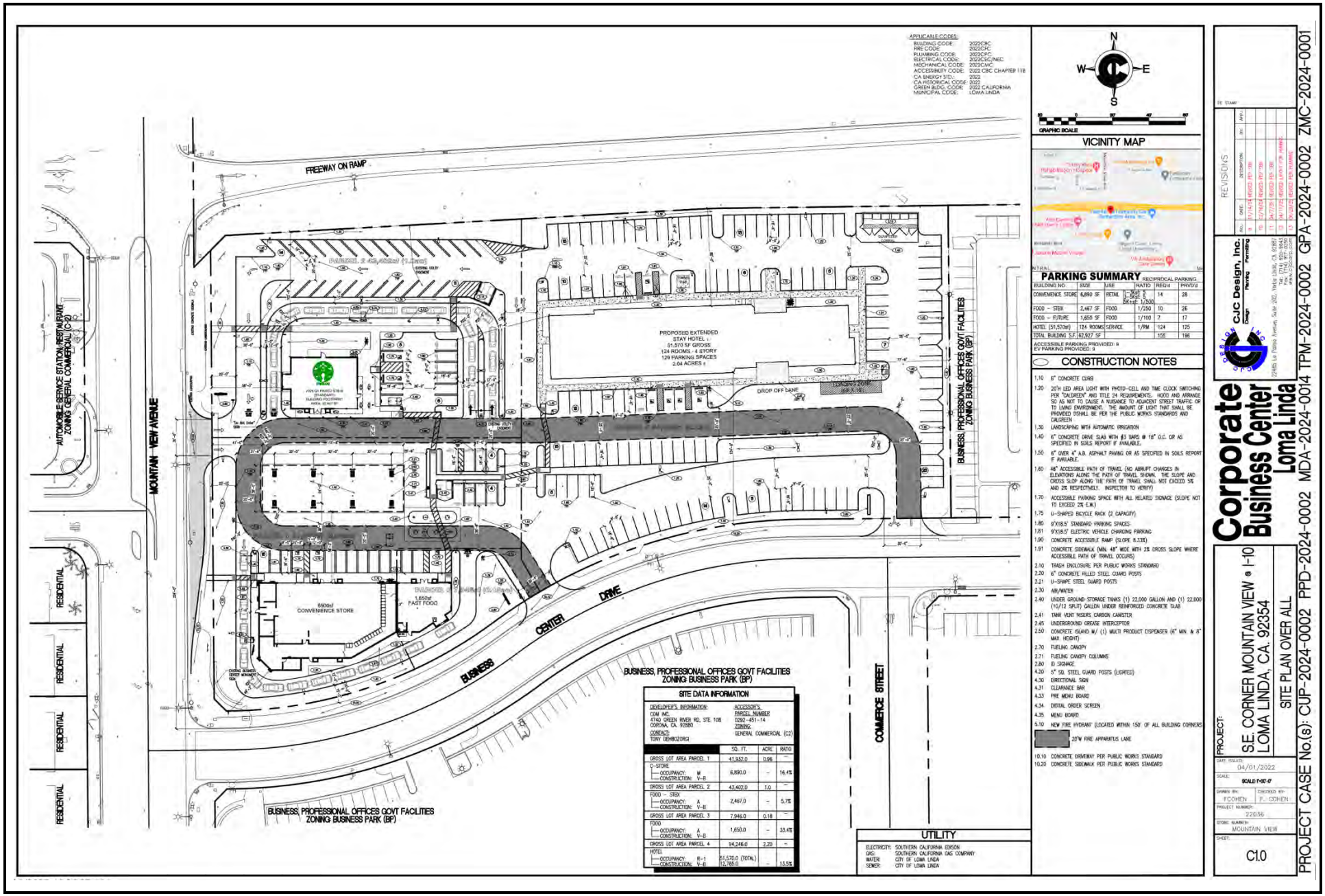

FIGURE 7

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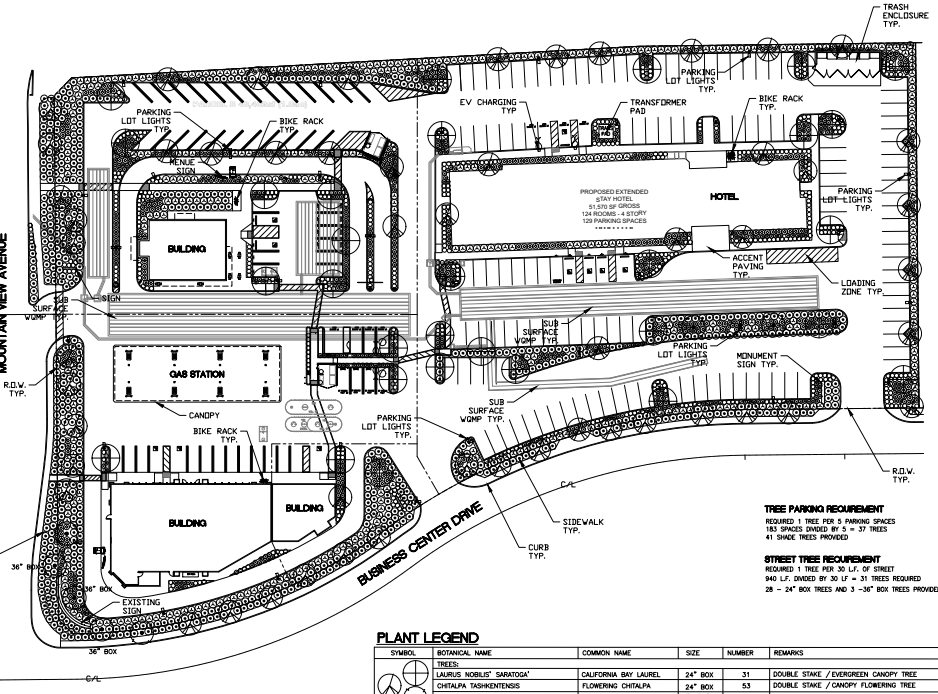
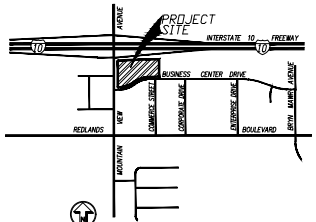
Environmental Consultants

Site Plan

CITY OF LOMA LINDA, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA
PARCEL 1 OF PARCEL MAP NO. 10628
CONCEPT GRADE PLAN





VICINITY MAP
2014 THOMAS GUIDE PG 607, E-6
SEC 19, T1S, R3W
NOT TO SCALE

UTILITY PURVEYORS:

CABLE
SPECTRUM COMMUNICATIONS
1250 N. KIRBY STREET
HEMET, CA 92545
1-800-921-8101

ELECTRIC
SOUTHERN CALIFORNIA EDISON
26100 MENIFEE ROAD
ROMOLAND, CA 92585
1-800-684-8123

GAS
SOUTHERN CALIFORNIA GAS COMPANY
1981 W. LUGONIA
P.O. BOX 3003
REDLANDS, CA 92373
1-800-427-2200

SEWER
CITY OF LOMA LINDA
25541 BARTON ROAD
LOMA LINDA, CA. 92354
909-799-2800

TELEPHONE/ INTERNET
FRONTIER COMMUNICATIONS
29310 BRADLEY ROAD
MENIFEE, CA. 92586
1-800-921-8101

WATER
CITY OF LOMA LINDA
25541 BARTON ROAD
LOMA LINDA, CA. 92354
909-799-2800

SCHOOL DISTRICT
REDLANDS UNIFIED SCHOOL DISTRICT
20 W. LUGONIA AVENUE
REDLANDS, CA. 92374
909-307-5500

LEGAL DESCRIPTION
THE LAND REFERRED TO HEREIN IS SITUATED IN THE STATE OF CALIFORNIA, COUNTY OF SAN BERNARDINO, CITY OF LOMA LINDA AND IS DESCRIBED AS FOLLOWS:

PARCEL 1 OF PARCEL MAP NO. 10628, ON FILE IN BOOK 126, PAGES 14 AND 15, INCLUSIVE, OF PARCEL MAPS, RECORDS OF SAN BERNARDINO COUNTY.

BENCHMARK
THIS TOPOGRAPHIC SURVEY WAS PERFORMED BY SPIRO LAND SURVEYING, INC. ON MARCH 2ND, 2022. HORIZONTAL CONTROL WAS PER RECORD MONUMENTS ON PARCEL MAP 10628 AND BOUNDARY SHOULD NOT BE USED FOR MAPPING PURPOSES. VERTICAL DATUM WAS ESTABLISHED PER NGS DRUG NAD 88' ORTHOMETRIC HEIGHTS. WE TIED INTO LOMA LINDA BENCHMARK LLBM 81-28 DATED 1/1/81, ELEVATION 1135.579

STATEMENT OF UTILITIES
THE LOCATION OF UTILITIES SHOWN HEREON ARE FROM OBSERVED EVIDENCE AND PLANS PROVIDED BY THE CLIENT PURSUANT TO SECTION 5.E.iv. WHILE THE INFORMATION IS ASSUMED TO BE ACCURATE NO GUARANTEE IS MADE TO THE EXACT LOCATION OF THE UNDERGROUND UTILITIES.

DATA TABLE:

1.) ASSESSOR'S PARCEL NO.: 0292-451-14

2.) PROJECT NAME: CORPORATE BUSINESS CENTER LOMA LINDA

3.) LEGAL DESCRIPTION: PARCEL 1 OF PARCEL MAP NO. 10628, FILED IN BOOK 126, PAGES 14 AND 15, INCLUSIVE, OF PARCEL MAPS, RECORDS OF SAN BERNARDINO COUNTY.

4.) ZONING DESIGNATION:BUSINESS PARK (BP)
GENERAL PLAN:BUSINESS PARK (BP)
SPECIFIC PLAN AREA: N/A
EXISTING LAND USE:PROPOSED LAND USE: VACANT / RETAIL AND OFFICE/WAREHOUSE

5.) SOURCE OF TOPOGRAPHY: SPIRO LAND SURVEYING DATED MARCH 2, 2022.

6.) THIS PROPERTY IS WITHIN FEMA MAP NO. 06071C8703J, AND IS NOT WITHIN A FEMA FLOODPLAIN OR FLOODWAY.

7.) TOTAL GROSS AREA: 187,308 S.F. 4.3 ACRES
TOTAL NET AREA: 187,308 S.F. 4.3 ACRES
TOTAL BUILDING AREA: 6,860 S.F.

8.) PARKING: 132 STANDARD SPACES
10 ADA SPACES
EV PARKING: 20 STANDARD SPACES
2 ADA SPACES

9.) LANDSCAPING IS PROPOSED IN THE CITY RIGHT-OF-WAY. CITY RIGHT-OF-WAY LANDSCAPING WILL BE MAINTAINED BY THE PROPERTY OWNER.

10.) GROSS AND DISTURBED ACREAGE: 4.3 AC

TREE PARKING REQUIREMENT
REQUIRED 1 TREE PER 5 PARKING SPACES
183 SPACES DIVIDED BY 5 = 37 TREES
41 SHADE TREES PROVIDED

STREET TREE REQUIREMENT
REQUIRED 1 TREE PER 30 L.F. OF STREET
940 L.F. DIVIDED BY 30 LF = 31 TREES REQUIRED
28 - 24" BOX TREES AND 3 -36" BOX TREES PROVIDED

TOTAL SITE LANDSCAPE CALCULATIONS

SITE AREA	187,498 SQ. FT.		
SHRUB AREA	35,218 SQ. FT.	100% OF LANDSCAPING	
TOTAL LANDSCAPE AREA	35,218 SQ. FT.	19% OF TOTAL SITE	

PARCEL 1 LANDSCAPE CALCULATIONS

SITE AREA	41,915 SQ. FT.		
SHRUB AREA	5,766 SQ. FT.	100% OF LANDSCAPING	
TOTAL LANDSCAPE AREA	5,766 SQ. FT.	14% OF TOTAL SITE	

PARCEL 2 LANDSCAPE CALCULATIONS

SITE AREA	43,747 SQ. FT.		
SHRUB AREA	10,627 SQ. FT.	100% OF LANDSCAPING	
TOTAL LANDSCAPE AREA	10,627 SQ. FT.	24% OF TOTAL SITE	

PARCEL 3 LANDSCAPE CALCULATIONS

SITE AREA	7,963 SQ. FT.		
SHRUB AREA	2,465 SQ. FT.	100% OF LANDSCAPING	
TOTAL LANDSCAPE AREA	2,465 SQ. FT.	31% OF TOTAL SITE	

PARCEL 4 LANDSCAPE CALCULATIONS

SITE AREA	93,873 SQ. FT.		
SHRUB AREA	16,360 SQ. FT.	100% OF LANDSCAPING	
TOTAL LANDSCAPE AREA	16,360 SQ. FT.	17% OF TOTAL SITE	

PLANT LEGEND

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	NUMBER	REMARKS	WATER USE
	TREES:					
	LAURUS NOBILIS 'SARATOGA'	CALIFORNIA BAY LAUREL	24" BOX	31	DOUBLE STAKE / EVERGREEN CANOPY TREE	L
	CHITALPA TASHKENTENSIS	FLOWERING CHITALPA	24" BOX	53	DOUBLE STAKE / CANOPY FLOWERING TREE	L
	CERCIDIUM 'DESERT MUSEUM'	DESERT MUSEUM PALO VERDE	36"B/24"BOX	3/4	DOUBLE STAKE / NATIVE FLOWERING TREE	L
	SHRUBS:					
	CALLISTEMON VIMINALIS 'BETTER JOHN'	DWARF BOTTLE BRUSH	5 GAL	710	FULL & BUSHY @ 3' O.C. (MEDIUM FLOWERING SHRUB)	L
	HESPERALOE PARVIFLORA	RED YUCCA	5 GAL	205	FULL & BUSHY @ 3' O.C. (MEDIUM FLOWERING SHRUB)	L
	DIANELLA LITTLE REV	LITTLE REV FLAX LILY	1 GAL	544	FULL & BUSHY @ 3' O.C. (SMALL SHRUB)	L
	LEUCOPHYLLUM FRUTICOSUM 'COMPACTA'	DWARF TEXAS RANGER	5 GAL	362	FULL & BUSHY @ 5' O.C. (LARGE SCREEN SHRUB)	L
	VINES:					
	MACFADYEN UNGUIS-CATI	CAT'S CLAW VINE	5 GAL	10	ATTACH TO WALL @ 12' O.C. (SPREADING VINES)	L
	MULCH & GROUNDCOVER:					
NOT SHOWN	FOREST BLEND WOOD MULCH	MEDIUM GRIND WOOD MULCH	3" MAX.	AS REQ'D.	3" DEEP - INSTALLED IN ALL SHRUB PLANTING AREAS TYP.	
	BACCHARIS PILULARIS 'PIGEON POINT'	PROSTRATE COYOTE BUSH	1 GAL	669	TRIANGULAR SPACING @ 5' O.C.	L

NOTES:
1. ALL PLANTING AND IRRIGATION SHALL CONFORM TO THE CITY OF LOMA LINDA ORDINANCES AND STANDARDS.
2. AN IRRIGATION SYSTEM SHALL BE UTILIZED FOR THIS PROJECT PER THE CITY OF LOMA LINDA WATER CONSERVATION ORDINANCE.
3. ALL MATURE PLANTING SHALL NOT INTERFERE WITH UTILITY LINES OR TRAFFIC SITE LINES.
4. ALL UTILITIES SHALL BE SCREENED W/ PLANTING TYP.
5. THE FINAL LANDSCAPE PLANS SHALL BE IN COMPLIANCE WITH THE STATE'S MWELO REQUIREMENTS.

GRAPHIC SCALE
30 0 30 60 120
1 INCH = 30 FT.

PRELIMINARY PLANTING PLAN

THIS MAP IS BASED ON RECORD DATA AND SHOULD NOT BE RELIED UPON FOR ACCURATE SURVEY INFORMATION. ALL MEASUREMENTS SHALL BE FIELD VERIFIED BY PERSONS AUTHORIZED TO PERFORM SUCH WORK.

ANY DESIGN INFORMATION SHOWN ON THIS PLAN IS CONCEPTUAL IN NATURE AND SHALL NOT BE RELIED ON FOR CONSTRUCTION PURPOSES.

OWNER/APPLICANT
DRC LAND CDC, LP
C/O AMIR DEHBOZORGI
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TUSTIN, CALIFORNIA 92780
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ARCHITECT
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ENGINEER
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SUITE E
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EMAIL: info@4med.net

LAND SURVEYOR
SPIRO LAND SURVEYING
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OCEANSIDE, CA. 92054
TEL: (951) 334-3174
EMAIL: matt@spirolandsurveying.com

MAP PREPARED: OCTOBER 5, 2022

NO.	DATE	REVISION

ALHAMBRA GROUP
LANDSCAPE ARCHITECTURE
CALIFORNIA LICENSE #2017
RECREATION FACILITIES PLANNING
41635 ENTERPRISE CIRCLE NORTH, SUITE C
TEMECULA, CA 92590
(951) 296-6802 CELL (951) 970-6156

JOB # 24-104 DATE 7-28-25

L-1

FIGURE 8

Entitlements

1. General Plan Amendment (GPA) No. 2024-0002: Changing the land use designation from Business Park (BP) to General Commercial (CZ).

2. Zone Map Amendment (ZMA) No. 2024-0001: Rezoning from Business Park (BP) to General Commercial (C-2).

3. Tentative Parcel Map (TPM) No. 2024-0002 (Map No. 20665): Subdividing one parcel into four parcels to accommodate each specific use.

4. Conditional Use Permit (CUP) No. 2024-0002: A CUP to allow for the operation of the two fast food restaurants with drive-thrus.

5. Precise Plan of Design (PPD) No. 2024-0002: To review the architectural style and site layout of the two fast food restaurants with drive thrus, a convenience store with a gas station, and a four-story hotel.

Construction Scenario

The proposed project is expected to begin construction in the second quarter of 2026 and be completed in the fourth quarter of 2027. The minimal vegetation that exists onsite and requires removal will be trucked to a permitted recycling facility for recycling. It is anticipated that a maximum of 25 employees will be required to support the construction of the proposed project on a given day. Equipment utilized will be traditional site development equipment including scrapers, wheel compactors, vibratory compactors, water trucks, petroleum powered fork lifts, and various hand tools traditional to grading operations. For the areas that require paving, the asphalt or concrete will be delivered to the site and applied to these areas in a routine manner. The anticipated construction sequence would proceed as follows:

1. Clear and grub;
2. Preparation of subgrade and trenching;
3. Mass grading of the site including cut and fill with import of 17,245 cubic yards (CY) of fill;
4. Installation of storm drains;
5. Fine grade to prepare for surface improvements;
6. Installation of building foundations;
7. Installation of curb, gutters, sidewalks, and first asphalt lift;
8. Complete building construction; and
9. Install landscaping, final asphalt lift.

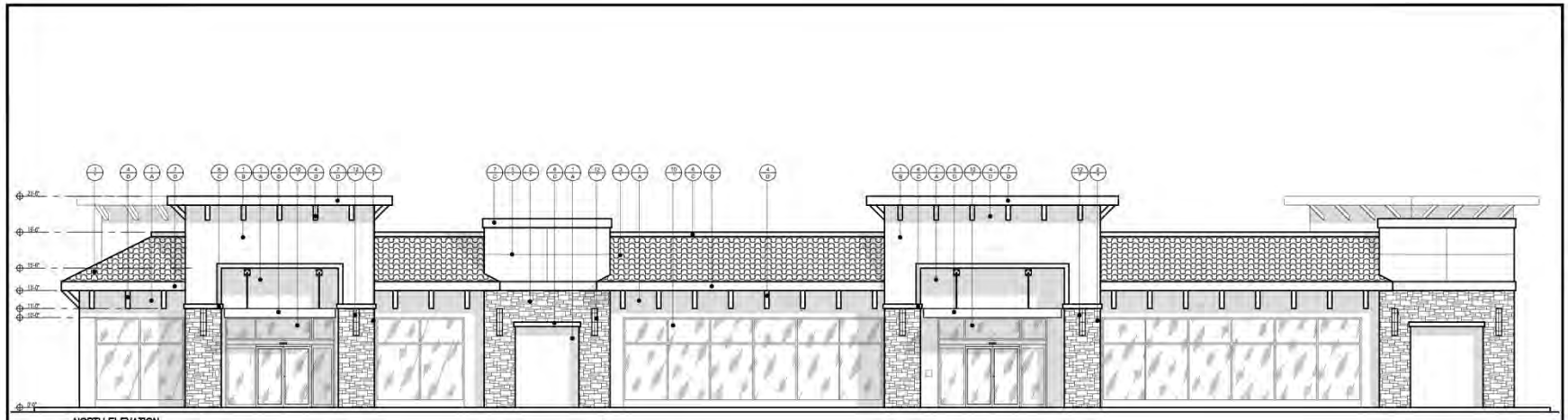
The following table outlines the construction duration for the various phases of construction:

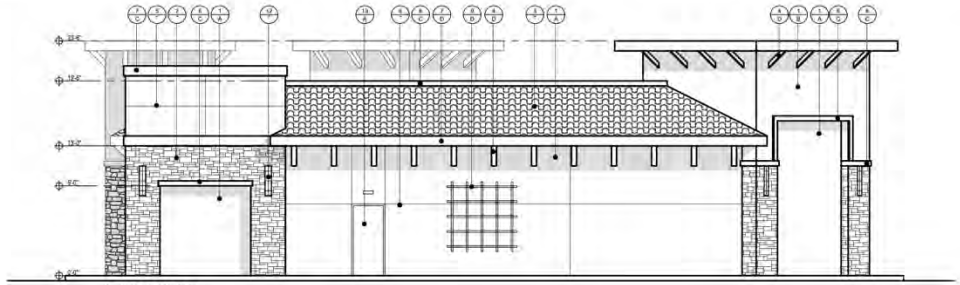
Table 2: ESTIMATED CONSTRUCTION DURATION

Construction Activity	Start Date	End Date	Days
Site Preparation	4/1/2026	4/10/2026	8
Grading	4/13/2026	4/29/2026	13
Trenching	4/30/2026	5/18/2026	13
Building Construction	5/19/2026	10/25/2027	375
Paving	9/14/2027	10/25/2027	30
Architectural Coating	9/14/2027	10/25/2027	30

Source: Air Quality Assessment (**Appendix 2**)

It is the intent of the Applicant to attenuate noise, traffic, and dust during the course of construction, which are further analyzed under Subsections XIII, Noise, XVII, Transportation, and III, Air Quality, respectively). Construction materials are those typical of most commercial development projects. The materials may include but are not limited to: Concrete foundations, asphalt concrete paving, structural steel construction, wood construction, stucco, stacking stone, tile roofing, metal rod cords, tempered glass, metal doors, anodized aluminum, efficient forced air heating and cooling, typical wiring and conduit for data and power, access control systems, audio visual systems, LED lights throughout, and a video camera system. The proposed building elevations and conceptual renderings of the proposed development can be found in **Appendix 1**, the Architectural Plan Set, from which **Figures 9 through 12** have been extracted and are provided below)





GENERAL NOTES:

1. CAULK ALL WALL AND ROOF PENETRATIONS
2. APPLY ONE COAT OF WATERPROOFING TO ALL HORIZ. STUCCO SURFACES
3. SEE SPECIFICATIONS FOR NAILING AND REQUIREMENTS FOR EXTERIOR GRADE PLYWOOD
4. CAULK ALL WINDOWS AND DOOR FRAMES AT HEAD, SILL AND JAMB (EXTERIOR & INTERIOR)
5. STUCCO FINISH TO BE "LIGHT LACE" AS SPECIFIED BY THE STUCCO MANUFACTURERS ASSOCIATION. ALTERNATE - "MEDIUM DASHED". MACHINE APPLIED
6. PROVIDE BUILDING ADDRESS # ON FRONT WALL (LEFT SIDE) OR AS DIRECTED BY LOCAL AUTHORITY AND AS SPECIFIED HEREIN.
7. ALL ROOF MOUNTED EQUIPMENT SHALL BE ADEQUATELY SCREENED. SITUATED BELOW THE ROOF PARAPET AND NOT VISIBLE TO PUBLIC RIGHT OF WAY

STUCCO NOTES:

1. COLD JOINTS WILL NOT BE ACCEPTABLE UNDER ANY CIRCUMSTANCES
2. MESH AS SPECIFIED SHALL NOT OVERLAP AT CONTROL JOINTS.
3. MESH OVERLAPS SHALL NOT COINCIDE WITH PLYWOOD JOINTS.
4. MESH WITH GRID EXCEEDING 2"x2" WILL BE REJECTED.
5. USE OF FASTENERS OTHER THAN GALVANIZED WILL NOT BE ACCEPTED
6. SCARIFICATION AS SPECIFIED SHALL ALWAYS BE IN THE HORIZONTAL DIRECTION.
7. INTERIOR DRYWALL SHALL ALWAYS BE INSTALLED PRIOR TO APPLICATION OF STUCCO.

MATERIAL:

1. 3-COLOR COAT STUCCO (a) IS A 3-COAT, 7/8 INCH MINIMUM THICK (b) HAS TWO LAYERS OF GRADE D PAPER UNDER STUCCO WHERE OCCURS. OVER PLYWOOD SHEATHING AND (c) HAS 26 ga GALVANIZED WEEP SCREED AT FOUNDATION PLATE LINE AT LEAST 4" ABOVE GRADE (OR 2 INCH ABOVE CONCRETE OR PAVING)
2. STACKING STONE BY COLORADO STONE (OLD COUNTRY LEDGE)
3. 2 PIECE MISSION TILE ROOF (EL CAMINO REAL BLEND)
4. ENKAMTO FACADE BRACING COBEL @ 48" O.C.
5. STUCCO CONTROL JOINTS
6. 2X6 STUCCO FINISH TRIM
7. 2X12 STUCCO FINISH TRIM
8. AWNING WITH ALUCOBOND FINISH AND METAL ROD CORDS
9. 3"X5 METAL WALL PLANT TRELLIS
10. FRONT GLAZING WITH ANODIZED ALUMINUM FRAME AND 7' TEMPERED GLASS (TINTED WHEN AGAINST SOLID BACKING)
11. DRIVE-THROUGH WINDOW
12. KVATAR WALL LIGHT BY VISA LIGHTING
13. 2'X7' HOLLOW METAL DOOR
14. ELECTRICAL SWITCH GEAR ENCLOSURE WITH SOLID METAL DOORS

COLOR:

A. SHERWIN WILLIAMS 6141 - SOFTER TAN (MAIN WALLS)
B. SHERWIN WILLIAMS 7546 - PRAIRIE GRASS (TOWERS)
C. SHERWIN WILLIAMS 7012 - CREAMY (TRIMS)
D. SHERWIN WILLIAMS 7034 - STATYS BRONZE (AWNING)

MATERIAL
COLOR

REVISIONS

CJC Design, Inc.
Planning
Design
22485 La Palma Avenue, Suite 100, Yorba Linda, CA 92887
Tel: (714) 917-7555
www.cjcdesigninc.com

Corporate Business Center
Loma Linda

PROJECT CASE No.(s): CUP-2024-0002 PPD-2024-0002 MDA-2024-0014 TPM-2024-0002 GPA-2024-0002 ZMC-2024-0001

PROJECT:
SE. CORNER MOUNTAIN VIEW & I-10
LOMA LINDA, CA. 92354
C-STORE / FASTFOOD BUILDING ELEVATION

DATE ISSUED: 04/01/2022
SCALE:
DRAWN BY: FCOHEN | CHECKED BY: C. COHEN
PROJECT NUMBER: 22056
STORE NUMBER: MOUNTAIN VIEW
SHEET: A.2.1

FIGURE 9

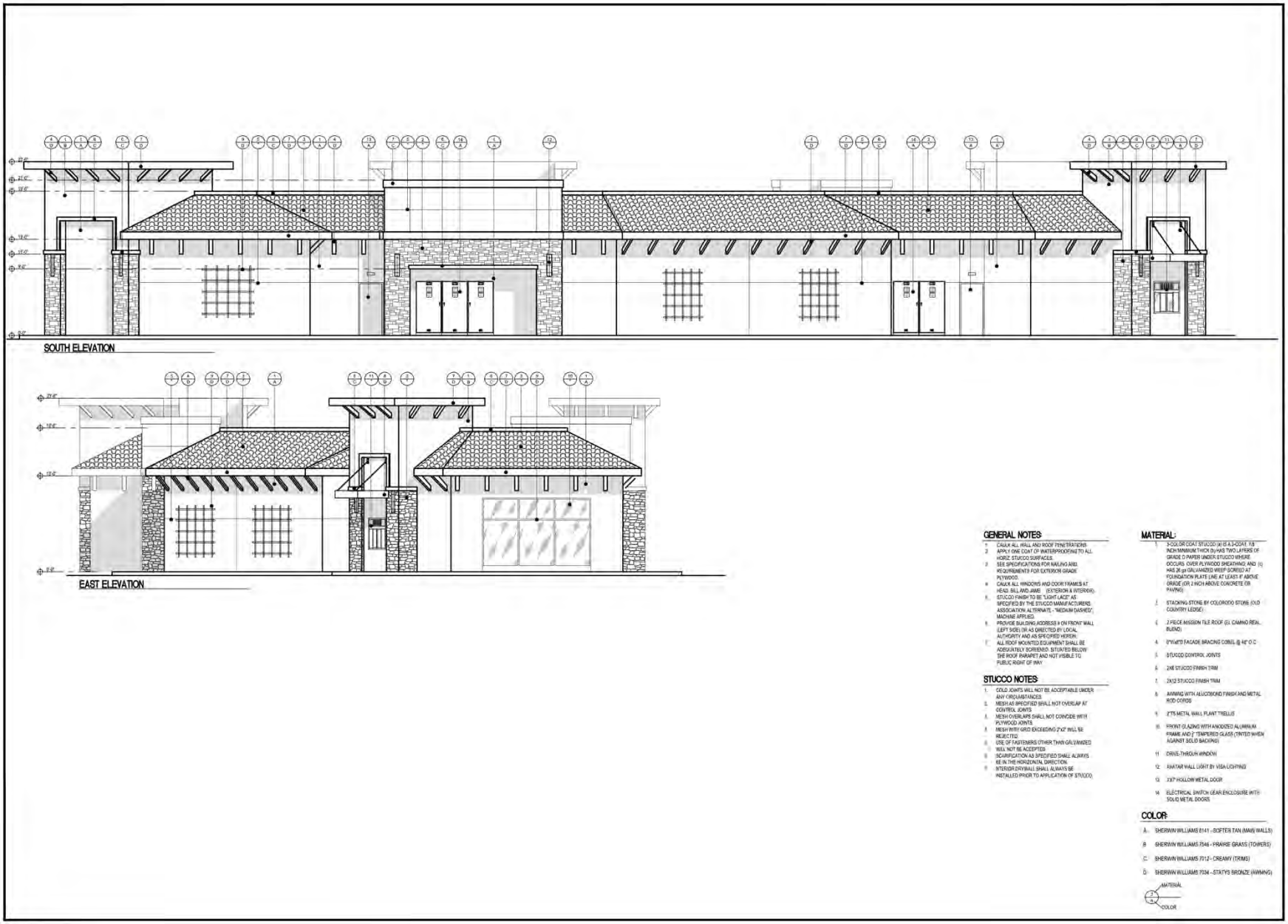


FIGURE 10

Tom Dodson & Associates
Environmental Consultant

South and East Elevations

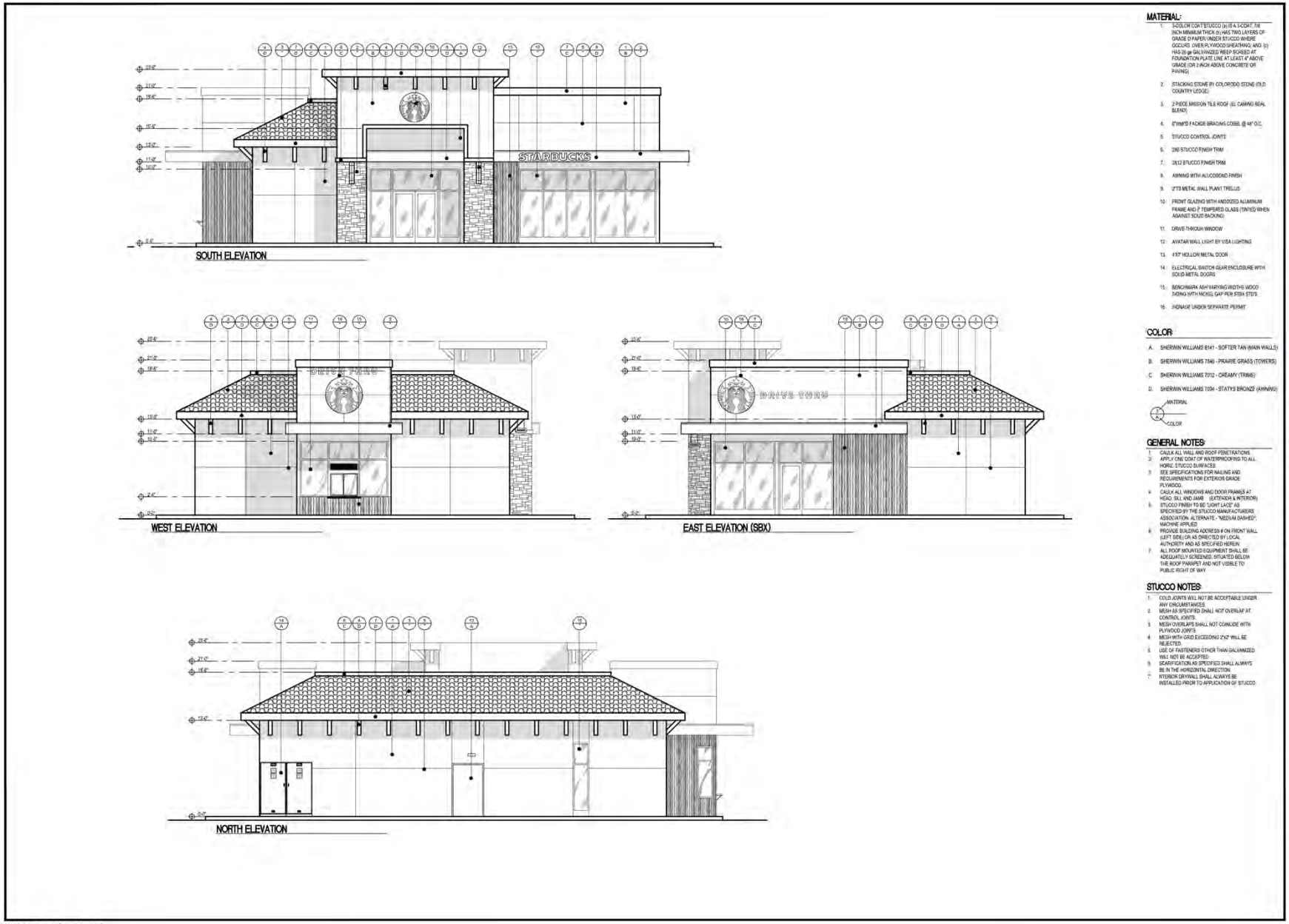


FIGURE 11

Tom Dodson & Associates
Environmental Consultant

South, West, North, East Elevations for Coffee Drive Thru

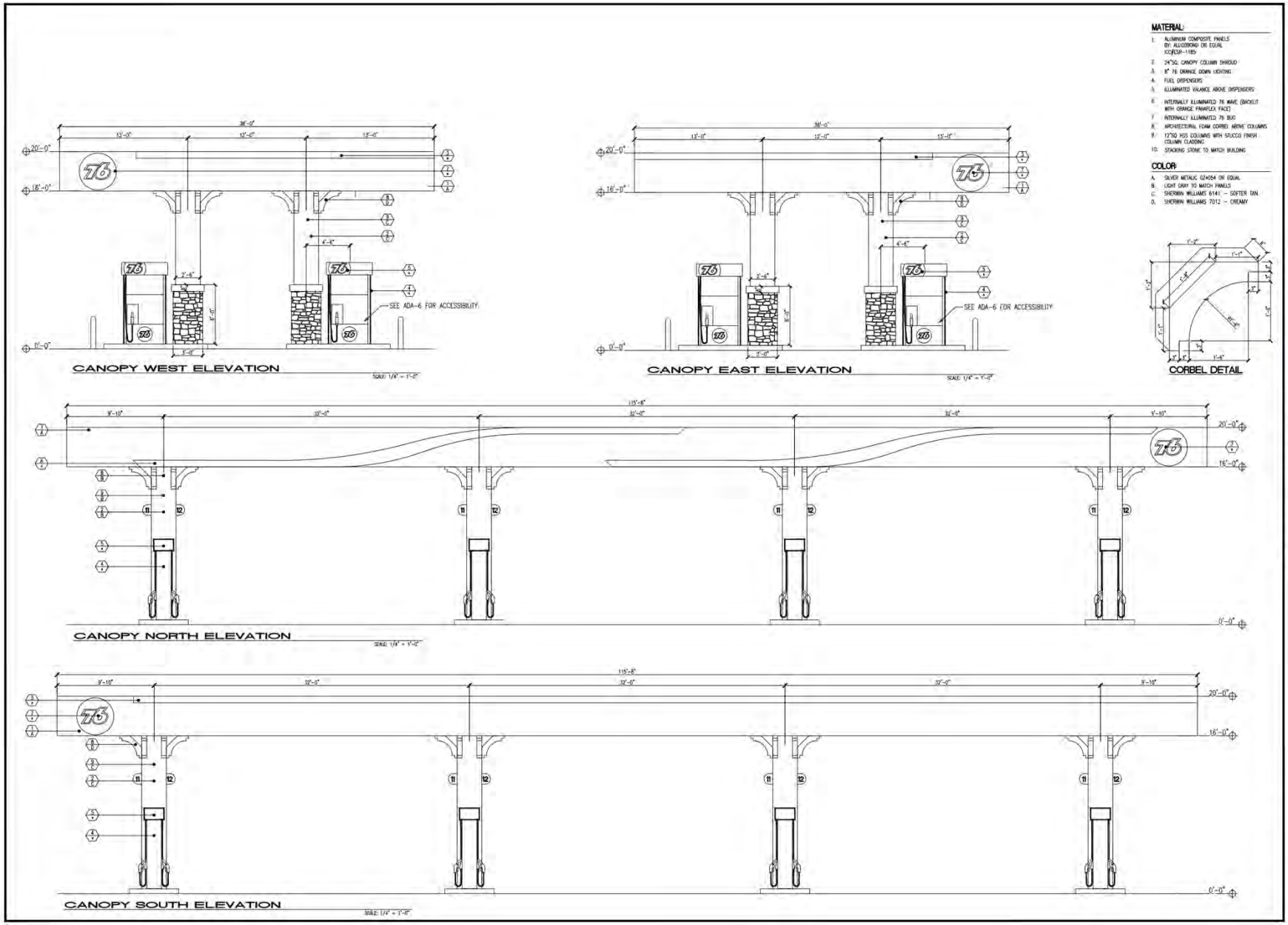


FIGURE 12

Tom Dodson & Associates
Environmental Consultant

Canopy Elevations for Gas Station

Operational Scenario

At full buildout and occupancy, the project site is expected to support up to 250 employees across all four parcels. Staffing levels will vary by time of day and use, with peak employment anticipated during daytime and evening hours. The gas station, convenience store, and hotel (Parcels 1 and 4) will operate 24 hours per day, 7 days per week. The food and beverage establishments (Parcels 2 and 3) will provide operating hours at a later date, the parameters of which shall be established as part of the CUP for the project. However, similar uses in comparable commercial centers typically operate between 6:00 A.M. and 11:00 P.M., with the possibility of extended hours on weekends or holidays. Delivery trucks, commercial vehicles, service personnel, and customers will access the site throughout the day, consistent with typical commercial activity.

Surrounding Land Uses and Setting:

The proposed project, as stated above under "Environmental Setting," is located in the City of Loma Linda; the site is vacant and has been highly disturbed. The site presently is covered by grasses and other non-native vegetation. Existing land use and land use designation for the project site and surrounding areas can be found below in Table 3.

Table 3: Existing Land Use and Land Use Designation

Location	Existing Land Use	Land Use Designation
Project Site	Vacant site covered by grasses and other non-native vegetation.	BP: Business Park
North	Interstate Highway 10 (I-10).	Interstate Freeway/California Department of Transportation (CalTrans right-of-way [ROW])
South	Business park uses.	BP: Business Park
East	Business park uses.	BP: Business Park
West	Single-family residential homes, restaurants, and a gas station.	C2: General Commercial

Surrounding Area photos

Figure 13: View facing north from proposed project site (Google Earth 2024).

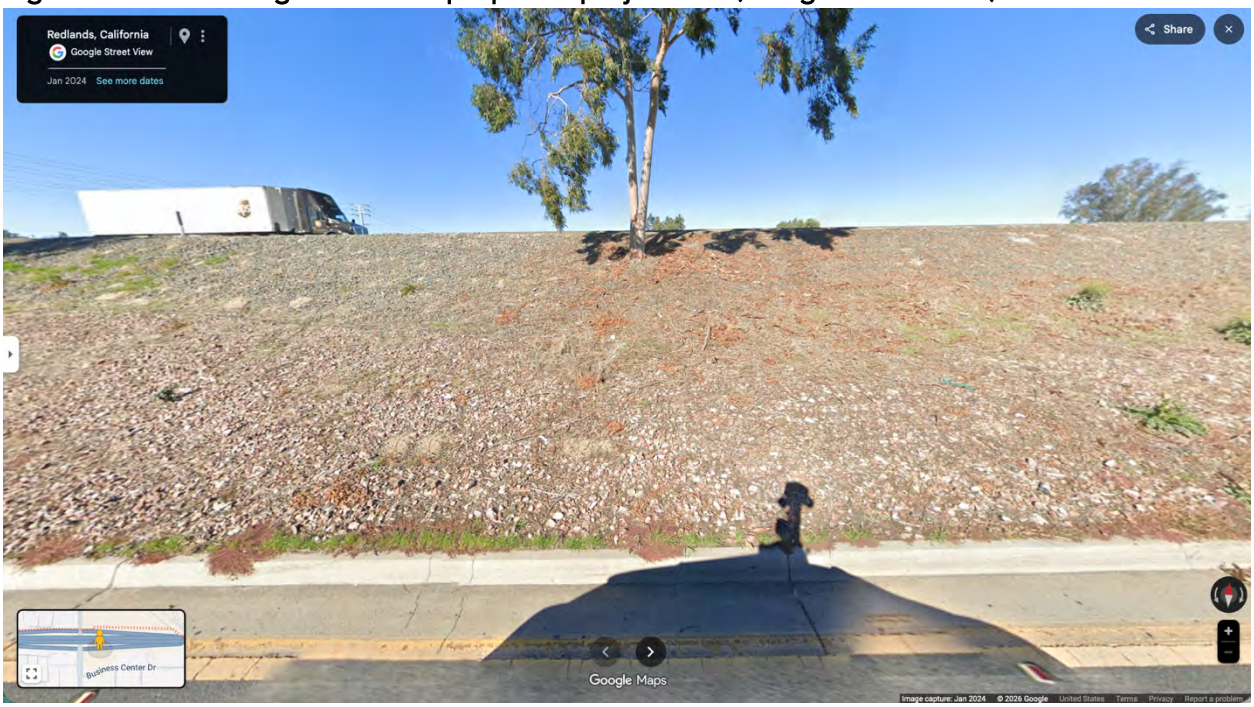


Figure 14: View facing east from proposed project site (Google Earth 2024).

Figure 15: View facing south from proposed project site (Google Earth 2024).

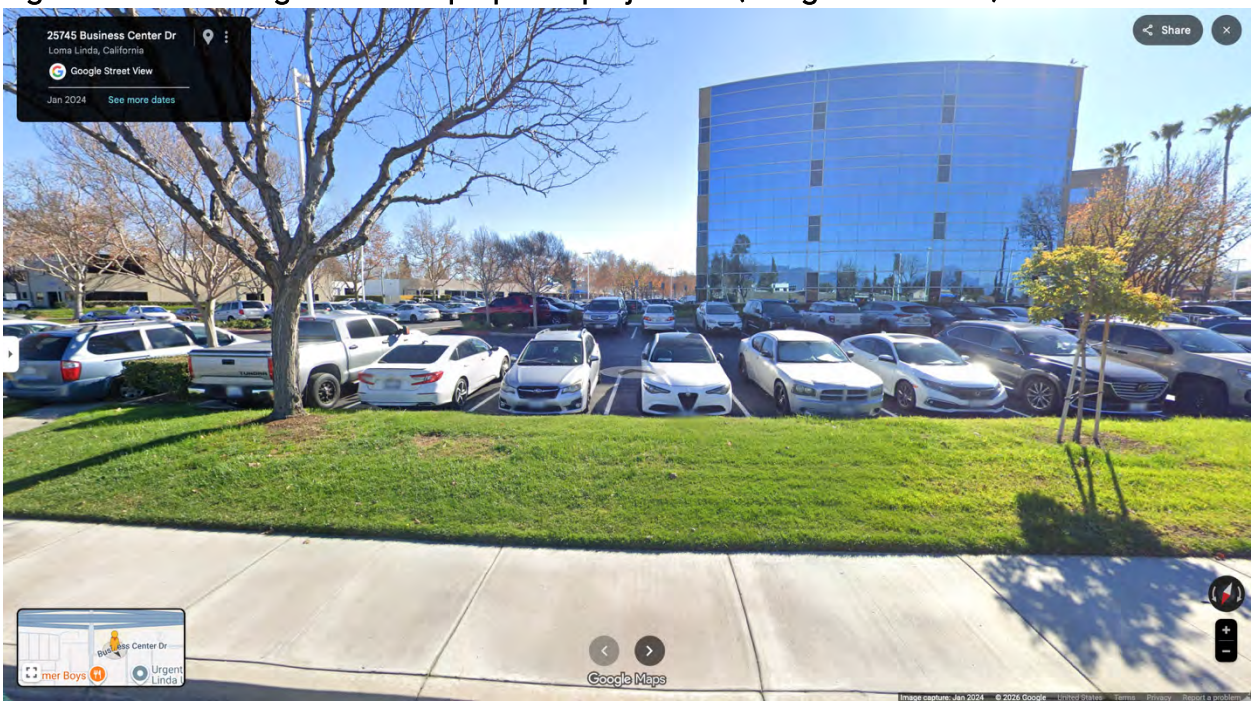
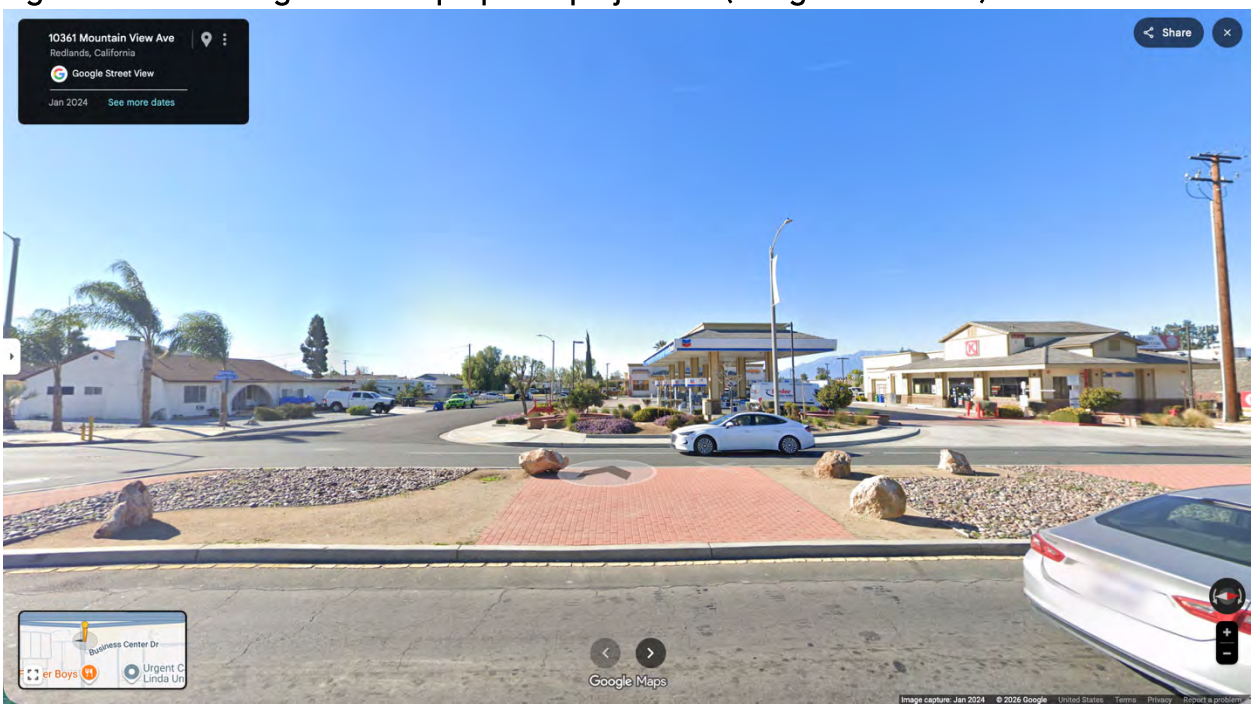


Figure 16: View facing west from proposed project site (Google Earth 2024).



Other agencies whose approval is required (e.g., permits, financing approval, or participation agreement.)

There are several other agencies with possible jurisdiction/responsibility over the proposed project.

1. The amount of area to be disturbed by the whole project would be greater than one acre and therefore, the developer will be required to file a Notice of Intent (NOI) for a General Construction permit to comply with the National Pollutant Discharge Elimination System (NPDES) requirements. The NOI is filed with the State Water Resources Control Board (SWRCB) and enforced by the Santa Ana Regional Water Quality Control Board (RWQCB). A Stormwater Pollution Prevention Plan (SWPPP) must be implemented in conjunction with construction activities.
2. City of Loma Linda Fire Department
3. City of Loma Linda Water

Assembly Bill 52 – Native American Consultation

Have California Native American tribes traditionally and cultural affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, has consultation begun?[1]

In compliance with Assembly Bill 52 (AB 52), notices regarding this project were mailed to all requesting tribes on October 23, 2025. AB 52 consultation letters were sent to the following tribes: Agua Caliente Band of Cahuilla Indians. Cabazon Band of Cahuilla Indians, Cahuilla Band of Indians, Augustine Band of Cahuilla Indians, Morongo Band of Mission Indians, Santa Rosa Band of Cahuilla Indians, Serrano Nation of Mission Indians, Soboba Band of Luiseno Indians, Pala Band of Mission Indians Gabrieleño/Tongva San Gabriel Band of Mission Indians, San Manuel Band of Mission Indians, Santa Rosa Band of Cahuilla Indians, Pechanga Band of Indians, and Ramona Band of Cahuilla. A Cultural Resources Assessment has been conducted and is provided as **Appendix 4** to this Initial Study. Three responses have been received. One was received from the Agua Caliente Band of Cahuilla Indians and another from the Augustine Band of the Cahuilla Indians. Both of these tribes indicated that the project would not impact their cultural resources and are not requesting formal consultation. However, the Yuhaaviatam of San Manuel Nation (YSMN) has requested consultation under AB 52 for this specific project. They have requested the implementation of mitigation to address potential impacts to sensitive tribal cultural resources as a result of the potential for such

1 Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21083.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

resources to exist within the project site (refer to Subsection XVIII, Tribal Cultural Resources, of this Initial Study, which provides additional information).

Documents Incorporated by Reference

City of Loma Linda, 2009. Loma Linda General Plan. https://www.lomalinda-ca.gov/our_city/general_plan

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

☐ Aesthetics	☐ Agriculture and Forestry Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Energy
☐ Geology / Soils	☐ Greenhouse Gas Emissions	☐ Hazards & Hazardous Materials
☐ Hydrology & Water Quality	☐ Land Use / Planning	☐ Mineral Resources
☐ Noise	☐ Population / Housing	☐ Public Services
☐ Recreation	☐ Transportation	☐ Tribal Cultural Resources
☐ Utilities / Service Systems	☐ Wildfire	☐ Mandatory Findings of Significance

DETERMINATION

(To be completed by the Lead Agency)

On the basis of this initial evaluation, the following finding is made:

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

Tom Dodson & Associates — Prepared by

2-12-26 — Date

Lorena Matarnita, Lorena Matarnita — Lead Agency (signature) Comm. Dev. Director

2/12/2026 — Date

EVALUATION OF ENVIRONMENTAL IMPACTS:

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

   a) Earlier Analysis Used. Identify and state where they are available for review.
   b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
   c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously

prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9) The explanation of each issue should identify:

   a) the significance criteria or threshold, if any, used to evaluate each question; and
   b) the mitigation measure identified, if any, to reduce the impact to less than significance.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
I. AESTHETICS: Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning or other regulations governing scenic quality?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

SUBSTANTIATION: Caltrans State Scenic Highways System Map (Accessed 12/15/25), https://dot.ca.gov/-/media/dot-media/programs/design/documents/f0002772-2016-12-gaviota-state-scenic-hwy-va-and-cpp-a11y.pdf, Google Earth, and City of Loma Linda General Plan.

Impact Analysis

a. Have a substantial adverse effect on a scenic vista?

Less Than Significant Impact – The project site is located within an urbanized visual setting. It is surrounded by Interstate Highway 10 (I-10) to the north, commercial uses to the east and south, and residential uses and a gas station to the west. The I-10 offers views to the south of the Loma Linda South Hills Preserve, an important local view with a large number of viewers on the freeway. The existing undeveloped property does not contain any distinctive or unique natural resources or other resource scenic values. Additionally, the surrounding sites contain commercial developments. Thus, the foreground view to the Loma Linda South Hills is already dominated by man-made features associated with commercial development and these visual elements interrupt, but do not prevent visual access to the Loma Linda South Hills. The elevation of the freeway adjacent to the project site ensures continued visual access to the Hills. In summary, the view across the project site will change, but based on the primary view of drivers on I-10, it will not have a substantial adverse effect on a scenic vista. Overall, the proposed project's impact on scenic vistas is concluded to be a less than significant impact and no mitigation is required.

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

No Impact –The project site is not located adjacent to or in the viewshed of any state designated scenic highways. No historical structures are located within the proposed project site. The nearest designated state scenic highway to the project site is Highway 38, located in the San Bernardino Mountains over 20 miles to the east of the project site, as shown in **Figure I-1**, California Scenic Highways. The proposed project site does not contain any trees that would require removal such that scenic trees would be impacted by the proposed project. Further, as the project site is vacant and has been disked and does not contain any native vegetation, the proposed project site does not contain any scenic resources, such as rock outcroppings, that would be impacted by the development of the proposed project. Therefore, the proposed project would not adversely impact any scenic resources, and no impacts under this issue are anticipated.

c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning or other regulations governing scenic quality?

Less Than Significant Impact – The City of Loma Linda General Plan has designated the project site for Business Park use. The proposed project would require a General Plan Amendment to change the site designation from Business Park (BP) to General Commercial (CZ). The project would also include a Zone Change from Business Park (BP) to General Commercial (CZ). However, the City General Plan indicates that similar uses are allowed within both land use designations, and the zoning code indicates that similar uses are allowed within both zoning classifications.

Specifically, both BP and CZ designations allow for a maximum density of 0.5 Floor Area Ration (FAR) and allow for buildings up to five stories tall (City of Loma Linda General Plan Land Use Element). Thus, although the project would conflict with existing zoning , the proposed zoning would align with the l intent of the General Plan for the vacant project site. It is anticipated that the proposed scale, architectural design and articulation of the development on the site will complement and enhance the site and would also be characteristic of existing surrounding development. Project perimeter and streetscape landscaping will also serve to integrate the project into the existing development fabric of the surrounding commercial uses. Therefore, even though the onsite existing visual setting will be altered in the future, the proposed change to the visual setting is not anticipated to cause degradation to the existing visual character or quality of the project area. In addition, compliance with the design and landscaping requirements of the Municipal Code will also ensure that project development is consistent with the City's aesthetic standards. Thus, the design elements incorporated in the project and compliance with the City's design standards will ensure that any potential aesthetic impacts are less than significant without imposition of any mitigation measures.

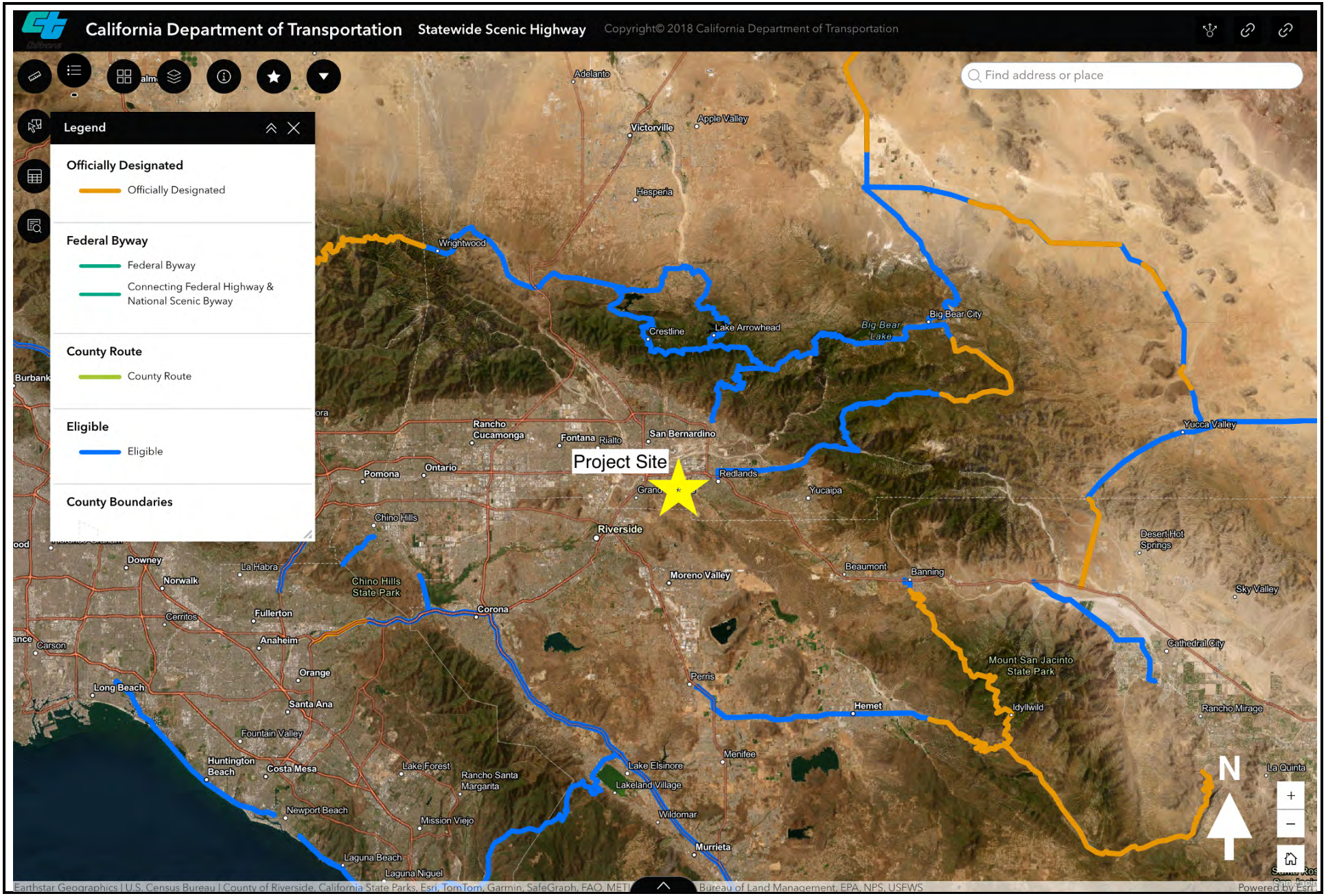


FIGURE I-1

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California Scenic Highways

d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less Than Significant Impact – Uses surrounding the site consist of Interstate Highway 10 (I-10) (north), Business park uses (south and east), and single-family residential homes, restaurants, and a gas station (west). Refer to Figures 13-16 as well as the Air Quality Impact Analysis Exhibit 3-A, Receptor Locations and Distances, which presents the locations of nearby sensitive receptors for air quality purposes that also would apply to light and glare impacts. During construction, the construction activities are limited to daylight hours, thereby minimizing the potential for light and glare impacts.

Multiple components of the project will operate 24/7, resulting in lighting impacts from vehicle travel, security lighting, and interior business operational lighting. Night lighting standards are established in the City's Municipal Code, Section 17.24.310, as well as Title 24 of the California Building Code (CBC) Section 5.106.8 (Light Pollution Reduction). The proposed project will be required, through compliance with the above regulations, to shield sources of nighttime light from sensitive receptors. For example, lighting associated with parking will be arranged so that it is directed onto the parking area and reflected away from any residential property. The same principal will apply to the Gas Station and Hotel which will be operational 24/7. Further, based on the lighting components found in the surrounding setting, with an operational 24/7 Gas Station located directly across from the project site and in closer proximity (adjacent) to the residences along Mountain View Avenue. With compliance to the Municipal Code, no additional measures are considered necessary to ensure that light and glare impacts are reduced to a less than significant level. General Plan policies that limit night lights to the property ensure that any light pollution will be limited to the project site. Specifically, Land Use Element Policy 3.1.7.1.c. states *"Avoid impacts to adjacent sensitive uses (e.g., residences, hospitals) through proper design that limits effects from noise and glare (i.e., through site layout, building orientation, circulation/parking layout, noise attenuation, landscape buffering, and lighting design/location),* and as a result, the site has been designed to meet the above standards through a combined use of shielding sources of light and glare from nearby sensitive receptors, and through use of materials that are non-reflective.

Further, the Loma Linda General Plan Program Environmental Impact Report (PEIR) determined that future development projects will be required to take part in site development review on a site-specific basis to ensure compliance with light and glare standards. This project-specific design review by the City was determined to reduce lighting and glare impacts from development within the City to a less than significant level. While the proposed project requires a General Plan Amendment to be consistent with the General Plan, (the project site is zoned for Business Park use and is designated by the City's General Plan for Business Park use and this project proposes to change the land use designation to General Commercial (CZ) the zoning to General Commercial (C-2)), the proposed project would install an equal or less intense use than that which would be allowed under the Business Park designation/zoning classification. Therefore, as the General Plan PEIR determined that the City's design review is sufficient to reduce lighting and glare impacts, and that this project must undergo design review and

approval prior to development, operational light and glare impacts are anticipated to be less than significant. Thus, with compliance to existing regulations, potential impacts related to off-site light and glare will be less than significant. No mitigation is necessary.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
II. AGRICULTURE AND FORESTRY RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

SUBSTANTIATION: California Department of Conservation, Farmland Mapping and Monitoring Program (Accessed 10/01/2025) https://maps.conservation.ca.gov/dlrp/ciff/; California Department of Conservation, Important Farmland Categories (Accessed 10/01/25): https://www.conservation.ca.gov/dlrp/fmmp/Pages/Important-Farmland-Categories.aspx; and Project Application Materials.

Impact Analysis

a. Convert Prime Farmland, Unique Farmland or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact – According to **Figure II-1**, California Important Farmland, the proposed project site is identified as Urban and Built-Up Land. Therefore, the project site does not contain Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Thus, implementation of the proposed project will not pose any impact to agricultural resources. No mitigation is required.

b. Conflict with existing zoning for agricultural use or a Williamson Act contract?

No Impact. The project site is not considered farmland, and thus is not subject to a Williamson Act Contract. Please refer to the discussion above under II(a). No impacts under this issue are anticipated and no mitigation is required.

c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

No Impact – The project site is not located within forest land, timberland, or timberland zoned for Timberland Production. Therefore, the proposed project will not conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g)). No impacts are anticipated and no mitigation is required.

d. Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact – The project site is not located within forest land and has no timber on the property; therefore, the project will not result in the loss of forest land or conversion of forest land to non-forest production use. No impacts are anticipated and no mitigation is required.

e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

No Impact –No agricultural or forest resources or uses occur within the general vicinity of the proposed project site. . No adverse impacts to agricultural, forest, or timberland resources will result from project implementation and no mitigation is required

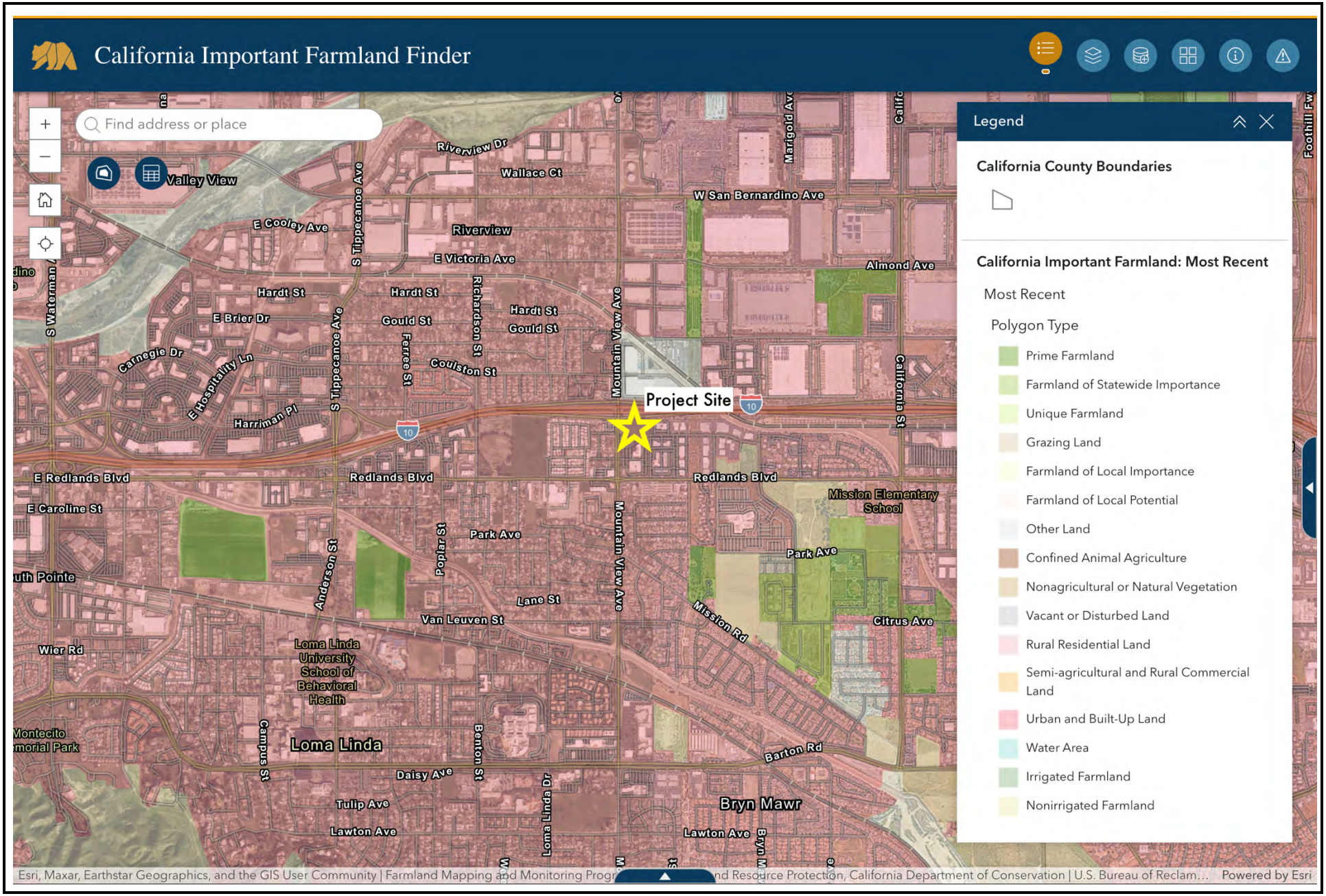

FIGURE II-1

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California Important Farmland

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

SUBSTANTIATION: The following information utilized in this section of the Initial Study was obtained from the following technical study: "*Loma Linda Corporate Business Center Air Quality Analysis*" prepared by Urban Crossroads, dated November 3, 2025, provided as **Appendix 2**; South Coast AQMP, June 2003. Final Localized Significance Threshold Methodology. http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/final-lst-methodology-document.pdf?sfvrsn=2 (Accessed 11/21/25).

Background

The project site is located in Loma Linda, in the County of San Bernardino. It is within the Southern California Air Quality Basin (SCAB) and is under the jurisdiction of the Southern California Air Quality Management District (SCAQMD). The air quality assessment for the project evaluates emissions impacts associated with short-term construction and long-term operation of the project. A number of air quality modeling tools are available to assess the air quality impacts of projects. In addition, certain air districts, such as the SCAQMD, have created guidelines and requirements to conduct air quality analyses. The SCAMD's current guidelines, were adhered to in the assessment of air quality impacts for the project.

Local Air Quality

The SCAQMD has designated general forecast areas and air monitoring areas (referred to as Source Receptor Areas [SRA]) throughout the district in order to inform Southern California residents about the air quality conditions. The project site is located within the East San Bernardino Valley area (SRA 35). The East San Bernardino Valley monitoring station is located approximately 5.53 miles east of

the project site and reports air quality statistics for O3 and PM10. As the East San Bernardino Valley monitoring station did not provide data for CO, NO¬2, and PM2.5, the next nearest monitoring stations will be utilized. The following stations will be used to report air quality data for O3, CO, NO2, PM10, and PM2.5:

- SRA 35 (East San Bernardino Valley) - O3, PM10
- SRA 34 (Central San Bernardino Valley 2) – CO, NO2,PM2.5

The most recent three (3) years of data available is shown in Table III-1 and identifies the number of days ambient air quality standards were exceeded for the study area, which is considered to be representative of the local air quality at the project site. Data for O3, CO, NO2, PM10, and PM2.5 for 2022 through 2024 was obtained from the SCAQMD Air Quality Data Tables. Additionally, data for SO2 has been omitted as attainment is regularly met in the SCAB and few monitoring stations measure SO2 concentrations.

As shown in Table III-1, monitored air quality concentrations increased in 2024 relative to the previous year, primarily due to increases in O_3,PM_{10}, and $PM_{2.5}$. Maximum 1-hour and 8-hour concentrations increased in 2024, along with a substantial increase in the number of days exceeding the applicable state and federal O_3 standards. PM_{10} concentrations also increased, with higher maximum 24-hour values and the occurrence of exceedances of the federal 24-hour standard that were not observed in the previous year. $PM_{2.5}$ concentrations similarly increased in 2024, including exceedances of the 24-hour standard and an annual arithmetic mean approaching the federal annual standard. In contrast CO and NO_2 concentrations remained relatively stable and below the standards throughout 2024.

Table III-1: PROJECT AREA AIR QUALITY MONITORING SUMMARY 2022-2024

Pollutant	Standard	Year		
		2022	2023	2024
O_3				
Maximum Federal 1-Hour Concentration (ppm)		0.135	0.143	0.147
Maximum Federal 8-Hour Concentration (ppm)		0.109	0.118	0.131
Number of Days Exceeding State 1-Hour Standard	> 0.09 ppm	63	54	83
Number of Days Exceeding State/Federal 8-Hour Standard	> 0.070 ppm	106	83	111
CO				
Maximum Federal 1-Hour Concentration	> 35 ppm	1.6	1.5	1.6
Maximum Federal 8-Hour Concentration	> 20 ppm	1.0	1.0	1.1
NO_2				
Maximum Federal 1-Hour Concentration	> 0.100 ppm	0.069	0.063	0.080
Annual Federal Standard Design Value		0.018	0.017	0.019
PM_{10}				
Maximum Federal 24-Hour Concentration (µg/m^3)	> 150 µg/m^3	50	49	71
Annual Federal Arithmetic Mean (µg/m^3)		22.0	21.3	25.2
Number of Days Exceeding Federal 24-Hour Standard	> 150 µg/m^3	0	0	0
Number of Days Exceeding State 24-Hour Standard	> 50 µg/m^3	0	0	3
$PM_{2.5}$				

Pollutant	Standard	Year		
		2022	2023	2024
Maximum Federal 24-Hour Concentration (µg/m^3)	> 35 µg/m^3	38.1	27.3	59.0
Annual Federal Arithmetic Mean (µg/m^3)	> 12 µg/m^3	10.89	10.49	12.63
Number of Days Exceeding Federal 24-Hour Standard	> 35 µg/m^3	1	0	2

Source: Air Quality Assessment (**Appendix 2**)

Applicable Regulatory Requirements

SCAQMD Rules that are currently applicable during construction activity for this project are described under Section ES.2 Regulatory Requirements in **Appendix 2.**

Methodology

The California Air Pollution Control Officers Association (CAPCOA) in conjunction with other California air districts, including SCAQMD, released CalEEMod 2022 in May 2022. CalEEMod periodically releases updates, as such the latest version available at the time of this report has been utilized in this analysis.

The purpose of this model is to calculate construction-source and operational-source criteria pollutant (VOCs, NO_X, SO_X, CO, PM_{10}, and $PM_{2.5}$) and GHG emissions from direct and indirect sources; and quantify applicable air quality and GHG reductions achieved from mitigation measures. Accordingly, the latest version of CalEEMod has been used for this project to determine construction and operational air quality and GHG emissions.

Air Quality Regional Emissions Thresholds

The SCAQMD has developed regional significance thresholds for criteria pollutants, as summarized at Table III-2. The SCAQMD's CEQA Air Quality Significance Thresholds (March 2023) indicate that any projects in the SCAB with daily emissions that exceed any of the indicated thresholds should be considered as having an individually and cumulatively significant air quality impact.

Table III-2: MAXIMUM DAILY REGIONAL EMISSIONS THRESHOLDS

Pollutant	Construction	Operations
NO_X	100 lbs./day	55 lbs./day
VOC	75 lbs./day	55 lbs./day
PM_{10}	150 lbs./day	150 lbs./day
$PM_{2.5}$	55 lbs./day	55 lbs./day
SO_X	150 lbs./day	150 lbs./day
CO	550 lbs./day	550 lbs./day

Source: SCAQMD's CEQA Air Quality Significance Thresholds / Air Quality Assessment (**Appendix 2**)

lbs./day – Pounds Per Day

Impact Analysis

a. Conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact – The project site is located within the South Coast Air Basin (SCAB), which is characterized by relatively poor air quality. The SCAQMD has jurisdiction over an approximately 10,743 square-mile area consisting of the four- county Basin and the Los Angeles County and Riverside County portions of what use to be referred to as the Southeast Desert Air Basin. In these areas, the SCAQMD is principally responsible for air pollution control, and works directly with the SCAG, county transportation commissions, local governments, as well as state and federal agencies to reduce emissions from stationary, mobile, and indirect sources to meet state and federal ambient air quality standards. Currently, these state and federal air quality standards are exceeded in most parts of the SCAB. In response, the SCAQMD has adopted a series of AQMPs to meet the state and federal ambient air quality standards. AQMPs are updated regularly in order to more effectively reduce emissions, accommodate growth, and to minimize any negative fiscal impacts of air pollution control on the economy.
In December 2022, the SCAQMD released the Final 2022 AQMP (2022 AQMP), to evaluate current integrated strategies and control measures to meet the NAAQS, as well as explore new and innovative methods to reach its goals. Some of these approaches include utilizing incentive programs, recognizing existing co-benefit programs from other sectors, and developing a strategy with fair-share reductions at the federal, state, and local levels (17). Similar to the 2016 AQMP, the 2022 AQMP incorporates scientific and technological information and planning assumptions, including the 2020-2045 RTP/SCS, a planning document that supports the integration of land use and transportation to help the region meet the federal CAA requirements. The project's consistency with the AQMP will be determined using the 2022 AQMP as discussed below.

It should be noted that although SCAG has released an updated 2024-2050 RTP, the 2022 AQMP is based on the 2020-2045 RTP. Criteria for determining consistency with the AQMP are defined in Chapter 12, Section 12.2 and Section 12.3 of the 1993 CEQA Handbook (31). These indicators are discussed below:

Consistency Criterion No. 1

Potential to result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.

The violations that Consistency Criterion No. 1 refer to are the CAAQS and NAAQS. CAAQS and NAAQS violations would occur if regional or localized significance thresholds were exceeded.

Construction Impacts

As evaluated, the project's localized and regional construction-source emissions would not exceed applicable regional significance threshold and LST thresholds. As such, a less than

significant construction related impact is expected.

Operational Impacts

As evaluated, the project's localized and regional operation-source emissions would not exceed applicable regional significance threshold and LST thresholds. As such, a less than significant impact long term operational impact is expected.

Consistency Criterion No. 2

Potential to exceed the assumptions in the AQMP based on the years of project build-out phase.

The 2022 AQMP demonstrates that the applicable ambient air quality standards can be achieved within the timeframes required under federal law. Growth projections from local general plans adopted by cities in the district are provided to the SCAG, which develops and periodically updates regional growth forecasts, which are then used to develop future air quality forecasts for the AQMP. Development consistent with the growth projections in City of Loma Linda General Plan is considered to be consistent with the AQMP.

Construction

Peak day emissions generated by construction activities are largely independent of land use assignments, but rather are a function of development scope and maximum area of disturbance. Irrespective of the site's land use designation, development of the site to its maximum potential would likely occur, with disturbance of the entire site occurring during construction activities. As such, when considering that no emissions thresholds will be exceeded, as demonstrated in the detailed analysis of construction related and long term operational air quality impacts presented under the following section (Section III-b.), a less than significant impact would result.

Operational Impacts

The City of Loma Linda General Plan designates the project site as "Business Park (BP)" land uses and "Business Park (BP)" zoning uses. The project proposes a General Plan and Zoning amendment to change the "Business Park (BP)" designation to "General Commercial". The "General Commercial" designation allows for shopping and commercial service needs of the residential community, the workers who are employed within Loma Linda, and those who visit the city, such as to receive health care. Examples of the intended nature of development within the commercial category include shopping centers, in-line shops, specialty shops, and stand-alone commercial uses. The Commercial land use designation also allows office uses and religious assembly uses to be incorporated into commercial development (e.g., offices in small storefronts, a cluster of office suites within a larger shopping center, or religious assembly uses in buildings originally designed for commercial uses) if the dominant character of the overall development remains commercial.

The project includes the development of a fast-food restaurants with drive-through service window (1,600 square feet), a 2,467 square foot coffee shop with drive-through service window,

a 6,900 square foot convenience store with a gas station with 16 vehicle fueling positions, and a four-story Extended Stay Hotel of 51,570 square feet with 124 keys. The site also includes four electric vehicle (EV) charging parking spaces adjacent to the 2,467 square foot coffee shop with drive-through use and eight additional EV charging parking spaces adjacent to the gas station fueling positions (total of 12 EV charging stalls). The project's proposed uses are inconsistent with the current land use and zoning designation and would require a General Plan and Zone Change Amendment, both of which have been requested by the Project Applicant.

As previously stated, the project's proposed uses are inconsistent with the current land use and zoning designation and would require a general plan and zoning amendment. Although this finding is inconsistent with the current land use and zoning designation, the Project on an individual basis does not have an impact. As such, the proposed Project would not conflict with the goals of the AQMP. It should be noted that any question of consistency with the General Plan would be resolved upon Project approval, and consistency with the AQMP would be addressed in the next update cycle. In this case, the probable difference in impacts between a Business Park land use and a General Commercial land use is minimal. Furthermore, the project, as evaluated herein would not exceed the regional or localized air quality significance thresholds.

AQMP Consistency Conclusion

The project would not have the potential to result in or cause NAAQS or CAAQS violations, as demonstrated in the detailed analysis of construction related and long term operational air quality impacts presented under the following section (Section III-b.). While the proposed uses are generally consistent with the General Plan land use designation, any questions regarding consistency would be addressed through Project approval, with AQMP alignment resolved in the next update cycle. The difference in impacts between a Business Park and a General Commercial land use is minimal. As such, the project is considered to be consistent with the AQMP and a less than significant impact would occur under this issue.

b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Less Than Significant Impact – Air pollution emissions associated with the proposed project would occur over both a short- and long-term time period. Short-term emissions include fugitive dust from construction activities (i.e., site prep, grading, and exhaust emission) anticipated to occur as a result of future development of the proposed project. Long-term emissions generated by occupancy of the proposed project primarily include energy consumption generated by electric lights and air conditioning in the new buildings.

Construction Emissions

The California Emission Estimator Model (CalEEMod, 2022) was developed by the SCAQMD to provide a model by which to calculate both construction emissions and operational emissions from a variety of land use projects. It calculates both the daily maximum and annual average

emissions for criteria pollutants as well as total or annual greenhouse gas (GHG) emissions. Construction was modeled using the construction equipment and schedule for a project of this size as shown in Tables III-3 and III-4.

Table III-3: ESTIMATED CONSTRUCTION DURATION

Construction Activity	Start Date	End Date	Days
Site Preparation	4/1/2026	4/10/2026	8
Grading	4/13/2026	4/29/2026	13
Trenching	4/30/2026	5/18/2026	13
Building Construction	5/19/2026	10/25/2027	375
Paving	9/14/2027	10/25/2027	30
Architectural Coating	9/14/2027	10/25/2027	30

Source: Air Quality Assessment (**Appendix 2**)

Table III-4: TYPICAL CONSTRUCTION EQUIPMENT

Construction Activity	Equipment	Quantity	Hours
Site Preparation	Rubber Tired Dozers	3	8
	Crawler Tractors	4	8
Grading	Graders	1	8
	Excavators	1	8
	Crawler Tractors	3	8
	Rubber Tired Dozers	1	8
Trenching	Scrapers	1	8
	Plate Compactors	2	8
	Off-Highway Trucks	1	8
	Rough Terrain Forklifts	1	8
Building Construction	Cranes	1	8
	Forklifts	3	8
	Generator Sets	1	8
	Welders	1	8
	Tractors/Loaders/Backhoes	3	8
Paving	Tractors/Loaders/Backhoes	1	8
	Cement and Mortar Mixers	2	8
	Pavers	1	8
	Paving Equipment	2	8
	Rollers	2	8
Architectural Coating	Air Compressors	1	8

In order to account for fugitive dust emissions, Crawler Tractors were used in lieu of Tractors/Loaders/Backhoes.

Source: Air Quality Assessment (**Appendix 2**)

Further, construction generates on-road vehicle emissions from vehicle usage for workers, vendors, and haul trucks commuting to and from the site. The number of worker, vendor, and hauling trips per phase is presented below in Table III-5. Worker and hauling trips are based on CalEEMod defaults. It should be noted that for vendor trips specifically, CalEEMod only assigns vendor trips to the Building Construction phase. In practice, vendor trips are expected to occur throughout various phases of construction, not just during Building Construction. To more

accurately reflect this, the vendor trips initially allocated to the Building Construction phase were redistributed across other non- overlapping construction activities. This reallocation was done proportionally, based on the duration of each phase, ensuring that vendor trips are appropriately spread across all applicable construction phases that do not occur simultaneously.

Table III-5: OVERALL CONSTRUCTION TRIP ASSUMPTIONS

Construction Activity	Worker Trips	Vendor Trips	Hauling Trips
Site Preparation	50	0	0
Grading	50	0	166
Trenching	50	0	0
Building Construction	50	10	0
Paving	50	0	0
Architectural Coating	50	0	0

Source: Air Quality Assessment (**Appendix 2**)

Utilizing this indicated equipment fleet and durations shown in Table III-3 and III-4, as well as the worker, vendor, and hauling trips per phase presented in Table III-5 the worst case daily construction emissions are calculated by CalEEMod and are listed in Table III-6.

Table III-6: CONSTRUCTION EMISSIONS SUMMARY WITHOUT MITIGATION

Year	Emissions (lbs/day)					
	VOC	NOx	CO	SO2	PM10	PM2.5
Summer						
2026	4.05	34.81	34.61	0.11	8.08	4.46
2027	14.21	19.42	36.21	0.05	2.73	1.11
Winter						
2026	1.36	11.24	16.97	0.03	1.16	0.56
	14.17	19.50	33.73	0.05	2.73	1.11
Maximum Daily Emissions	14.21	34.81	36.21	0.11	8.08	4.46
SCAQMD Threshold	75	100	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO

Source: CalEEMod Output in AQIA **Appendix 2**

As shown in Table III-6, Peak daily construction activity emissions are estimated to be below SCAQMD CEQA thresholds without mitigation for both summer and winter. Thus, construction emissions are anticipated to be less than significant.

Operational Emissions

Operational activities associated with the project would result in emissions of VOCs, NOX, SOX, CO, PM10, and PM2.5. Operational emissions are expected from the following primary sources:

- Mobile Source Emissions

- The project related operational air quality emissions are derived primarily from vehicle trips generated by the project. Trip characteristics available from the Loma Linda Corporate Business Center Trip Generation Assessment (see **Appendix 11**) were utilized in this analysis. Per that assessment, , the project is expected to generate a total of approximately 1,524 two-way vehicular trips per day which includes a 42% internal capture trip reduction to the hotel use, a 33% pass-by and 41% internal capture trip reduction to the fast-food restaurant with drive-through window use, a 48% pass-by and 42% internal capture trip reduction to the coffee shop with drive- through window, and a 62% pass-by and 18% internal capture trip reduction to the gas station with market use.
    - Pass-by and Internal Capture: It should be noted that the total trips for each land use were modeled in CalEEMod and the pass-by trip and internal capture reductions are accounted for within the Pass-By Trip category in CalEEMod. As such, the CalEEMod outputs present the gross trips for all land uses (e.g., 9,134 daily weekday trips consistent with the traffic study), without the reduction of the pass-by and internal capture trips which are calculated internally to the model. Additionally, the trip generation may not necessarily align with the CalEEMod outputs total of 9,680 daily weekday trips due to rounding and user provided information regarding the car wash trips. The proposed Project's carwash use is expected to generate 550 total trips and for analytical purposes, this AQIA assumes that 275 cars (275 two-way trips is 550 cars) are vehicles that will be serviced by the car wash.
    - Trip Length: Due to the nature and location of the Project, a reduced average customer trip length of 2 miles was used in the analysis instead of the model default value of 14.06 miles. The Project consists of a variety of retail development that would serve the local community and lead to shorter trip lengths The reduced trip length reflects the Project's location within a developed urban area, the presence of substantial residential land uses within a 2-mile radius of the site, and the proximity of similar uses (gas station with convenient store, drive-thru restaurants and coffee shops) in the Project vicinity (as shown on Exhibit 3-A). For purposes of analysis, 96% of all trips are assumed to be customer trips, 3% of all trips are assumed to be workers, and 1% of all trips are assumed to be other trips. For the hotel use, which draw guests from a wider service area, the default assumptions for trip length and trip purpose remain appropriate and do not need modification.

      As evaluated in the Loma Linda Corporate Business Center Vehicle Miles Traveled Screening Evaluation (VMT Evaluation; **Appendix 11**), the project consists of a variety of retail development that would serve the local community and lead to shorter trip lengths. As summarized in the VMT Evaluation, the project results in a less than significant VMT impact as the project is a local-serving retail use. Per the County Guidelines, Transportation Impact Study Guidelines, state that projects with VMT per

person/employee lower than 4% below the existing VMT per person for the unincorporated County are considered to have a less than significant VMT impact. The project would create retail uses (excluding the hotel component) that will serve the nearby community that would otherwise have to travel further distances to seek the project's provided services. As such, since the project contains retail uses, is surrounded by residential land uses, and the project is local-serving in nature, the adjustments to the CalEEMod default trip length for retail land uses are substantiated.

  - Fugitive Dust Related to Vehicular Travel: Trip Length: It should be noted that due to the nature of the project (a fast-food restaurants with drive-through service window (1,600 square feet), a 2,467 square foot coffee shop with drive-through service window, a 6,900 square foot convenience store with a gas station with 16 vehicle fueling positions, and a four-story Extended Stay Hotel of 51,570 square feet with 124 keys. The site also includes four electric vehicle (EV) charging parking spaces adjacent to the 2,467 square foot coffee shop with drive-through use and eight additional EV charging parking spaces adjacent to the gas station fueling positions (total of 12 EV charging stalls), the project's location, a substantial amount of residential land uses within a 2-mile radius of the project site, and gas station with convenient store, drive-thru restaurants and coffee shop uses located in the project vicinity (as shown on **Figure III-1, Receptor Locations**, an average trip length for customers of 2 miles was used in the assessment as opposed to the 14.06- mile model default trip length value. Additionally, 96% of all trips are assumed to be customer trips, 3% of all trips are assumed to be workers, and 1% of all trips are assumed to be other trips.

- Area Source Emissions
- Architectural Coatings: Over a period of time the buildings that are part of this project would require maintenance and would therefore produce emissions resulting from the evaporation of solvents contained in paints, varnishes, primers, and other surface coatings. The emissions associated with architectural coatings were calculated using CalEEMod.
- Consumer Products: Consumer products include, but are not limited to, detergents, cleaning compounds, polishes, personal care products, and lawn and garden products. Many of these products contain organic compounds which when released in the atmosphere can react to form O3 and other photochemically reactive pollutants. The emissions associated with the use of consumer products were calculated based on defaults provided within CalEEMod. Landscape Maintenance Equipment: Landscape maintenance equipment would generate emissions from fuel combustion and evaporation of unburned fuel. Equipment in this category would include lawnmowers, shedders/grinders, blowers, trimmers, chain saws, and hedge trimmers used to maintain the landscaping of the project. It should be noted that AB 1346, which banned the sale of new gasoline-powered equipment under 25 gross HP, is now in effect. However, for purposes of analysis, the emissions associated with landscape maintenance equipment were
-

calculated based on assumptions provided in CalEEMod, and do not incorporate the emissions reductions that would be realized from implementation of AB 1346.

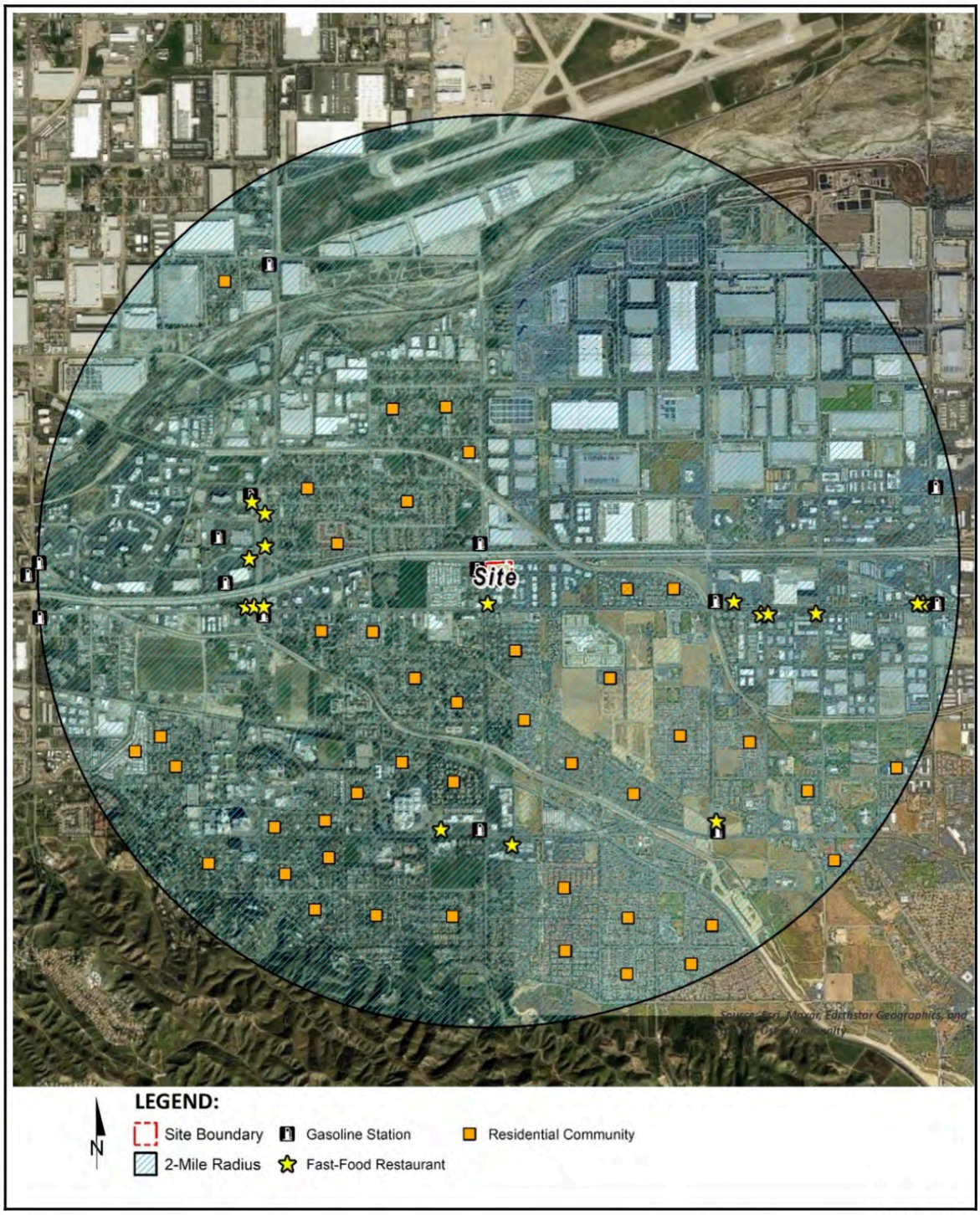

FIGURE III-1

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2-Mile Radius of Retail Services

- Energy Source Emissions
    - Electricity and natural gas are used in almost every project. Criteria pollutant emissions are emitted through the generation of electricity. However, because electrical generating facilities for the project area are located either outside the region (state) or offset through the use of pollution credits (RECLAIM) for generation within the SCAB, criteria pollutant emissions from offsite generation of electricity are excluded from the evaluation of significance. Natural gas and electricity usage associated with the project was calculated by CalEEMod using default parameters. Additionally, electricity use associated with the EV chargers was calculated and included in CalEEMod.
- Gasoline Dispensing Emissions
    - Operational VOC emissions have been analyzed using CalEEMod analysis software and methodology. Since CalEEMod include a limited set of land use options, the gas station component of the Project was modeling using the "convenience store with fueling positions" land use category which closely represents the proposed gas station. The operational VOC emissions estimates associated with this use are shown in Table III-7.

      The Proposed project, as required by SCAQMD Rule 461, would install an enhanced vapor recovery system that would substantially reduce VOC emissions from the storage, transfer and dispensing of gasoline.

      This analysis conservatively assumes an annual gasoline throughput of 6,167,040 gallons of fuel/year or 16,896 gallons/day, assuming a potential 24-hour, 365 days per year, 16 fueling positions providing gasoline. To determine emissions associated with loading, breathing, fueling, spillage and hose permeation from gasoline dispensing, emissions factors taken from the CARB Gasoline Service Station Industrywide Risk Assessment Guidance report, released in 2022 were utilized (24). Thus, based on the gasoline throughput estimate and the CARB emission factors, the Project is anticipated to emit an additional 7.50 lbs/day VOC emissions from gasoline dispensing. The total daily VOC emissions from gasoline dispensing were added to the operational emissions. Gasoline dispensing emission calculations are provided in **Appendix 2** of this Initial Study**.**

      Therefore, because the proposed Project's VOC emissions from gasoline dispensing are below the SCAQMD threshold, any additional VOCs from gas storage, transfer, or dispensing would represent only a minimal incremental increase. This small increase would not change the overall level of emissions or the significance of air quality impacts; accordingly, the Project's impacts remain less than significant, and no additional impacts would occur beyond those identified in in **Appendix 2** of this Initial Study.

CalEEMod utilizes summer and winter EMFAC2021 emission factors in order to derive vehicle emissions associated with project operational activities, which vary by season, as shown in Table

III-6. As indicated in Table III-7, long term project operations are not expected to exceed any of the SCAQMD's daily emissions thresholds for criteria pollutants at the regional level.

Table III-7: PEAK OPERATIONAL LOCALIZED SIGNIFICANCE SUMMARY

Source	Emissions (lbs/day)					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Summer						
Mobile	24.35	9.93	77.40	0.12	9.64	2.52
Area	1.89	0.02	2.72	0.00	0.00	0.00
Energy	0.03	0.57	0.48	0.00	0.04	0.04
Gasoline Dispensing	7.50	0.00	0.00	0.00	0.00	0.00
Maximum Daily Emissions	33.77	10.52	80.60	0.12	9.69	2.56
SCAQMD Regional Thresholds	55	55	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO
Winter						
Mobile	22.48	10.55	76.69	0.11	9.64	2.52
Area	1.44	0.00	0.00	0.00	0.00	0.00
Energy	0.03	0.57	0.48	0.00	0.04	0.04
Gasoline Dispensing	7.50	0.00	0.00	0.00	0.00	0.00
Maximum Daily Emissions	31.45	11.13	77.17	0.12	9.69	2.56
SCAQMD Regional Thresholds	55	55	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO

Source: *AQIA* CalEEMod Output in **Appendix 2** of this Initial Study

[1] Emissions were modeled assuming that the project would begin construction in 2026. CalEEMod estimates emissions based on the anticipated and known available technologies for forecasting equipment that generates emissions. Maximum daily emission during summer or winter; includes both onsite and offsite project emissions

The preceding analysis demonstrates the project's daily operational emissions would not contribute substantially to an existing or projected air quality violation. Furthermore, by complying with the SCAQMD standards, the project would not contribute to a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment.). In conclusion, with compliance to existing regulations, project-related long-term air quality impacts will be less than significant and no mitigation is required.

c. Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact –

Construction Impacts

The SCAQMD has developed analysis parameters to evaluate ambient air quality on a local level in addition to the more regional emissions-based thresholds of significance. These analysis elements are called Localized Significance Thresholds (LSTs). LSTs represent the maximum emissions from a project that will not cause or contribute to an exceedance of the most stringent

applicable federal or state ambient air quality standard at the nearest residence or sensitive receptor.

For this project, the appropriate Sensitive Receptor Area (SRA) for the LST analysis is the SCAQMD East San Bernardino Valley (SRA 35). SCAQMD's *LST Methodology* clearly states that "off-site mobile emissions from the project should not be included in the emissions compared to LSTs." Therefore, for purposes of the construction LST analysis, only emissions included in the CalEEMod "on-site" emissions outputs were considered.

The "acres disturbed" for analytical purposes are based on specific equipment type for each subcategory of construction activity and the estimated maximum area a given piece of equipment can pass over in an 8-hour workday (as shown on Table III-8). As outlined in Table III-8, the proposed project's construction activities could actively disturb approximately 1 acre per day during trenching, 3.5 acre per day during site preparation and 2.5 acres per day during grading activities.

Table III-8: MAXIMUM DAILY DISTURBNED ACREAGE

Construction Activity	Equipment Type	Equipment Quantity	Acres graded per 8-hour day	Operating Hours per Day	Acres graded per day
Trenching	Scrapers	1	1	8	1
Total acres disturbed per day during Trenching					1
Site Preparation	Crawler Tractors	4	0.5	8	2
	Rubber Tired Dozers	3	0.5	8	1.5
Total acres disturbed per day during Site Preparation					3.5
Grading	Crawler Tractors	3	0.5	8	1.5
	Graders	1	0.5	8	0.5
	Rubber Tired Dozers	1	0.5	8	0.5
Total acres disturbed per day during Grading					2.5

Source: Maximum daily disturbed acreage based on equipment list presented in Appendix 3.1 of **Appendix 2**

Some people are especially sensitive to air pollution and are given special consideration when evaluating air quality impacts from projects. These groups of people include children, the elderly, and individuals with pre-existing respiratory or cardiovascular illness. Structures that house these persons or places where they gather are defined as "sensitive receptors". These structures typically include uses such as residences, hotels, and hospitals where an individual can remain for 24 hours. Consistent with the LST Methodology, the nearest land use where an individual could remain for 24 hours to the project site has been used to determine construction and operational air quality impacts for emissions of PM10 and PM2.5, since PM10 and PM2.5 thresholds are based on a 24-hour averaging time.

Per the LST Methodology, commercial, educational, and industrial facilities are not included in the definition of sensitive receptor because employees and patrons do not typically remain onsite for a full 24 hours but are typically onsite for 8 hours or less. However, LST Methodology explicitly states that "LSTs based on shorter averaging periods, such as the NO2 and CO LSTs, could also be applied to receptors such as industrial or commercial facilities since it is reasonable to assume that a worker at these sites could be present for periods of one to eight hours." Therefore, any adjacent land use where an individual could remain for 1 or 8-hours, that is located at a closer distance to the project site than the receptor used for PM10 and PM2.5 analysis, must be considered to determine construction and operational LST air impacts for emissions of NO2 and CO since these pollutants have an averaging time of 1 and 8-hours.

Specific Receptors in the project area are described below and shown in **Figure III-2**.

- **Location R1** represents the Department Of Veterans Affairs at 25828 Business Center Dr, approximately 56 feet east of the project site. Receptor R1 is placed at the at the building façade facing the project site.
- **Location R2** represents the Veterinary Integrative Center at 25837 Business Center DR C, approximately 141 feet south of the project site. Receptor R2 is placed at the at the building façade facing the project site.
- **Location R3** represents the Child Support Services: San Bernardino County at 10417 Mountain View Ave, approximately 181 feet south of the project site. Receptor R3 is placed at the building façade facing the project site.
- **Location R4** represents the existing residence at 10396 Mountain View Ave, approximately 127 feet west of the project site. Receptor R4 is placed at the building façade facing the project site.
- **Location R5** represents the existing residence at 25685 Rosewood Dr, approximately 125 feet west of the project site. Receptor R5 is placed at the building façade facing the project site.
- **Location R6** represents the Chevron gas station at 10342 Mountain View Ave, approximately 137 feet west of the project site. Receptor R6 is placed at the building façade facing the project site.
- **Location R7** represents the Bright Medical Staffing at 1965 E Coulston St APT 42, approximately 669 feet northwest of the project site. Receptor R7 is placed at the at the building façade facing the project site.

The SCAQMD recommends that the nearest sensitive receptor be considered when determining the project's potential to cause an individual a cumulatively significant impact. The nearest receptor used for evaluation of localized impacts of PM10 and PM2.5 is represented by location R5 which represents the existing residence at 25685 Rosewood Dr, 125 feet (38 meters) west of the project site.

The nearest receptor used for evaluation of localized impacts of NOX and CO is represented by location R1, which represents the existing building, Department Of Veterans Affairs at 25828 Business Center Dr, 56 feet (17 meters) east of the project site.

The LST Methodology y states that "Projects with boundaries located closer than 25 meters to the nearest receptor should use the LSTs for receptors located at 25 meters." consequently , evaluation of localized NOX and CO is based on a 25-meter distance. The thresholds presented in Table III-9 were calculated by interpolating the threshold values for the project's disturbed acreage. For additional detail on methodology, please refer to **Appendix 2**.

Table III-9: MAXIMUM DAILY LOCALIZED CONSTRUCTION EMISSIONS THRESHOLDS

Construction Activity	Construction Localized Thresholds			
	NO_x	CO	PM_{10}	$PM_{2.5}$
Trenching	118	775	8	5
Site Preparation	220	1,625	22	8
Threshold Exceeded?	187	1,324	17	7

Source: Air Quality Assessment (**Appendix 2**)

Table III-10 identifies the localized impacts at the nearest receptor in the vicinity of the project. For analytical purposes, emissions associated with peak trenching, site preparation and grading activities are considered for purposes of LSTs. Any other construction phases of development that overlap would result in lesser emissions and lesser impacts than those of peak construction activities. As shown in Table III-10, without mitigation, localized construction emissions would not exceed the applicable SCAQMD LSTs for emissions of any criterial pollutant.

Table III-10: LOCALIZED SIGNIFICANCE SUMMARY OF CONSTRUCTION EMISSIONS WITHOUT MITIGATION

Construction Activity		Emissions (lbs/day)			
		NO_x	CO	PM_{10}	$PM_{2.5}$
Trenching	Maximum Daily Emissions	10.40	11.08	0.37	0.34
	SCAQMD Localized Threshold	118	775	8	5
	Threshold Exceeded?	NO	NO	NO	NO
Site Preparation	Maximum Daily Emissions	34.61	31.01	1.77	1.62
	SCAQMD Localized Threshold	220	1,625	22	8
	Threshold Exceeded?	NO	NO	NO	NO
Grading	Maximum Daily Emissions	19.06	19.09	3.31	1.89
	SCAQMD Localized Threshold	187	1,324	17	7
	Threshold Exceeded?	NO	NO	NO	NO

Source: CalEEMod unmitigated localized construction-source emissions are presented in Appendix 3.1 of **Appendix 2**

FIGURE III-1

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Receptor Locations

Operational Impacts

As noted previously, the LST Methodology provides look-up tables for sites with an area with daily disturbance of 5 acres or less. For projects that exceed 5 acres, the 5-acre LST look-up tables can be used as a screening tool to determine whether pollutants require additional detailed analysis. This approach is conservative as it assumes that all on-site emissions associated with the project would occur within a concentrated 4.30-acre area. This screening method would therefore over-predict potential localized impacts, because by assuming that on-site operational activities are occurring over a smaller area, the resulting concentrations of air pollutants are more highly concentrated once they reach the smaller site boundary than they would be for activities if they were spread out over a larger surface area. On a larger site, the same amount of air pollutants generated would disperse over a larger surface area and would result in a lower concentration once emissions reach the project- site boundary. As such, LSTs for a 4.30-acre site during operations are used as a screening tool to determine if further detailed analysis is required.

The LST analysis generally includes on-site sources. However, it should be noted that the CalEEMod outputs do not separate on-site and off-site emissions from mobile sources. As such, in an effort to establish a maximum potential impact scenario for analytic purposes, the emissions shown on Table III-12 represent all on-site project-related stationary (area) sources mobile sources. It should be noted that the longest on-site distance is roughly 0.14 miles for passenger cars. As such, a separate CalEEMod run for operational LSTs has been prepared which accounts for the 0.14-mile on-site travel distance. Outputs from the model runs for operational LSTs are provided in Appendix 3.2 of **Appendix 2**. As shown in Table III-12, emissions resulting from the project operation will not exceed the numerical localized thresholds of significance established by the SCAQMD for any criteria pollutant. Thus, a less than significant impact would occur for localized project-related operational-source emissions and no mitigation is required.

As previously stated, LSTs for a 4.30-acre site during operations are used as a screening tool to determine if further detailed analysis is required.

Table III-11: MAXIMUM DAILY LOCALIZED OPERATIONAL EMISSIONS THRESHOLDS

Operational Localized Thresholds			
NO_x	CO	PM_{10}	$PM_{2.5}$
338 LBS/DAY	1,755 LBS/DAY	14 LBS/DAY	4 LBS/DAY

Source: Air Quality Assessment (**Appendix 2**)

As shown on Table III-11 operational emissions would not exceed the LST thresholds and is therefore, considered to have a less than significant localized impact during operational activity.

Table III-12: LOCALIZED SIGNIFICANCE SUMMARY OF OPERATION

On-Site Emissions	Emissions (lbs/day)			
	NO_x	CO	PM_{10}	$PM2.5$
Maximum Daily Emissions	7.88	51.99	0.78	0.26
SCAQMD Localized Threshold	338	1,755	14	4
Threshold Exceeded?	NO	NO	NO	NO

Source: Air Quality Assessment (**Appendix 2**)

CO "Hot Spot" Analysis

CO hotspot is defined as a localized concentration of CO exceeding the state one-hour standard of 20 ppm or the eight-hour standard of 9 ppm. At the time the most recent CEQA Air Quality Handbook (1993) was published by SCAQMD, the air basin was designated as non-attainment, requiring projects to perform hotspot analyses to ensure they did not worsen the existing conditions. Over the last two decades, background CO concentrations have been significantly reduced due to regulatory controls on tailpipe emissions, which have culminated in the air basin achieving attainment status for CO.

The 2003 AQMP's findings underscore that CO hotspots are highly unlikely due to the reduced background concentrations and the effectiveness of California's air quality management strategies. The substantial reduction in CO levels from the vehicle fleet and the state's attainment status for CO further diminish the need for detailed microscale hotspot analyses, reinforcing that existing monitoring and regulatory frameworks adequately address potential air quality concerns.

In 2003, the SCAQMD as part of its AQMP development process, prepared modeling to determine the potential for CO Hotspots at the four busiest intersections in the air basin. As summarized in the 2003 AQMP, even at one of the busiest intersections at that time, only 0.7 ppm of CO is attributable to vehicular traffic and the remaining 7.7 ppm were due to ambient background conditions. The background 1-hour and 8-hour concentrations for the project area shown in Table III-3 are well below the applicable AAQS. The 2003 AQMP's findings underscore that CO hotspots are highly unlikely due to the reduced background concentrations and the effectiveness of California's air quality management strategies. The substantial reduction in CO levels from the vehicle fleet and the state's attainment status for CO further diminish the need for detailed microscale hotspot analyses, reinforcing that existing monitoring and regulatory frameworks adequately address potential air quality concerns.

As such, project-related traffic at any intersections within the project area would not cause or contribute to a CO hotspot since the background concentrations are low and any contribution from project traffic would be negligible.

The potential impact of project-generated air pollutant emissions at sensitive receptors has also been considered. Sensitive receptors can include uses such as long-term health care facilities, rehabilitation centers, and retirement homes. Residences, schools, playgrounds, child care centers, and athletic facilities can also be considered as sensitive receptors. The nearest

sensitive receptor is location R5 which represents the existing residence at 25685 Rosewood Dr, 125 feet (38 meters) west of the project site, as illustrated in **Figure III-2**.

Emissions resulting from the gasoline service station the potential to result in toxic air contaminants (TACs) (e.g., benzene, hexane, methyl tert-butyl ether (MTBE), toluene, xylene) and have the potential to contribute to health risk in the project vicinity. It should be noted that standard regulatory controls would apply to the project in addition to any permits required that demonstrate appropriate operational controls. Regulatory controls applicable to the Project include Stage 1 Vapor Recovery System, Stage II Recovery System (if required), VOC Emissions Limits, Spill Prevention, Control, and Countermeasure Plan, and Hazardous Materials Business Plan. A permit to operate would also be required from SCAQMD that would further place limitations on annual throughput and final design For purposes of this evaluation, cancer risk estimates were determined consistent with the methodology presented in CARB and California Air Pollution Control Officers Association (CAPCOA) Gasoline Service Station Industry Wide Risk Assessment Technical Guidance which provides a screening-level risk estimates tool for gasoline dispensing operations. Residential and worker risks were estimated using the CARB and CAPCOA Look-up Tool Version 1.0 2_18_22. The project site is located 5.53 miles east of SRA 35 and is approximately 125 feet (38 meters) east of a residential site, represented by located R5, as shown in **Figure III-2**. Based on this screening procedure it is anticipated that no residential sensitive receptors in the project vicinity will be exposed to a cancer risk of greater than 6.67 in one million and that no worker sensitive receptors will be exposed to a cancer risk of greater than 0.30 in one million which is less than the applicable threshold of 10 in one million. It should be noted that this screening-level risk estimate is very conservative because it assumes maximum possible emissions and continuous exposure, even though actual operations would be controlled by standard regulatory measures. As a result, the estimated risks are likely to overstate, rather than understate, the true potential impacts to nearby sensitive receptors.

In consideration of these facts, the proposed project is not anticipated to expose sensitive receptors to substantial pollutant concentrations With compliance to existing regulations, impacts are considered less than significant. No mitigation measures are necessary.

d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less Than Significant Impact – Potential odor sources associated with the proposed project include construction equipment exhaust and the application of asphalt and architectural coatings during construction activities and the temporary storage of typical solid waste (refuse) associated with the proposed project's (long-term operational) uses. Standard construction requirements would minimize odor impacts from construction, such as sealing work areas, storing waste in covered containers, and using fans for active ventilation. Construction odor emissions would be temporary, short-term, and intermittent in nature and thus considered less than significant.

While restaurants may result in some odors from the cooking process, these odors are not typically considered objectionable. Gasoline dispensing activities may also generate odors associated with gasoline fumes. The gas pumps and underground storage tanks must comply with requirements based on SCAQMD Rule 461 vapor recovery systems that would control VOC vapor releases during refueling and would minimize driver and employee exposure to gasoline odors and fumes. Thus, gasoline odors are not expected to significantly affect adjacent land uses. Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the solid waste regulations. The proposed project would also be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. (Refer to **Appendix 2** for a detailed description of applicable SCAQMD Rules). In summary, odors associated with the proposed project construction and operations would be less than significant and no mitigation is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
IV. BIOLOGICAL RESOURCES: Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☒	☐	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

SUBSTANTIATION: The following information utilized in this section of the Initial Study was obtained from a Biological Resources Assessment prepared by ELMT Consulting, provided as **Appendix 3**.

The proposed project site is located in the City of Loma Linda, San Bernardino County, California. The proposed project consists of the development of a business center, which includes the development of two fast food restaurants with drive-thrus, a convenience store and gas station, and a hotel. The site itself generally supports undeveloped, vacant land which has been subject to a variety of ongoing anthropogenic disturbances, thereby removing the native plan communities that historically occurred within the project site.

Vegetation

The project site does not support any natural plan communities. However, the project site supports two landcover types that would be classified as disturbed and developed.

The majority of the project site supports disturbed land that has been subjected to recent disking activities, illegal dumping, homeless encampment, and surrounding development. Disturbed areas onsite are minimally vegetated with the exception of several ruderal, weedy, non-native/invasive species. Plant species observed within the disturbed areas onsite include Russian thistle (*Salsola tragus*), Mediterranean mustard (*Hirschfeldia incana*), telegraphweed (*Heterotheca grandiflora*), cheeseweed (*Malva parviflora*), sowthistle (*Sonchus oleraceus*), ripgut brome (*Bromus diandrus*), puncturevine (*Tribulus terrestris*), and golden crownbeard (*Verbesina encelioides*). Additionally, large tree species are present along the northern boundary. These species include eucalyptus (*Eucalyptus sp.*) and blue palo verde (*Cercidium floridum*).

Developed land exists in the southwest corner of the project site in association with signage monuments and minor landscaping. This area is generally void of vegetation with the exception of ornamental species. Plant species present in the developed area onsite include boxwood (*Buxus sp.*) and Bermudagrass (*Cynodon dactylon*). Additionally, ornamental species are present along the western boundary in association with maintained landscaping. These species include dwarf Japanese garden juniper (*Juniperus procumbens*) and Canary island pine (*Pinus canariensis*).

Wildlife

No fish or hydrogeomorphic features (e.g., creeks, ponds, lakes, reservoirs) that would provide suitable habitat for fish were observed on or within the vicinity of the project site. Therefore, no fish are expected to occur and are presumed absent from the site.

No amphibians or hydrogeomorphic features that would provide suitable habitat for amphibian species were observed on or within the vicinity of the project site. Therefore, no amphibians are expected to occur and are presumed absent from the site.

The project site provides suitable foraging and cover habitat for reptilian species adapted to routine human disturbance. No reptiles were observed during the field investigation. Common reptile species that could be expected to occur include western side-blotched lizard (*Uta stansburiana elegans*), western fence lizard (*Scleporus occidentalis*), and southern Alligator lizard (*Elgaria multicarinata*).

The project site provides suitable foraging and nesting habitat for avian species adapted to a high degree of routine human disturbance. Avian species detected during the field investigation include song sparrow (*Melospiza melodia*), house finch (*Haemorhous mexicanus*), American crow (*Corvus brachyrhynchos*), California towhee (*Melozone crissalis*), mourning dove (*Zenaida macroura*), black phoebe (*Sayornis nigricans*), and killdeer (*Charadrius vociferus*).

The project site provides suitable foraging and denning habitat for mammalian species adapted to routine human disturbance and desert environments. However, most mammal species are nocturnal

and are difficult to observe during a diurnal field visit. No mammalian species were detected during the field visit. Common mammalian species that have the potential to occur on the project site include coyote (*Canis latrans*), Virginia opossum (*Didelphis virginiana*), and raccoon (*Procyon lotor*). No bat species are expected to roost on-site due to a lack of suitable roosting habitat (i.e., trees, crevices, abandoned structures) within and surrounding the project site. Further, no fossorial species are expected to occur onsite due to routine disking activities.

Nesting Birds

No active nests or birds displaying nesting behavior were observed during the field survey, which was conducted during beginning of the breeding season. The project site has the potential to provide suitable nesting habitat for year-round and seasonal avian residents, as well as migrating songbirds that could occur in the area that area adapted to urban environments. No raptors are expected to nest on-site due to lack of suitable nesting opportunities.

Nesting birds are protected pursuant to the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code (Sections 3503, 3503.5, 3511, and 3513 prohibit the take, possession, or destruction of birds, their nests or eggs). If construction occurs between February 1st and August 31st, a pre-construction clearance survey for nesting birds should be conducted within three (3) days of the start of any vegetation removal or ground disturbing activities to ensure that no nesting birds will be disturbed during construction.

Special-Status Plants

According to the California Natural Diversity Database (CNDDB) and California Native Plant Society (CNPS), twenty special-status plant species have been recorded in the Redlands quadrangle. No special-status plants were observed on the project site during the field investigation. The project site is disturbed and no longer supports native plant communities that have the potential to provide suitable habitat for special-status plant species. Based on habitat requirements for specific species and the availability and quality of on-site habitats, it was determined that the project site does not have the potential to support any of the special-status plant species known to occur in the area.

Special-Status Wildlife

According to the CNDDB, sixty-six (66) special-status wildlife species have been reported in the Redlands quadrangle. No special-status wildlife species were observed during the field investigation. Based on habitat requirements for the identified special-status species, known distributions, and the availability and quality of on-site habitats, it was determined that the project site has a low potential to support Cooper's hawk (*Accipiter cooperii*) and California horned lark (*Eremophila alpestris actia*).

Further, it was determined that no other special-status wildlife species have the potential to occur on-site and are presumed absent. Due to regional significance, the potential occurrence of burrowing owl and San Bernardino kangaroo rat is discussed in further detail below.

Burrowing Owl

In October 2024, the California Fish and Game Commission listed the burrowing owl as a candidate species under California Endangered Species Act (CESA). Therefore, it is afforded the same

protection as if it was a listed species. The burrowing owl is a grassland specialist distributed throughout western North America where it occupies open areas with short vegetation and bare ground within shrub, desert, and grassland environments. Burrowing owls use a wide variety of arid and semi-arid environments with well-drained, level to gently-sloping areas characterized by sparse vegetation and bare ground. Burrowing owls are dependent upon the presence of burrowing mammals (such as ground squirrels) whose burrows are used for roosting and nesting. The presence or absence of colonial mammal burrows is often a major factor that limits the presence or absence of burrowing owls. Where mammal burrows are scarce, burrowing owls have been found occupying man-made cavities, such as buried and non-functioning drain pipes, stand-pipes, and dry culverts. Burrowing mammals may burrow beneath rocks and debris or large, heavy objects such as abandoned cars, concrete blocks, or concrete pads. They also require open vegetation allowing line-of-sight observation of the surrounding habitat to forage as well as watch for predators.

Despite a systematic search of the project site, no burrowing owls or sign (i.e., pellets, feathers, castings, or whitewash) were observed during the field investigation. While the majority of the project site is minimally vegetated which would allow for minimal line-of-sight observation favored by burrowing owls, the site is subject to frequent weed abatement activities, including recent disking. Therefore, no suitable burrows are present within the project site. Further, the site is surrounded by tall trees and buildings which provide perching opportunities for raptor species known to prey on burrowing owl. Therefore, it was determined that the project site and surrounding areas do not have the potential to support burrowing owl, and no further surveys are recommended.

San Bernardino Kangaroo Rat

The San Bernardino kangaroo rat, federally listed as endangered, is one of several kangaroo rat species in its range. The Dulzura, the Pacific kangaroo rat (*Dipodomys agilis*) and the Stephens kangaroo rat (*Dipodomys stephensi*) occur in areas occupied by the San Bernardino kangaroo rat, but these other species have a wider habitat range. The habitat of the San Bernardino kangaroo rat is described as being confined to pioneer and intermediate Riversidean Alluvial Fan Sage Scrub (RAFSS) habitats, with sandy soils deposited by fluvial (water) rather than Aeolian (wind) processes. Burrows are dug in loose soil, usually near or beneath shrubs.

The San Bernardino kangaroo rat is one of three subspecies of the Merriam's kangaroo rat. The Merriam's kangaroo rat is a widespread species that can be found from the inland valleys to the deserts. The subspecies known as the San Bernardino kangaroo, however, is confined to inland valley scrub communities, and more particularly, to scrub communities occurring along rivers, streams and drainages. Most of the drainages have been historically altered as a result of flood control efforts and the resulting increased use of river resources, including mining, off-road vehicle use and road and housing development. This increased use of river resources has resulted in a reduction in both the amount and quality of habitat available for the San Bernardino kangaroo rat. The past habitat losses and potential future losses prompted the emergency listing of the San Bernardino kangaroo rat as an endangered species. Primary Constituent Elements (PCEs) are physical or biological features essential to the conservation of a species for which its designated critical habitat is based on. Examples of PCEs include food, water, space for individual and population growth, cover or shelter, etc. The PCEs

essential to support the biological needs of foraging, reproducing, rearing of young, intra-specific communication, dispersal, genetic exchange, or sheltering for San Bernardino kangaroo rat are:

1. River, creek, stream, and wash channels; alluvial fans, flood plains, flood benches and terraces; and historic braided channels that are subject to dynamic geomorphological and hydrological processes;
2. Alluvial sage scrub and associated vegetation such as coastal sage scrub and chamise chaparral with a moderately open canopy;
3. Soil series consisting of sand, sandy loam, or loam within its geographical range; and
4. Upland areas proximal to flood plains containing suitable habitat (land adjacent to alluvial fan that provides refugia).

The project site generally supports undeveloped, vacant land which has been subject to a variety of ongoing anthropogenic disturbances. Additionally, the project site is surrounded by existing development and does not provide the requisite habitat elements needed by San Bernardino kangaroo rat to be present. Therefore, it was determined that San Bernardino kangaroo rat is presumed absent from the project site. No focused surveys are recommended.

Special-Status Plant Communities

The CNDDB lists three special-status plant communities as being identified within the Redlands quadrangle: Riversidean Alluvial Fan Sage Scrub, Southern Coast Live Oak Riparian Forest, and Southern Sycamore Alder Riparian Woodland. Based on the results of the field investigation, no special-status plant communities were observed on-site. Therefore, no special-status plant communities will be impacted by project implementation.

Critical Habitat

Under the federal Endangered Species Act, "Critical Habitat" is designated at the time of listing of a species or within one year of listing. Critical Habitat refers to specific areas within the geographical range of a species at the time it is listed that include the physical or biological features that are essential to the survival and eventual recovery of that species.

The project site is not located with federally designated Critical Habitat. The nearest designated Critical Habitat to the site is located approximately 1.06 miles to the northeast for San Bernardino kangaroo rat (Dipodomys merriami parvus), 1.16 miles to the north for Santa Ana sucker (*Catastomus santaanae*), 1.32 miles to the northwest for southwestern willow flycatcher (*Empidonax traillii extimus*), and 1.80 miles to the southwest for coastal California gnatcatcher (*Polioptila californica californica*). The project site is separated from critical habitat by existing development.

Jurisdictional Waters

Aerial photography was review in order to locate and inspect any potential natural drainage features, ponded areas, or water bodies that may fall under the jurisdiction of the United States Army Corps of Engineers (USACE), Regional Water Quality Control Board (Regional Board), or California Department of Fish and Wildlife (CDFW).

Impact Analysis

a. ***Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?***

Less Than Significant Impact With Mitigation Incorporated – A Biological Assessment was conducted by ELMT Consulting, and is provided as **Appendix 3.** The site no longer supports native plant communities capable of providing habitat for special status species. A review of CNDDB and CNPS records identified multiple special-status species within the regional quadrangle. However, no special-status plant species were observed onsite, and the site lacks suitable habitat to support them. The site was found to have low potential to support Cooper's hawk and California horned lark, although neither were observed during the field visit. Cooper's hawk and the California horned lark are not federally listed species and these species are found on the watch list by the California Department of Fish and Wildlife. Protections for these species are afforded by the MBTA and the California Fish and Game Code (Sections 3503, 3503.5, 3511, and 3513, which prohibit the take, possession, or destruction of birds, their nests or eggs. Implementation of **MM BIO-1** would ensure protection of these two avian species and that any potential impacts to these species are less than significant.

Systematic search of the project site revealed no burrowing owls or sign (i.e., pellets, feathers, castings, or whitewash). The majority of the project site is minimally vegetated and is subject to frequent weed abatement activities. No suitable burrows are present within the project site. The site is surrounded by tall trees and buildings which provide perching opportunities for raptor species known to prey on burrowing owl. Therefore, it was determined that the project site and surrounding areas do not have the potential to support burrowing owl, and no further surveys are recommended. No impacts to this species are anticipated to result from project implementation.

Because the project site is surrounded by existing development, it does not provide the requisite habitat elements needed by San Bernardino kangaroo rat to be present. Therefore, San Bernardino kangaroo rat is presumed absent from the project site. No focused surveys are recommended. No impacts to this species are anticipated to result from project implementation. Based on the above discussion, with the implementation of Mitigation Measure **(MM) BIO-1,** the proposed project would not have an impact on special status species.

BIO-1 ***To the greatest extent feasible, the project will avoid construction activities during the peak nesting season (January 15 through September 15). Regardless of the time of year, nesting bird surveys shall be performed by a qualified avian biologist no more than 3 days prior to vegetation removal or ground-disturbing activities. Pre-construction surveys shall focus on both direct and indirect evidence of nesting, including nest locations and nesting behavior. The qualified avian biologist will make every effort to avoid potential nest predation as a result***

of survey and monitoring efforts. If active nests are found during the pre-construction nesting bird surveys, a qualified biologist shall establish an appropriate nest buffer to be marked on the ground. Appropriate nest buffer distances shall be determined by the qualified biologist based upon the nesting species, observed behavior of the nesting individuals and their sensitivity to disturbance, nesting phenology, and intensity and duration of disturbance. Construction activities may not occur inside the established buffers, which shall remain on-site until a qualified biologist determines the young have fledged or the nest is no longer active. Active nests and adequacy of the established buffer distance shall be monitored daily by the qualified biologist until the qualified biologist has determined the young have fledged or the project has been completed. The qualified biologist has the authority to stop work if nesting pairs exhibit signs of disturbance.

b. *Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?*

No Impact – A review of the California Natural Diversity Database (CNDDB) identifies three sensitive natural communities within the Redlands quadrangle: Riversidean Alluvial Fan Sage Scrub, Southern Coast Live Oak Riparian Forest, and Southern Sycamore Alder Riparian Woodland. A field investigation of the project site confirmed that none of these communities, nor any other riparian habitat or sensitive natural community, occur onsite. The site does not support natural plant communities, riparian vegetation, hydrologic features, or any habitat characteristics typically associated with sensitive natural communities. No drainage features, ponded areas, or watercourses were identified through field review or aerial imagery that could support riparian habitat or fall under the jurisdiction of regulatory agencies.. Therefore, the project would result not result in any impacts to riparian habitat or other sensitive natural communities. No mitigation is required.

c. *Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

No Impact – A field investigation and review of recent aerial imagery were conducted to identify any potential wetland features or waters subject to regulation under the USACE pursuant to Section 404 of the Clean Water Act, the RWQCB under the Porter-Cologne Water Quality Control Act, or the CDFW under Sections 1600–1617 of the Fish and Game Code.

These efforts confirmed that no wetland features or hydrologic resources occur within the project site. The site consists entirely of disturbed and developed areas resulting from human intervention. The level of disturbance has eliminated the potential for wetland formation or persistence. As a result, the site does not contain features that would be regulated as Waters of the U.S., Waters of the State, or CDFW-jurisdictional streambeds. Therefore, no impacts to

state or federally protected wetlands would occur as a result of the proposed project. No mitigation is required.

d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Less than Significant with Mitigation Incorporated – Habitat linkages provide connections between larger habitat areas that are separated by development. Wildlife corridors are similar to linkages but provide specific opportunities for animals to disperse or migrate between areas. A corridor can be defined as a linear landscape feature of sufficient width to allow animal movement between two comparatively undisturbed habitat fragments. Adequate cover is essential for a corridor to function as a wildlife movement area. It is possible for a habitat corridor to be adequate for one species yet still inadequate for others. Wildlife corridors are features that allow for the dispersal, seasonal migration, breeding, and foraging of a variety of wildlife species. Additionally, open space can provide a buffer against both human disturbance and natural fluctuations in resources. The project site is located within a fully urbanized area and has not been identified as occurring in a wildlife corridor or linkage,. In addition, there are no riparian corridors, creeks, or useful patches of steppingstone habitat (natural areas) within or connecting the site to a recognized wildlife corridor or linkage. Therefore, no impacts to wildlife corridors or linkages are expected to occur.

Nesting birds are protected pursuant to the MBTA. Despite the lack of suitable habitat, precautions should be taken for nesting birds as discussed under Subchapter IV(a). With **MM BIO-1** any potential impacts to nesting birds are considered less than significant.

e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance

No Impact – The project site is located within the City of Loma Linda, which does not have specific local policies that apply to the disturbed and developed conditions present on the site. The project site does not support special-status vegetation, riparian resources, or protected native trees. Additionally, no applicable local biological resource protection ordinances would be violated by the removal of any existing disturbed or ornament vegetation. Thus, the project would not conflict with local policies or ordinances protecting biological resources. No impacts under this issue are expected, and no mitigation is required.

f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact – The project site is not located within the boundaries of any adopted Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or other habitat conservation program. The City of Loma Linda and surrounding region are not covered under an HCP or NCCP, and there are no local or regional conservation plans that apply to the site.

While designated critical habitat for federally listed species occurs over one mile from the site, these areas are separated from the site by existing urban development and do not fall under an HCP or NCCP with jurisdiction over the project area. The site does not intersect or influence any conservation planning areas, and thus, the proposed project would not result in inconsistencies with conservation goals, management prescriptions, or habitat protection requirements established under an adopted plan. No conflict with any adopted HCP, NCCP, or other habitat conservation plan would occur with project implementation. No mitigation is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
V. CULTURAL RESOURCES: Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☒	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

SUBSTANTIATION: The following information is provided based on *Cultural Resources Assessment for APN 0292-541-14*, prepared by Mojave Archaeological Consulting in November 2025, provided as **Appendix 4**.

Background

The Cultural Resources Assessment (**Appendix 4**) describes the methods and results of the cultural resources investigation which included a records search, additional historic research, a Sacred Lands File (SLF) search with the Native American Heritage Commission (NAHC), Native American outreach, and an intensive pedestrian survey of the project site. The purpose of the investigation was to provide the City of Loma Linda with the information and analysis necessary to determine the potential for the proposed development to impact "historical resources" or "archaeological resources" under CEQA.

The records search completed by the South Central Coastal Information Center (SCCIC) concluded that none of the previously recorded cultural resources lie within the project site.

The Sacred Lands File search with the NAHC was completed with positive results indicating there may be Native American cultural resources in the general area, resulting in feedback from the Yuhaaviatam of San Manuel Nation that the project site is considered culturally sensitive due to its proximity to Guachama and the Mill Creek Zanja.

A review of historic literature and historic maps completed as part of this study indicates that in addition to the nearby Village of Gauchama/the Gauchama Rancheria, an 1800's storehouse, and an irrigation canal or ditch were once located in the vicinity of the project site. While no historic or prehistoric cultural materials were encountered during the field survey, and the location has been previously disturbed by past agricultural use, there is still some potential to encounter subsurface deposits or features associated with the early historic use of the area.

Based upon these findings, archaeological monitoring is recommended to mitigate any potential impacts to unknown historic cultural resources. Any such discoveries may also be culturally important

to Native American tribes. Therefore, it is recommended that a qualified archaeologist and a Native American representative/monitor be present for all initial ground disturbance including clearing, grading, or trenching. The archaeologist and the Native American monitor should have the authority to halt or divert work in the event that buried cultural materials are encountered during project ground disturbance so that they may assess the significance and integrity of the find. If intact and significant archaeological remains are encountered, the impacts of the project should be mitigated appropriately. Consulting tribes may have additional input concerning more specific monitoring protocols. Health and Safety Code Section 7050.5, CEQA Statute & Guidelines Section 15064.5(e), and PRC Section 5097.98 mandate the process to be followed in the event of the discovery of human remains.

Impact Analysis

a. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?

Less Than Significant with Mitigation Incorporated – The project site is located within the City of Loma Linda in San Bernardino County on the valley floor of the inland valley region. The broader area has a long history of Native American occupation, including use by the Serrano, Gabrielino/Tongva, and Cahuilla peoples. Several historic-era features were historically present in the larger vicinity, including the Guachama Rancheria located approximately one-half mile southeast of the site, and the Mill Creek Zanja, an early 19th-century irrigation feature constructed with Native American labor. These resources, however, are not within or immediately adjacent to the project site.

A Sacred Lands File search conducted by the NAHC returned positive results for the general area, indicating the potential presence of sensitive resources in the region. In accordance with NAHC recommendations, scoping letters were sent to tribes requesting additional information. According to the Yuhaaviatam of San Manuel Nation, the project site is considered culturally sensitive due to its proximity to Guachama and the Mill Creek Zanja..

Mojave Archaeological Consulting conducted a pedestrian survey of the project site on October 4, 2025. The survey determined that the site has been substantially disturbed by decades of agricultural operations, disking, and the construction of adjacent roadways and freeway infrastructure. The survey identified no historic-period or prehistoric cultural materials, features, or deposits. Disturbance was evident throughout the site, and only modern debris such as asphalt fragments and concrete pieces was observed. No buildings or built features are present on the site, and the surrounding area is fully urbanized.

Subsurface deposits or features associated with the historic use of the area may still occur onsite. Thus, mitigation is necessary to ensure that no historical resources as defined under CEQA §15064.5 are present on the project site. **MM CUL-1** shall be implemented to minimize any potential impacts to historical resources.

Further, due to the importance of the area to Native American tribes, it is also recommended that Native American monitoring occur during ground disturbing activities, as resources that may occur and be discovered onsite may be tribal in nature. As the primary tribe interested in the project through both the NAHC consultation and AB 52 consultation, this tribal monitor shall be approved by the Yuhaaviatam of San Manuel Nation. As a result, **MM CUL-2** shall be implemented to ensure Native American monitoring occurs during ground disturbing activities to further ensure protection of historical resources:

With the implementation of **MMs CUL-1, CUL-2, and CUL-3**, any potential for impacts to historical resources will be reduced to a less than significant level. No additional mitigation is required.

CUL-1 A Monitoring and Treatment Plan that is reflective of the project mitigation ("Cultural Resources" and "Tribal Cultural Resources") shall be completed by the archaeologist and submitted to the Lead Agency for dissemination to the Yuhaaviatam of San Manuel Nation Cultural Resources Management Department (YSMN, also known a s San Manuel Band of Mission Indians). Once all parties review and approve the plan, it shall be adopted by the Lead Agency - the plan must be adopted prior to permitting for the project. Any and all findings will be subject to the protocol detailed within the Monitoring and Treatment Plan.

CUL-2 Due to the heightened cultural sensitivity of the proposed project area, an archaeological monitor with at least 3 years of regional experience in archaeology shall be present for all ground-disturbing activities that occur within the proposed project area (which includes, but is not limited to, tree/shrub removal and planting, clearing/grubbing, grading, excavation, trenching, compaction, fence/gate removal and installation, drainage and irrigation removal and installation, hardscape installation [benches, signage, boulders, walls, seat walls, fountains, etc.], and archaeological work). A sufficient number of archaeological monitors shall be present each work day to ensure that simultaneously occurring ground disturbing activities receive thorough levels of monitoring coverage.

CUL-3 Prior to project initiation, a qualified archaeologist should be retained to conduct a Worker's Environmental Awareness Program (WEAP) training on archaeological sensitivity for all construction personnel prior to the commencement of any ground-disturbing activities. The training should be conducted by an archaeologist who meets or exceeds the Secretary of Interior's Professional Qualification Standards for archaeology. Tribal representatives from the Consulting Tribes, such a s Yuhaaviatam of San Manuel Nation Cultural Resources Management Department (YSMN, also known as San Manuel Band of Mission Indians) will be allowed to attend and/or participate in the WEAP training should they elect to and will be given ten days' notice prior to the training. Archaeological sensitivity training should include a description of the types of cultural material that may be encountered, cultural sensitivity issues, regulatory issues, and the

proper protocol for treatment of the materials in the event of a find.

b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Less Than Significant with Mitigation Incorporated – Please refer to the discussion under issue V(a), above. A Sacred Lands File search conducted by the NAHC returned positive results for the general area, indicating the potential presence of sensitive resources in the region. According to the Yuhaaviatam of San Manuel Nation, the project site is considered culturally sensitive due to its proximity to the Native American village of Guachama and the Mill Creek Zanja.

A review of historic literature and historic maps indicates that in addition to the nearby Village of Gauchama/the Gauchama Rancheria, an 1800's storehouse, and an irrigation canal or ditch were once located in the vicinity of project site. While no historic or prehistoric cultural materials were encountered during field surveys, and the project site has been previously disturbed by past agricultural use, there is still some potential to encounter subsurface deposits or features associated with the historic use of the area. Because subsurface deposits or features associated with the historic use of the area may occur onsite, mitigation is necessary to ensure that subsurface archaeological resources are protected as part of project implementation. Implementation of **MMs CUL-1, CUL-2, and CUL-3** will ensure a less than significant impact to any potential sub-surface archaeological resources. No further mitigation is necessary.

c. Disturb any human remains, including those interred outside of formal cemeteries?

Less Than Significant With Mitigation Incorporated – As noted in the discussion under Section V-a) and b), no available information suggests that human remains may occur within the Area of Potential Effect (APE). A Sacred Lands File search conducted by the NAHC returned positive results for the general area, however, indicating that, it is possible the area may support human remains. Any human remains that may be discovered during the development of the project must be treated in accordance with the provisions of HSC §7050.5 and PRC §5097.98. State law (Section 7050.5 of the Health and Safety Code) as well as local laws requires that the Police Department, County Sheriff and Coroner's Office receive notification if human remains are encountered. With compliance to existing regulations, and **MMs CUL-1, CUL-2, and CUL-3**, any potential for impacts to human remains are considered less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
VI. ENERGY: Would the project:				
a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operations?	☐	☒	☐	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

SUBSTANTIATION: CalGreen Code https://www.dgs.ca.gov/bsc/calgreen (Accessed 2/9/26), California Building Code Section 110.10, CARB Regulations https://ww2.arb.ca.gov/capp/cst/tch/carb-regulations (Accessed 2/9/26), and Loma Linda Municipal Code.

Impact Analysis

a. ***Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operations?***

Less Than Significant Impact with Mitigation Incorporated – The proposed project consists of a hotel, a gas station and convenience store, and two fast food restaurants with drive-thrus. Energy consumption encompasses many different activities. For example, construction can include the following activities: delivery of equipment and material to a site from some location. it also requires energy to manufacture the equipment and material, such as harvesting, cutting and delivering wood from its source. Other sources of energy consumption include employee trips to and from work, possibly offsite trips by construction workers for various purposes, ; use of equipment onsite (electric or fuel); and sometimes demolition and disposal of construction waste.

Construction of the proposed project will employ approximately 25 employees on a typical work day, resulting in about 50 round trips per day, for a duration of approximately 610 working days. Energy consumption by construction equipment will be reduced through measures that require shutdowns when equipment is not in use after five minutes and ensures that equipment is operated within proper operating parameters (tune-ups) to minimize emissions and fuel consumption. Furthermore, construction contractors are required to demonstrate compliance with applicable California Air Resources Board (CARB) regulations governing the accelerated retrofitting, repowering, or replacement of heavy-duty diesel on- and off-road equipment. Compliance with CARB regulations idling restrictions would also reduce fuel consumption and energy consumption. These requirements are consistent with State and regional rules and regulations. Under the assumed construction scenario, the proposed project will not result in wasteful, inefficient, or unnecessary energy consumption during construction. Furthermore, as

construction activities would only occur for the short-term duration, impacts would be temporary.

Additionally, operation of construction equipment would be regulated per the In-Use Off-Road Diesel Vehicle Regulation administered by CARB. The In-Use Off-Road Diesel Vehicle Regulation is intended to reduce emissions from in-use, off-road, heavy-duty diesel vehicles in California by imposing limits on idling, requiring all vehicles to be reported to CARB, restricting the addition of older vehicles into fleets, and requiring fleets to reduce emissions by retiring, replacing, or repowering older engines, or installing exhaust retrofits. Compliance with this regulation would also ensure that off-road diesel-powered vehicles would consume less fuel and more efficiently combust fuel. In addition to off-road regulations, the California Environmental Protection Agency (EPA) establishes stringent on-road emissions standards for heavy-duty engines, though enforcing emissions standards that promote fuel efficiency. These standards are continually evolving to result in more effective technology and more stringent standards, which reduce reliance on fossil fuels and thus reduce emissions.

The proposed project will be powered by Southern California Edison (SCE) through the power distribution system located adjacent to the site. SCE will be able to supply sufficient electricity. The development of the proposed project would be required to comply with Title 24, Part 6, of the California Code of Regulations (the CalGreen Code), which would help to ensure that energy efficient equipment is utilized. As the proposed project would be required to comply with these standards and regulations, under the construction scenario outlined in the Project Description, the proposed project would not result in a significant increase in demand on regional energy supplies or require additional capacity from local or regional energy suppliers. Energy use associated with project occupancy would be typical of a mixed-use self-storage facility, and the project would be required to comply with the most recently adopted California Energy Code, thus further reducing the demand for electricity that would be obtained from SCE's mix of electricity sources as a result of energy demanded by project occupancy. Additionally, the project would be developed with Energy Star-rated appliances, and other energy efficient systems, including the HVAC systems. The most recently adopted California Green Building Standards Code also requires water efficient landscaping and irrigation, to which project development will adhere. However, the project structures must be constructed in conformance with a variety of existing energy efficiency regulatory requirements or guidelines including:

- Title 24 energy efficiency standards of which the CAL Green Code is a part. Typical Title 24 measures include the use of: energy-efficient heating, insulation, energy-efficient heating, ventilating and air conditioning equipment (HVAC), solar-reflective roofing materials, energy-efficient indoor and outdoor lighting systems, reclamation of heat rejection from refrigeration equipment to generate hot water, incorporation of skylights, etc.
- The CALGreen Code (Title 24, Part 11), applies to the planning, design, operation, construction, use, and occupancy of every newly constructed building encourage sustainable building practices.

Additionally, the project is expected to comply with Section 110.10 of the California Building Code (CBC) regarding mandatory requirements for solar readiness and provide a rooftop solar zone for the new non-residential structures. With compliance to existing regulations construction of the proposed project would not result in wasteful, inefficient, or unnecessary consumption of energy resources.

b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less Than Significant Impact – As discussed under issue VI(a), above, the proposed project would be required to meet the Title 24 CalGreen energy efficiency standards. Section 17.72.110 of the Loma Linda Municipal Code requires that all projects be designed to fully comply with all energy conservation features and materials required by all current state and local requirements. With compliance to existing regulations construction of the proposed project would not result in wasteful, inefficient, or unnecessary consumption of energy resources.

The project's consistency with the applicable state and local plans is discussed below.

Consistency with Integrated Energy Policy Report (IEPR)

Electricity would be provided to the project by SCE. SCE's Clean Power and Electrification Pathway white paper builds on existing state programs and policies. As such, the project is consistent with, and would not otherwise interfere with, nor obstruct implementation the goals presented in the 2021 IEPR.

Consistency with State of California Energy Plan

The project site is located proximate to transportation corridors with access to the Interstate freeway system. The proposed project is located in close proximity to Interstate 10 (I-10) which serves as a major connecting highway in the region. The project site provides access via existing access routes, and therefore takes advantage of existing infrastructure systems. project therefore supports urban design and planning processes identified under the State of California Energy Plan, is consistent with, and would not otherwise interfere with, nor obstruct implementation of the State of California Energy Plan.

Consistency with the Clean Energy and Pollution Reduction Act of 2015 (SB 350)

The proposed project would use energy from SCE, which has committed to diversify its portfolio of energy sources by increasing energy from wind and solar sources. No feature of the project would interfere with implementation of SB 350. Additionally, the project would be designed and constructed to implement the energy efficiency measures for new residential developments and would include several measures designed to reduce energy consumption.

Conclusion

As shown above, the project would not conflict with any of the state or local plans. Therefore, the proposed project would have a less than significant potential to conflict with or obstruct a state or local plan for renewable energy or energy efficiency. No mitigation is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
VII. GEOLOGY AND SOILS: Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
(i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
(ii) Strong seismic ground shaking?	☐	☐	☒	☐
(iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
(iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☒	☐	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in onsite or offsite landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☒	☐	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☒	☐	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where RWs are not available for the disposal of wastewater?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

SUBSTANTIATION: 1. Much of the following information is abstracted from the geology technical report prepared for this proposed project. The study is the "*Preliminary Geotechnical Interpretive Report, Proposed Commercial Business Center, Assessor's Parcel Number 0292-451-14, Located on the Northwest Corner of Mountain View Avenue and Business Center Drive, City of Loma Linda, San Bernardino County, California,*" Earth Strata Geotechnical Services, Inc., December 21, 2022. This report is provided as **Appendix 5**. 2. United States Department of Agriculture Web Soil Survey provided as **Appendix 6**.

Impact Analysis

a. *i. Rupture of a known earthquake fault, as delineated on the most recent Alquist Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42*

Less Than Significant Impact – The project site is located in the City of Loma Linda, which is located between several active faults, including the San Andreas Fault and the San Jacinto Fault, which are both classified as Alquist-Priolo Special Study Zones under the Alquist- Priolo Earthquake Fault Zoning Act. **Figure VII-1** shows where these faults are located relative to the project site. The fault zones are located at a distance greater than 2 miles from the project site. According to **Figure VII-1** and **Appendix 5**, the site is not located within an Alquist-Priolo Special Study Zone. Based on this information, the risk for ground rupture at the site location is very low; therefore, it is not likely that future customers and employees of the project will be subject to seismic hazards from the rupture of a known earthquake fault. Therefore, any impacts under this issue are considered less than significant; no mitigation is required.

a. *ii. Strong seismic ground shaking?*

Less Than Significant Impact – According to the San Bernardino Countywide Plan Seismic Hazards Map (**Figure VII-2**), and the Loma Linda General Plan EIR, the project site is located in an area that is not considered susceptible to seismic-related ground failure, including liquefaction. The Geotechnical Study provided in **Appendix 5** indicates that the proposed structures will be supported by compacted fill and competent alluvium, with groundwater at a depth greater than 50 feet. As such, the potential for earthquake induced liquefaction and lateral spreading beneath the proposed structures is considered very low to remote due to the recommended compacted fill, relatively low groundwater level, and the dense nature of the deeper onsite earth materials. Consequently, potential Impacts from seismic-related ground failure, including liquefaction are considered less than significant and no mitigation measures are necessary.

a. *iii. Seismic related ground failure, including liquefaction?*

No Impact – According to the map prepared for the San Bernardino Countywide Plan Seismic Hazards Map (**Figure VII-2**), the project site is located in an area that is not considered susceptible to seismic-related ground failure, including liquefaction. The Geotechnical Study provided in **Appendix 5** indicates that he proposed structures will be supported by compacted fill and competent alluvium, with groundwater at a depth greater than 50 feet. As such, the potential for earthquake induced liquefaction and lateral spreading beneath the proposed structures is considered very low to remote due to the recommended compacted fill, relatively low groundwater level, and the dense nature of the deeper onsite earth materials. Therefore, the project will not expose people or structures to potential substantial adverse landslide

effects, including the risk of loss, injury, or death involving liquefaction. No impacts under this issue are anticipated and no mitigation is required.

a. iv. Landslides?

No Impact – The project site is essentially flat, and is therefore not located in an area in which landslides are anticipated to occur. According to the San Bernardino Countywide Plan Seismic Hazards Map (**Figure VII-2**), the project site is not located in an area that is considered susceptible to landslides. Therefore, the project will not expose people or structures to potential substantial adverse landslide effects, including the risk of loss, injury, or death involving landslides. No impacts under this issue are anticipated and no mitigation is required.

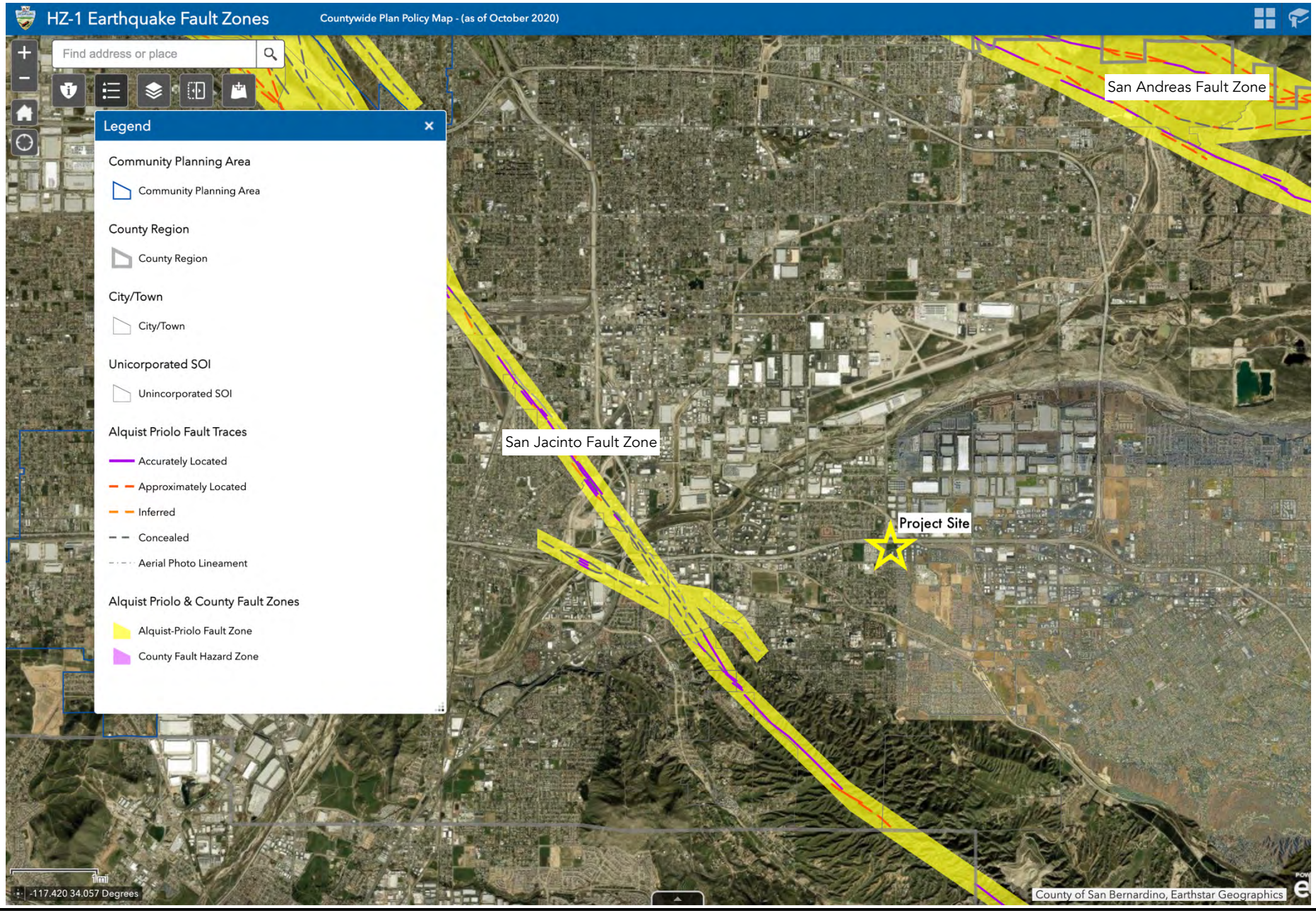


FIGURE VII-1

Tom Dodson & Associates
Environmental Consultants

Fault Line Map

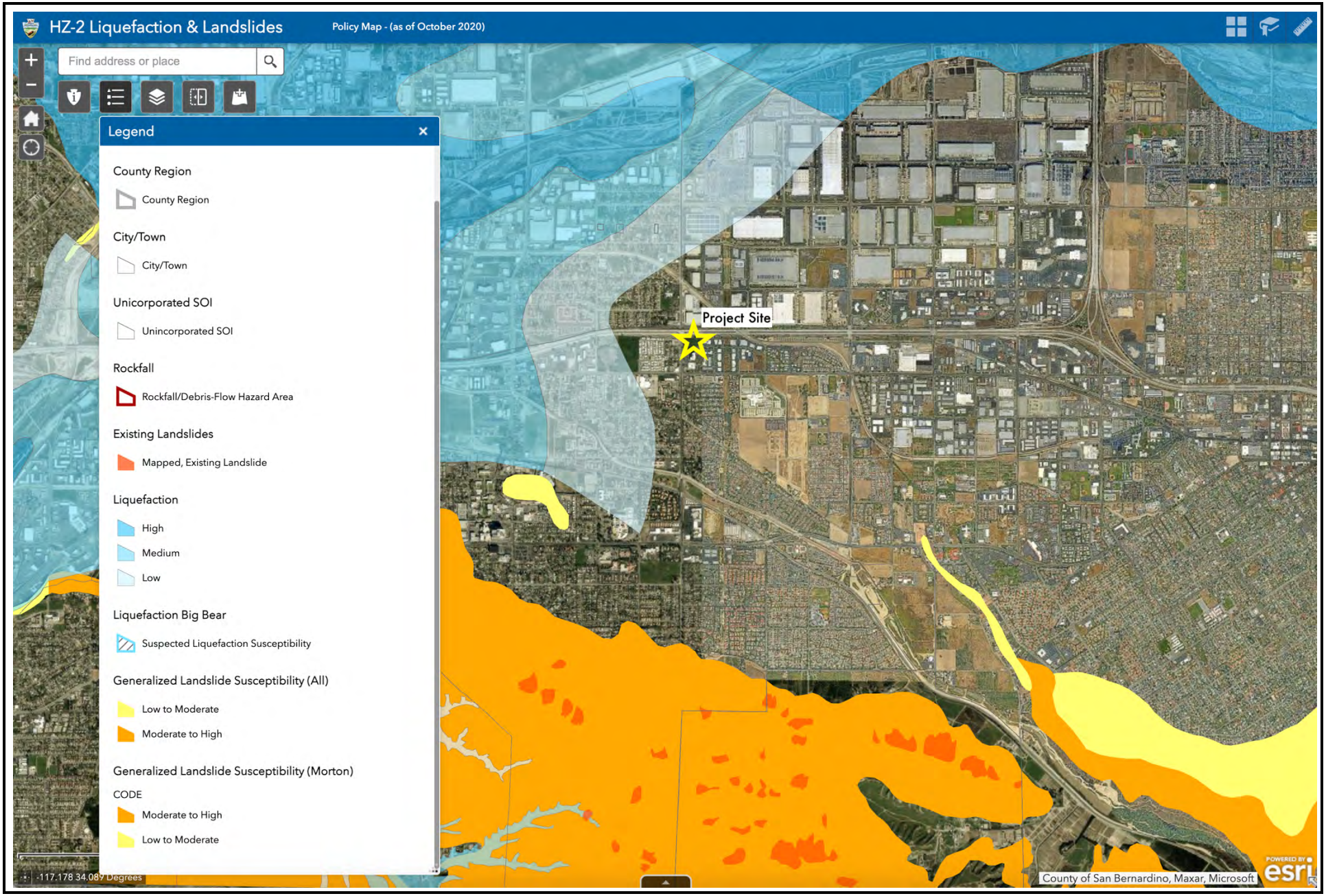


FIGURE VII-2

Tom Dodson & Associates
Environmental Consultants

Seismic Hazards Map

b. Result in substantial soil erosion or the loss of topsoil?

Less Than Significant With Mitigation Incorporated – The site topography is generally flat with minor elevation change across the site. The project is anticipated to require minimal cut and fill with any cut being reused to balance the site through grading. During project construction when soils are exposed, temporary soil erosion could occur, which could be exacerbated by rainfall. Project grading would be managed through the preparation and implementation of a Stormwater Pollution and Prevention Plan (SWPPP), and will be required to implement best management practices (BMPs) to achieve concurrent water quality controls after construction is completed and the project is in operation.

However, based on consultation with the project team, the Project site will require approximately 17,245 CY of imported soil. The soil import will be accomplished using trucks during normal working hours, utilizing with a maximum of 166 round trips per day during the 13 days of grading anticipated to occur in support of the project.

City grading standards, best management practices, a Storm Water Pollution Prevention Plan (SWPPP) and a Water Quality Management Plan (WQMP) are required to control potentially significant erosion hazards during construction and over the long-term. The WQMP is provided as **Appendix 9** to this Initial Study. The **MMs GEO-1 and GEO-2** or equivalent BMPs shall also be implemented to address these issues:

*GEO-1 **Stored backfill material shall be covered with water resistant material during periods of heavy precipitation to reduce the potential for rainfall erosion of stored backfill material. If covering is not feasible, then measures such as the use of straw bales or sand bags shall be used to capture and hold eroded material on the project site for future cleanup.***

*GEO-2 **All exposed, disturbed soil (trenches, stored backfill, etc.) shall be sprayed with water or soil binders twice a day, or more frequently if fugitive dust is observed migrating from the site within which the project is being constructed.***

With implementation of **MMs GEO-1 and GEO-2**, implementation of the SWPPP and WQMP, and associated BMPs, any impacts related to soil erosion or loss of topsoil are considered less than significant.

c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in onsite or offsite land-slide, lateral spreading, subsidence, liquefaction or collapse?

Less Than Significant Impact With Mitigation Incorporated – According to the Project Geotechnical Study (**Appendix 5**), the project site is not located within an area considered susceptible to liquefaction or lateral spreading as discussed under issue VII(c), above. Based on

the settlement characteristics of the earth materials that underlie the building sites and the anticipated loading, it is estimated that the maximum total settlement of the footings will be less than approximately 0 inches. Any impacts from settlement will be mitigated through compliance with the Loma Linda Municipal Code and standard Conditions of Approval requiring compliance with recommendations of geotechnical investigations. Additionally, lateral spreading potential within the site has been evaluated and incorporated into the geotechnical design recommendations. The proposed development will involve the clearing of the vegetation onsite, as well as excavation for both the underground storage tanks (USTs) for gasoline and diesel storage, and for the stormwater management systems.

As discussed under issue VII(a) above, through compliance with the Loma Linda Municipal Code and standard Conditions of Approval requiring compliance with recommendations of geotechnical investigations. The proposed project would have a less than significant potential to be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in onsite or offsite landslide, lateral spreading, subsidence, liquefaction or collapse.

d. Be located on expansive soil, as defined in Table 18-1 B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Less Than Significant Impact With Mitigation Incorporated – According to the United States Department of Agriculture Web Soil Survey, the project's Area of Potential Effect (APE) is underlain by Hanford sandy loam. Also, refer to the soil description in Appendix 6. This soil class is, according to the USDA Soil Series website, well drained with very low runoff class, and flooding is rare. The laboratory test results included in the Geotechnical Study (Appendix 5) indicate that the earth materials onsite exhibit a low expansion potential as classified in accordance with current the California Building Code (CBC). Furthermore, expansive soils are typically clay type soils, and given that no clay type soils exist at the project site, the development of the project will not create any risk to life or property by being placed on expansive soils because none exist on the site.

e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where RWs are not available for the disposal of wastewater?

No Impact – The project does not propose any septic tanks or alternative wastewater disposal systems. Therefore, determining if the project site soils are capable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater does not apply. No impacts are anticipated. No mitigation is required.

f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less Than Significant Impact With Mitigation Incorporated – The proposed project is located

within an area that is underlain by Hanford sandy loam soils, which is part of an alluvial fan. The Loma Linda General Plan Environmental Impact Report (2004) indicates that the proposed project site is located in an area with undetermined potential for paleontological resources. Previously unknown and unrecorded paleontological resources may be unearthed during excavation and grading activities of the proposed project. If previously unknown potentially unique paleontological resources are uncovered during excavation or construction, significant impacts could occur. As a result, **MM GEO-3** is necessary to prevent a significant impact to undiscovered paleontological resources impact from occurring as a result of ground disturbing activities associated with the proposed project.

GEO-3 ***The Applicant shall retain the services of a Qualified Paleontologist meeting the standards of the Society of Vertebrate Paleontology (SVP). The Qualified Paleontologist shall determine the determine that the depth at which the transition to high sensitivity occurs and monitoring becomes necessary, by taking into account: a) the most recent local geologic mapping, b) depths at which fossils have been found in the vicinity of the project area, as revealed by the museum records search, and c) the geotechnical study prepared for the project site. Should the project require excavation that will exceed the depth of low sensitivity surficial sediments as determined by a Qualified Paleontologist, a project-specific paleontological resources monitoring and mitigation plan (PRMMP) shall be developed and adhered to for the duration of ground disturbance activities during construction or as otherwise determined by the Qualified Paleontologist. This plan will address specifics of monitoring and mitigation for the development project, and will take into account updated geologic mapping, geotechnical data, updated paleontological records searches, and any changes to the regulatory framework. This PRMMP shall meet the standards of the SVP.***

The following mitigation measure also addressed the potential for discovery of fossils, and shall also be implemented as part of this project should discovery of paleontological resources occur as part of project-related ground disturbing activities, as follows:

GEO-4 ***In the event of any fossil discovery, regardless of depth or geologic formation, construction work will halt within a 50-foot radius of the find until its significance can be determined by a Qualified Paleontologist. Significant fossils will be recovered, prepared to the point of curation, identified by qualified experts, listed in a database to facilitate analysis, and deposited in a designated paleontological curation facility in accordance with the standards of the SVP and Bureau of Land Management (BLM). A repository will be identified and a curatorial arrangement will be signed prior to collection of the fossils. Any accredited institution may serve as a repository.***

MMs GEO-3 and GEO-4 will ensure protection of paleontological resources, if discovered as part of implementation of the proposed project. With incorporation of the above project

specific mitigation measures, the potential for impact to paleontological resources will be reduced to a less than significant level. No additional mitigation is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
VIII. GREENHOUSE GAS EMISSIONS: Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

SUBSTANTIATION: The following information utilized in this section of the Initial Study was obtained from the following technical study: *Loma Linda Corporate Business Center Greenhouse Gas Analysis,* prepared by Urban Crossroads and dated *Air Quality & Greenhouse Gas Assessment prepared* by Urban Crossroads dated February 11, 2026. This technical study is provided as **Appendix 7** to this document.

Global climate change (GCC) is the change in average meteorological conditions on the earth with respect to temperature, precipitation, and storms. The majority of scientists believe that the climate shift taking place since the Industrial Revolution is occurring at a quicker rate and magnitude than in the past. Scientific evidence suggests that GCC is the result of increased concentrations of greenhouse gases (GHGs) in the earth's atmosphere, including carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), and fluorinated gases. The majority of scientists believe that the acceleration of climate change is the result of GHGs resulting from human activity and industrialization over the past 200 years.

An individual project like the proposed project cannot generate enough GHG emissions to affect a discernible change in global climate. However, the proposed project may participate in the potential for GCC by its incremental contribution of GHGs combined with the cumulative increase of all other sources of GHGs, which when taken together constitute potential influences on GCC.

Global temperatures are regulated by naturally occurring atmospheric gases such as water vapor, CO2, N2O, CH4, hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF6). These particular gases are important due to their residence time (duration they stay) in the atmosphere, which ranges from 10 years to more than 100 years. These gases allow solar radiation into the earth's atmosphere, but prevent radioactive heat from escaping, thus warming the earth's atmosphere.

The cumulative accumulation of these gases in the earth's atmosphere is considered to be the cause for the observed increase in the earth's temperature.

Estimated project related emissions of CO2, CH4, and N2O were evaluated because these gases are the primary contributors to GCC from development projects.

The City of Loma Linda has not adopted its own numeric threshold of significance for determining impacts with respect to GHG emissions. A screening threshold of 3,000 Million Metric Tons of Carbon Dioxide Equivalent per Year (MTCO2e/yr) to determine if additional analysis is an acceptable approach for small projects. This approach is a widely accepted screening threshold used by the City of Loma Linda and numerous cities in the SCAB and is based on SCAQMD proposed GHG screening thresholds for stationary source emissions for non-industrial projects.

Thus, if a non-industrial project would emit GHGs less than 3,000 MTCO2e/yr, the project is not considered a substantial GHG emitter and the GHG impact is less than significant, requiring no additional analysis and no mitigation. On the other hand, if a non-industrial project would emit GHGs in excess of 3,000 MTCO2e/yr, the project could be considered a substantial GHG emitter, requiring additional analysis and potential mitigation.

Impact Analysis

a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less Than Significant Impact – Global Climate Change (GCC) is defined as the change in average meteorological conditions on the earth with respect to temperature, precipitation, and storms. Scientific evidence suggests that GCC is the result of increased concentrations of greenhouse gases in the earth's atmosphere, including carbon dioxide, methane, nitrous oxide, and fluorinated gases.

An individual project like the proposed project cannot generate enough greenhouse gas emissions to effect a discernible change in global climate. However, the proposed project may participate in the potential for GCC by its incremental contribution of greenhouse gases combined with the cumulative increase of all other sources of greenhouse gases, which when taken together constitute potential influences on GCC.

Construction Activity GHG Emissions

For construction phase project emissions, GHGs are quantified and amortized over the life of the project. To amortize the emissions over the life of the project, the SCAQMD recommends calculating the total GHG emissions for the construction activities, dividing it by a 30-year project life then adding that number to the annual operational phase GHG emissions. Amortized project related construction emissions are presented in Table VIII-1. The estimated GHG emissions include emissions from Carbon Dioxide (CO2), Methane (CH4), Nitrous Oxide (N2O), and Refrigerants (R).

Table VIII-1: AMORTIZED ANNUAL CONSTRUCTION EMISSIONS

Source	Emissions (MT/yr)				
	CO_2T	CH_4	N_2O	R	Total CO_2E
2026	399.92	0.02	0.02	0.18	406.07
2027	385.42	0.01	0.01	0.14	388.78
Total	785.34	0.03	0.03	0.32	794.85
Amortized	26.18	0.00	0.00	0.01	26.50

Source: **Appendix 7**

Operational Activity GHG Emissions

Operational activities associated with the project would also result in emissions of CO2, CH4, N2O, and Refrigerant emissions from the following primary sources (refer to **Appendix 2** for a more detailed description of emissions sources):

- Mobile Source Emissions
- Area source emissions
- Energy source emissions
- Water supply, Treatment and Distribution
- Solid Waste, and
- Refrigeration.

Detailed assumptions with respect to each of these components is outlined in Appendix 7.

Estimated project-related GHG emissions are summarized in Table VIII-2. The project would generate either a net total of approximately 1,995.71 MTCO2e/yr, which would not exceed the screening threshold of 3,000 MTCO2e/yr.

Table VIII-2: PROJECT GHG EMISSIONS

Source	Emissions (MT/yr)				
	CO_2T	CH_4	N_2O	R	Total CO_2E
Annual construction emissions amortized over 30 years	26.18	1.13E-03	9.34E-04	0.01	26.50
Mobile	1,537.06	0.21	0.13	1.93	1,583.64
Area	1.27	<0.005	<0.005	0.00	1.27
Energy	317.66	0.03	<0.005	0.00	319.16
Water	6.91	0.15	<0.005	0.00	11.78
Waste	11.18	1.12	0.00	0.00	39.12
Total CO_2E (All Sources)	1,995.71				
Screening Threshold (CO_2E)	3,000				
Threshold Exceeded?	NO				

Source: **Appendix 7**

Based on the emissions calculations presented above for construction activities and long term operations, project related GHG emissions are below the SCAQMD threshold. Therefore, project related GHG impacts are less than significant and no operational mitigation is required.

b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less Than Significant Impact – Pursuant to 15604.4 of the CEQA Guidelines, a lead agency may rely on qualitative analysis or performance-based standards to determine the significance of impacts from GHG emission. It should be noted that consistency with the CARB 2022 Scoping Plan also satisfies consistency with the California Global Warming Solutions Act (AB 32) adopted in 2006, since the CARB 2022 Scoping Plan is based on the overall GHG emissions reduction targets established by AB 32 and SB 32. SB 32 was Passed in 2016 as an extension and expansion to requirements set in AB 32.

As has been shown in Table VIII-2 under Section VIII-a) above, estimated projected related GHG emissions from both construction and long term operational activities fall well below established thresholds set by the SCAQMD, and are thus considered less than significant. These calculations demonstrate that the project would not impede the State's progress towards carbon neutrality by 2045 under the CARB 2022 Scoping Plan. The project would be required to comply with applicable current and future regulatory requirements promulgated through the 2022 Scoping Plan. As such, the project would be consistent applicable plans, policies and regulations adopted for the purpose of reducing the emissions of greenhouse gases. Therefore, impacts are less than significant and no mitigation is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
IX. HAZARDS AND HAZARDOUS MATERIALS: Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☒	☐	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☒	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☒	☐
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	☐

SUBSTANTIATION: This section is summarized from information contained in a Phase I Environmental Site Assessment (ESA), prepared for the project by Robin Environmental Management, dated December 31, 2023, and provided as **Appendix 8** to this Initial Study. Please refer to Appendix 8 for more detailed information. Additional information is sourced from CALTRANS Chapter 10 https://dot.ca.gov/programs/environmental-analysis/standard-environmental-reference-ser/volume-1-guidance-for-compliance/ch-10-hazardous-materials-hazardous-waste-contamination#state_laws_reg (Accessed 2/9/26).

Impact Analysis

a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less Than Significant Impact With Mitigation Incorporated – During construction of the proposed project, typical hazardous or potentially hazardous materials will be routinely handled in small quantities on the project site. These hazardous materials could include gasoline, diesel fuel, lubricants, and other petroleum-based products used to operate and maintain construction equipment and vehicles. . If not properly handled, accidental release of these substances could expose construction workers, degrade soils, or become entrained in stormwater runoff, resulting in adverse effects on the public or the environment. During project construction, a permitted and licensed service provider will conduct the removal of such hazardous materials. Any handling, transporting, use or disposal of hazardous materials would comply with all applicable federal, State, and local agencies and regulations.

Additionally, due to the potential on-site use and storage of hazardous and flammable materials, the project is required to have an Emergency/Contingency Plan to establish procedures in the event of an emergency situation such as a fire or hazardous spill. Oversight for this Plan is provided by the San Bernardino County Fire Department, Hazardous Materials Division, and would be reviewed annually and renewed every three years. However, in order to ensure that no accidental releases of hazardous or potentially hazardous materials occur during construction, all spills or leakage of petroleum products during construction activities shall be remediated in compliance with applicable state and local regulations regarding cleanup and disposal of the contaminant released. Regulations include state laws Division 20 Chapters 6.5 Hazardous Waste Control, Title 8 Industrial Relations, and Title 17 Public Health. This shall be incorporated into the Stormwater Pollution Prevention Plan (SWPPP) as described in Section X(a), Hydrology and Water Quality, which would reduce such a hazard to a less than significant level.

Further, based on consultation with the project team, the Project site will require approximately 17,245 CY of imported soil. The soil import will be accomplished using trucks during normal working hours, utilizing with a maximum of 166 round trips per day during the 13 days of grading anticipated to occur in support of the project. Furthermore, any hazardous materials collected on the project site during either construction of the project will be transported and disposed of by a permitted and licensed hazardous materials service provider.

During the operation phase of the project, hazardous or potentially hazardous materials will be routinely handled, stored, and dispensed on the project site because the project includes a gas station with underground storage tanks (USTs) that will store gas and diesel on the project site,

as shown in **Figure 3** (site plan). The USTs will consist of double-walled, fiberglass fuel storage tank with leak detection sensors. The project will be subject to routine inspection by federal, State, and local regulatory agencies with jurisdiction over fuel dispensing facilities. These regulations include: provisions established by Section 2540.7, Gasoline Dispensing and Service Stations, of the California Occupational Safety and Health Regulations; Chapter 38, Liquefied Petroleum Gases, of the California Fire Code; Resource Conservation and Recovery Act (RCRA) with oversight from the City of Loma Linda Fire Department and the California Department of Forestry and Fire Protection (Cal Fire). Routine inspection of the gas station, the permitted USTs, and all associated fuel delivery infrastructure, as well as compliance with all federal, state and local regulations will ensure that the project gas station operates in a manner that poses no substantial hazards to the public or the environment.

The remainder of the proposed project would consist of two fast food restaurants with drive-thrus, a convenience store, and a hotel. Typical operations of such uses would not involve the use of substantial amounts of hazardous materials. Household/commercial cleaning supplies would be used in limited quantities to support the hotel, fast food, and convenience store operations. Compliance with all Federal, State, and local regulations governing the storage and use of hazardous materials is required, and will ensure that the project operates in a manner that does not create substantial hazards to the public or the environment. With compliance to existing regulations potential impacts from the routine transport, use, or disposal of hazardous materials as well as upset and accident conditions involving the release of hazardous materials into the environment are considered less than significant.

c. *Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*

No Impact – The proposed project site is not located within one quarter mile of a school. A review of the project area utilizing Google Maps and Google Earth indicates that the nearest schools are Victoria Elementary School (located about 0.6 mile as the crow flies northwest of the project site) and Mission Elementary School (located about 0.8 mile as the crow flies southeast of the project site). Based on this information, implementation of the project will not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. No adverse impacts are anticipated. No additional mitigation is required.

d. *Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?*

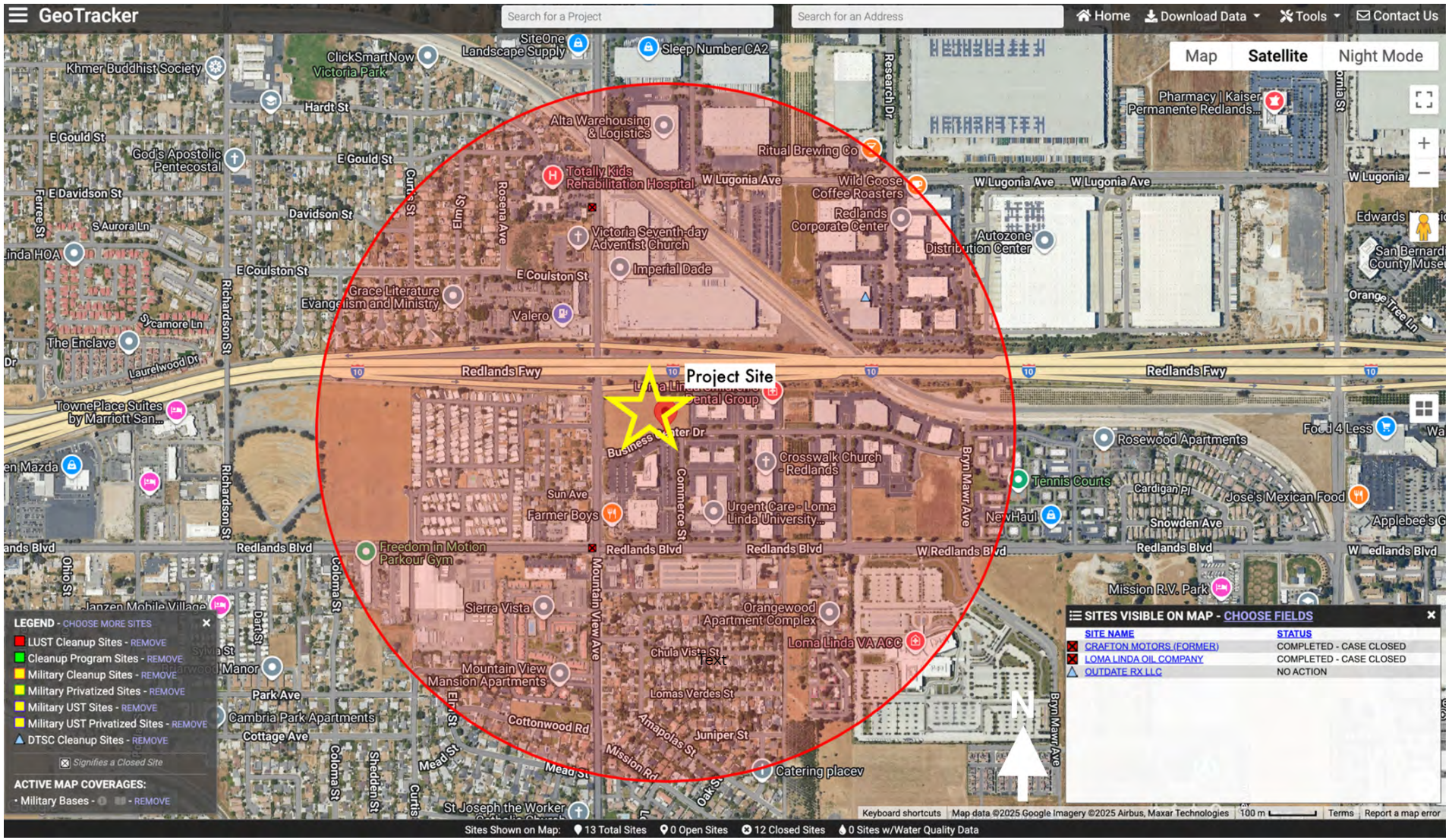
Less Than Significant Impact – The proposed project site is relatively flat and vacant, and the majority of the project site supports disturbed land that has been subjected to recent disking activities. The project will not be located on a site that is included on a list of hazardous materials sites that are currently under remediation. According to the California State Water Board's GeoTracker website (consistent with Government Code Section 65962.5), which provides

information regarding Leaking Underground Storage Tanks (LUST), no open cleanup site cases are located within the project site (**Figure IX-1**). Additionally, a search of the State Hazardous Waste Site database(s) identified no facilities within the project site (see EnviroStor **Figure IX-2).**). Therefore, the proposed construction and operation of the site as the Loma Linda Corporate Business Center will not create a significant hazard to the population or to the environment from their implementation. Impacts under this issue are considered less than significant. No mitigation is required.

e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

Less Than Significant Impact – The nearest public airport is the San Bernardino International Airport, located approximately 1.5 miles north of the proposed project site. No private airports are located within the vicinity of the project. According to the City of Loma Linda General Plan San Bernardino International Airport Influence Area (AIA) map—provided as **Figure IX-3**—the project site is located within the designated planning boundary. The project will not be constructed at a height greater than that which is allowed by the FAA and the Airport (i.e. greater than 200 feet per FAA part 77). The hotel height would be 148 feet and 6 inches.

The City's Municipal Code Chapter 16.40.410 "Airport of overlay zone and safety compatibility" establishes the Airport Safety Zones, which provide greater safety to both aviators and the general public by establishing requirements for land use compatibility reviews by the San Bernardino International Airport Authority (SBIAA) within designated areas in close proximity to an airport or heliport. The Airport Safety Zone protects the public health and safety in proximity to the airport by minimizing exposure to crash hazards and high noise levels that may be generated by airport operations and encourages future compatible development for continued airport operations. Additional discussion of airport noise exposure is contained in Subsection XIII, Noise. The proposed project must obtain an avigation easement from the SBIAA as a result of its location within the SBIA AIA, which would ensure that the project undergoes a review and approval process prior to being developed. Therefore, the project will have a less than significant potential to cause or experience any adverse impact related to public or private airport operations. Impacts under this issue are considered less than significant. No mitigation is required.

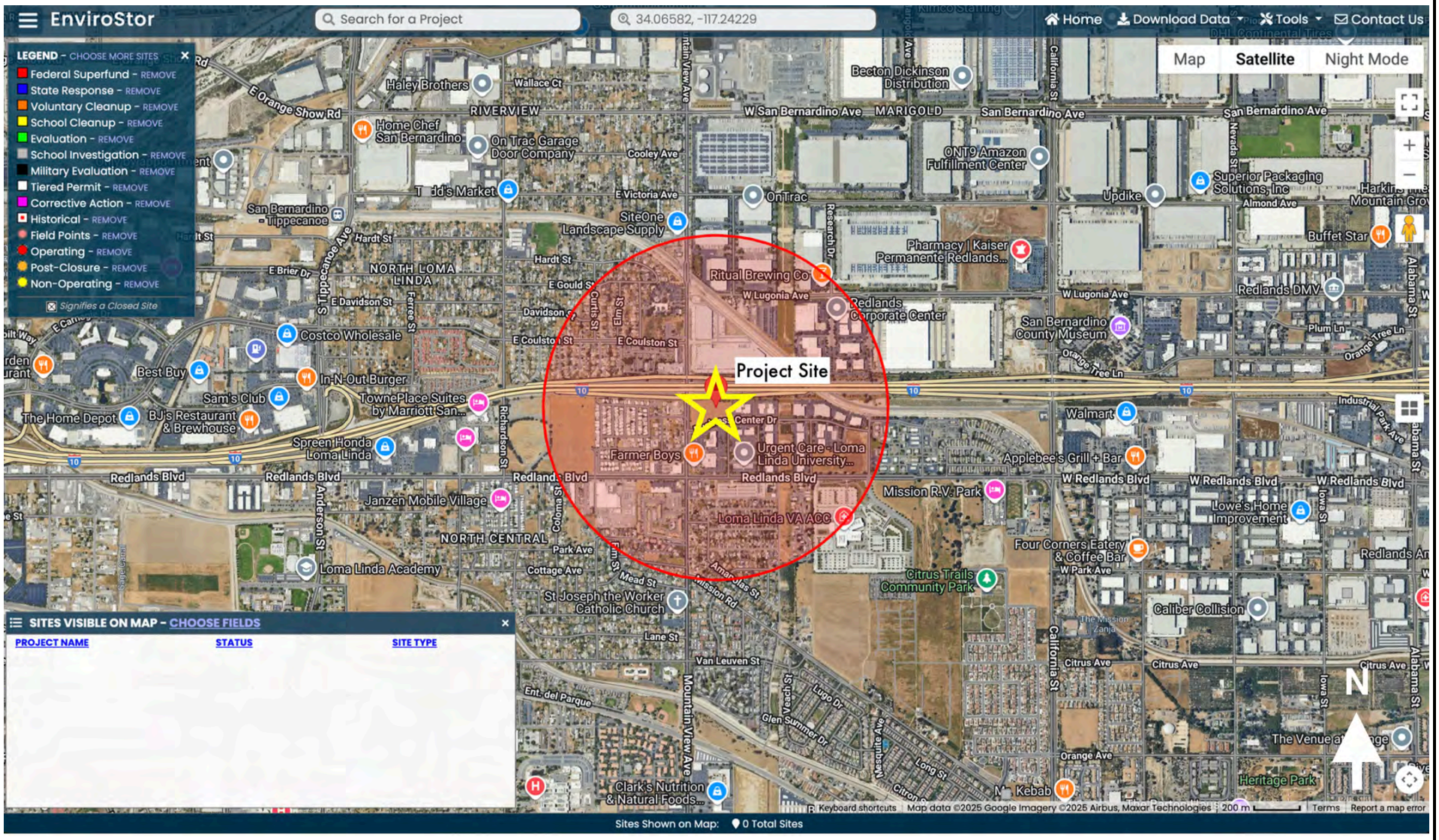


Source: https://geotracker.waterboards.ca.gov/

FIGURE IX-1

Tom Dodson & Associates
Environmental Consultants

GeoTracker Hazardous Sites



Source: https://www.envirostor.dtsc.ca.gov/public/

FIGURE IX-2

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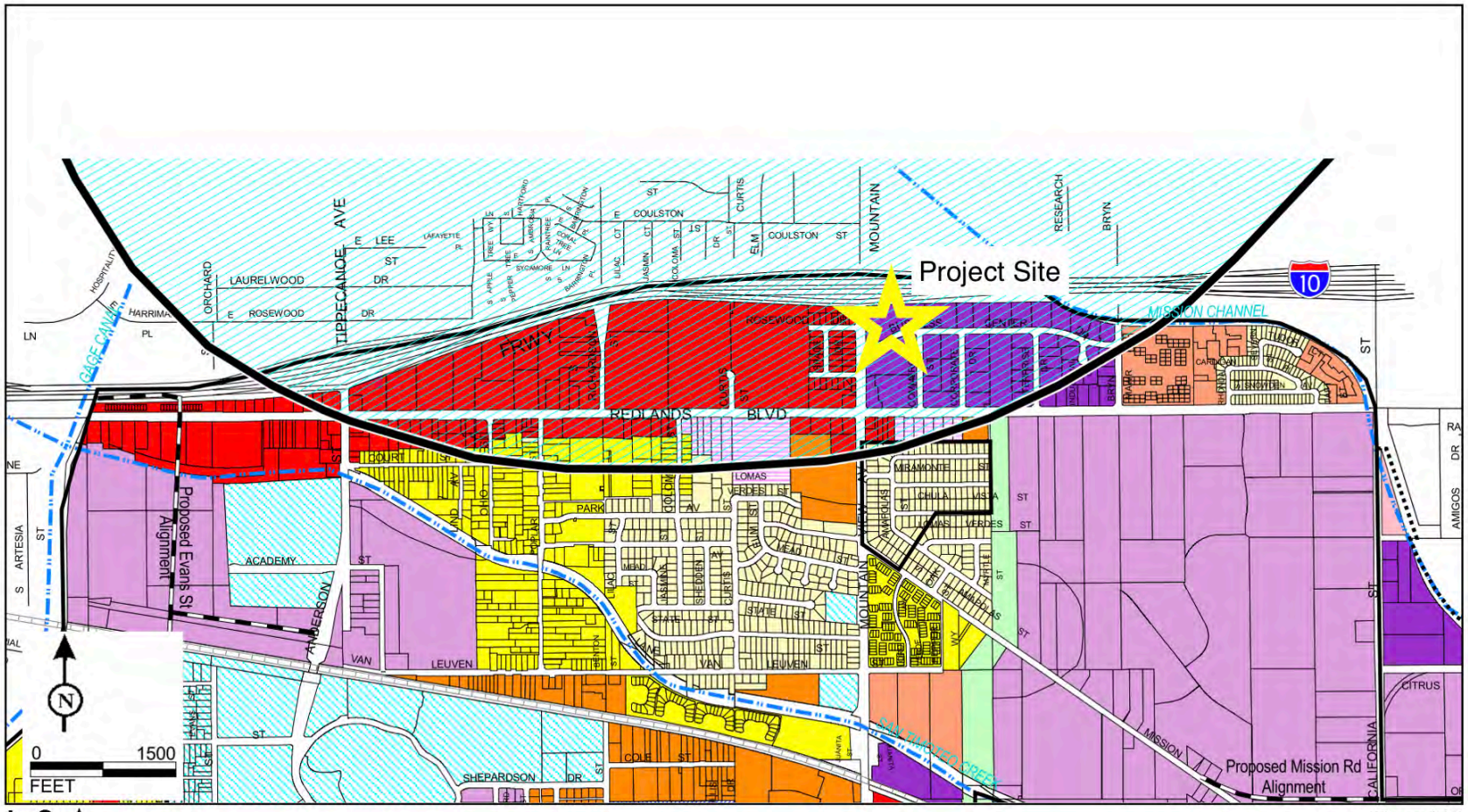
EnviroStor Hazardous Sites



LSA

Figure 4.9.3

Jurisdictional and Infrastructure

- City Limit
- Sphere of Influence
- Water Ways
- Proposed Street Alignments
- Rail Road
- Aiport Influence Area

General Plan Land Use

- Low Density Residential
- Medium Density Residential
- Medium High Density Residential
- High Density Residential
- Commercial
- Business Park
- Mixed Use
- Industrial
- Institutional
- Public Open Space

SOURCE: AIRPORT INFLUENCE AREA, CALTRANS DIVISION OF AERONAUTICS, DECEMBER 2003

City of Loma Linda General Plan EIR

AIRPORT INFLUENCE AREA

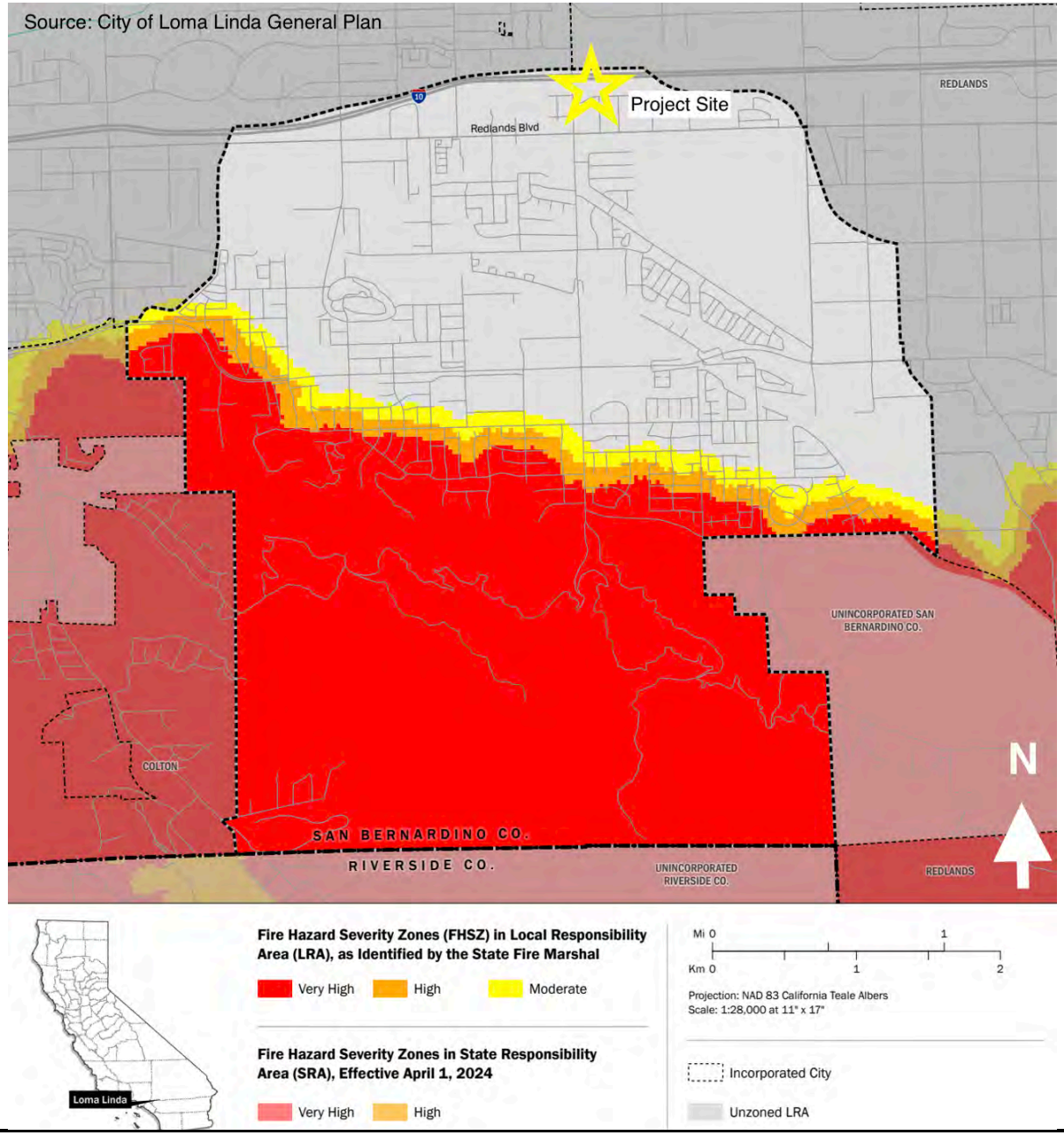
FIGURE IX-3

f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact – The proposed project will operate entirely within the boundaries of the project site. However, construction will require minimal encroachment into the adjacent roadways (Mountain View Avenue—which is an evacuation route designated in the Safety Element of the City's General Plan—and Business Center Drive) to install connections to sewer, fire water, and water at the site. The proposed onsite parking and circulation plans must be reviewed by the City of Loma Linda Fire Department and Police Department to ensure that the project's ingress/egress are adequate for accommodating emergency vehicles. Finally, a construction traffic plan will be required to be submitted to the Fire Department prior to development in order to provide adequate emergency access during construction of the proposed project. Therefore, there is no potential for the development of the project to physically interfere with any adopted emergency response plans, or evacuation plans. No impacts are anticipated and no mitigation is required.

g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Less Than Significant Impact – According to the Fire Hazard Areas map gathered from the Safety Element of the City's General Plan (**Figure IX-4**), the proposed project site is not located in an area of concern for fire hazards, particularly due to its location in an urban area at a distance from the nearby San Bernardino Mountains. The proposed project is required to conform to applicable minimum standards for fire safety as defined in the City of Loma Linda Building Code and the current CBC. Therefore, project implementation would not result and a potential to expose people or structures to wildland fire hazards. Potential project-related impacts are less than significant; no mitigation measures are required.



Source: City of Loma Linda General Plan

FIGURE IX-4

Tom Dodson & Associates
Environmental Consultants

Fire Hazard Severity Map

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
X. HYDROLOGY AND WATER QUALITY: Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
(i) result in substantial erosion or siltation onsite or offsite?	☐	☐	☒	☐
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding onsite or offsite?	☐	☐	☒	☐
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?; or,	☐	☐	☒	☐
(iv) impede or redirect flood flows?	☐	☐	☒	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

SUBSTANTIATION: A Water Quality Management Plan (WQMP) has been prepared by JCL Engineering and Consulting, Inc. for the proposed project titled *"Water Quality Management Plan For: Loma Linda Center Parcel Map 20665 APN 0292-451-14,"* dated May 14, 2025 and provided as **Appendix 9**. 2020 Upper Santa Ana River Watershed Integrated Regional Urban Water Management Plan, https://www.sbmwd.org/DocumentCenter/View/7859/Part-2-Chapter-8_SBMWD_2020-UWMP-Chapter_Final?bidId= (Accessed 12/17/25), Waterboard, 2025. GSA Map Viewer. https://gis.water.ca.gov/app/bp-dashboard/final/ (Accessed 12/17/25), and Waterboard, 2025. The Sustainable Groundwater Management Act. https://www.waterboards.ca.gov/sgma/about_sgma.html (Accessed 12/17/25).

Impact Analysis

a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

Less Than Significant Impact – The proposed project is located within the planning area of the Santa Ana Regional Water Quality Control Board (RWQCB). The project would be supplied with water by the City of Loma Linda, which uses groundwater and imported water to meet customer demand.

To address stormwater and potential accidental spills, any new project must ensure that site development implements a Storm Water Pollution Prevention Plan (SWPPP) and a National Pollutant Discharge Elimination System (NPDES) to control potential sources of water pollution that could violate any standards or discharge requirements during construction and a Water Quality Management Plan (WQMP) to ensure that project-related after development surface runoff meets discharge requirements over the short- and long-term. The WQMP (**Appendix 9**) addresses BMPs requirements for capturing, retaining, and treating onsite stormwater once the project has been developed.

Because the project site consists of pervious surfaces, onsite drainage will generally be directed to water quality management basins, infiltration, and other water quality control measures that will be constructed as part of the project. The SWPPP will specify the BMPs that the project is required to implement during construction activities to ensure that all potential water pollutants of concern are prevented from discharge, minimized, and/or otherwise appropriately treated prior to being discharged from the subject property. With compliance to existing regulations, the development of project will not cause a violation of any water quality standards or waste discharge requirements.

b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such the project may impede sustainable groundwater management of the basin?

Less Than Significant Impact – The project does not involve the installation of any water wells that would directly extract groundwater and the change in pervious surfaces to impervious surfaces will be minimal because the site itself is not large at only 4.3-acre. The proposed project requires a General Plan Amendment , and a zone change from Business Park to General Commercial. However, the water use forecast for both of these zone types would be similar, as the characteristics of land uses allowed in both zones are similar. Consequently, the water needs the proposed Loma Linda Corporate Business Center are not expected to substantially differ from water needs that have been assumed by the City's General Plan. In addition, measures such as Installation of water conservation fixtures and the use of drought resistant landscaping are required by the Municipal Code.

The project site is located within the San Bernardino Basin Area, specifically the Bunker Hill Groundwater Basin, and is served with water service by the City of Loma Linda. The City of Loma Linda's water production division provides water from six production wells. Loma Linda's main water source is groundwater within the Bunker Hill Basin, which is primarily replenished by snow melt from the nearby San Bernardino Mountains. Based on analysis conducted by the City of Loma Linda Public Works Department, the local water supply is considered sufficient to meet projected demand without implementing restrictive measures.

Further, the City's 2020 water use by commercial uses, as defined in the 2020 Upper Santa Ana River Watershed Integrated Regional Urban Water Management Plan (IRUWMP), was 603 AFY, and is projected to grow to 696 AFY by 2045. The total water supply in 2045, including potable and non-potable sources is projected to be 7,959 AFY, while the demand for that same period is anticipated to be 6,292 AFY. Thus, the incremental change in water demand that may be created by the proposed project would be well within the projected available supply for water by the City for commercial uses.

Should extended drought conditions occur, the City has prepared a water shortage contingency plan (WSCP), which is available for review on the City's website. This plan regularly assesses and monitors the City's ability to provide sufficient water supply and to maintain water quality during normal conditions as well as throughout extended drought conditions.

In consideration of these facts, the construction of the Loma Linda Corporate Business Center is expected to result in a less than significant change in demand for new groundwater supplies and would have a less than significant decrease groundwater supplies or interfere substantially with groundwater recharge such the project may impede sustainable groundwater management of the basin. No mitigation measures are necessary.

c.(i) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: Result in a substantial erosion or siltation onsite or offsite?

Less Than Significant Impact – The onsite drainage system will capture the incremental increase in runoff from the project site associated with project development. According to the Preliminary WQMP provided as **Appendix 9** to this Initial Study, impervious coverage of the site is anticipated to be about 90% of the site after applying preventative site design practices as part of the project Low Impact Development (LID) best management practices (BMPs). , Onsite surface flows will be collected and conveyed in a controlled manner through the project site to water quality management basins, infiltration, and other water quality control measures as shown on project Grading Plans (**Figure 7**). These systems are designed to capture the peak 100-year flow runoff from the project site or otherwise detain onsite and discharge runoff in conformance with City and County requirements. Off-site drainage systems will not be altered. Given the management of surface runoff from the project site incorporated in planned drainage features, the potential for on-site or off-site erosion or sedimentation is less than significant. No mitigation measures are necessary.

c.(ii) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: Substantially increase the rate or amount of surface runoff in a manner which would result in flooding onsite or offsite?

Less Than Significant Impact – The proposed project will alter the existing drainage patterns onsite but will maintain the existing offsite downstream drainage system through control of future discharges from the site. According to the Preliminary WQMP provided as **Appendix 9** to this Initial Study, impervious coverage of the site is anticipated to be about 90% after applying preventative site design practices as part of the project LID BMPs. Onsite surface flows will be collected and conveyed in a controlled manner through the project site to the subsurface infiltration system, subsurface water quality management basins and other water quality control measures as shown on the Grading Plans (**Figure 7**). This system is designed to capture the peak 100-year flow runoff from the project site or otherwise detain onsite runoff and discharge it in conformance with City and County requirements. Thus, the implementation of onsite drainage improvements and compliance with applicable regulations will ensure that stormwater runoff will not substantially increase the rate or volume of runoff in a manner that would result in flooding on- or off-site. Impacts under this issue are considered less than significant with no mitigation required.

c.(iii) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Less Than Significant Impact – As described above under issues X(c[i-ii]), the project will not substantially create or contribute runoff water that would exceed the capacity of existing or planned stormwater capacity, or provide substantial additional sources of polluted water, particularly because the project would install subsurface infiltration system to subsurface water quality management basins and other water quality control measures that will collect on-site runoff. According to the Preliminary WQMP provided as Appendix 9 to this Initial Study, impervious coverage of the site is anticipated to be about 90% after applying preventative site design practices as part of the project LID BMPs. Onsite surface flows will be collected and conveyed in a controlled manner through the project site to the subsurface infiltration system, subsurface water quality management basins and other water quality control measures as shown on the Grading Plans (**Figure 7**). This system is designed to capture the peak 100-year flow runoff from the project site or otherwise detain onsite runoff and discharge it in conformance with City and County requirements. Thus, the implementation of onsite drainage improvements and applicable requirements will ensure that that drainage and stormwater will not create or contribute runoff that would exceed the capacity of existing or planned offsite stormwater drainage systems or provide substantial additional sources of polluted runoff. Impacts under this issue are considered less than significant.

c.(iv) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: Impede or redirect flood flows?

Less Than Significant Impact – According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) (**Figure X-1**), the proposed project is not located in a 100-year or 500-year flood hazard area. Furthermore, development of this site is not anticipated to redirect or impede flood flow at the project site, particularly given that surface flows onsite will be directed to onsite drainage systems capable of intercepting the peak 100-year flow rate from the project site or otherwise detain runoff onsite and discharge it in conformance with existing City regulations. With compliance to existing regulations, impacts under this issue are considered less than significant and no mitigation is required.

d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Less Than Significant Impact – The City of Loma Linda General Plan indicates that the northern portion of the City is within the inundation zone of Seven Oaks Dam, and that flooding due to failure of the dam is possible, but is considered a low probability event. The Seven Oaks Dam stores an average of about 10,000 acre-feet of water per year, and was designed to resist an earthquake measuring 8.0 on the Richter scale, with any point able to sustain a displacement of four feet without causing any overall structural damage. An earthquake event of this magnitude is extremely unlikely. Further, the proposed project is not located within a flood hazard zone, indicating that flood risk at the site is low. Therefore, the risk of inundation due the failure of the Seven Oaks Dam is considered less than significant.

e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less Than Significant Impact – The project site is located in the San Bernardino Basin (SBB) Area, specifically the Bunker Hill Groundwater Basin, as described under issue X(b), above, which has been designated very low priority by the Sustainable Groundwater Management Act (SGMA). The SGMA empowers local agencies to form Groundwater Sustainability Agencies (GSAs) to manage basins and requires GSAs to adopt Groundwater Sustainability Plans (GSPs) for crucial groundwater basins in California. The SGMA "requires governments and water agencies of high and medium priority basins to halt overdraft and bring groundwater basins into balanced levels of pumping and recharge. Under SGMA, these basins should reach sustainability within 20 years of implementing their sustainability plans. For critically over-drafted basins, that will be 2040. For the remaining high and medium priority basins, 2042 is the deadline.

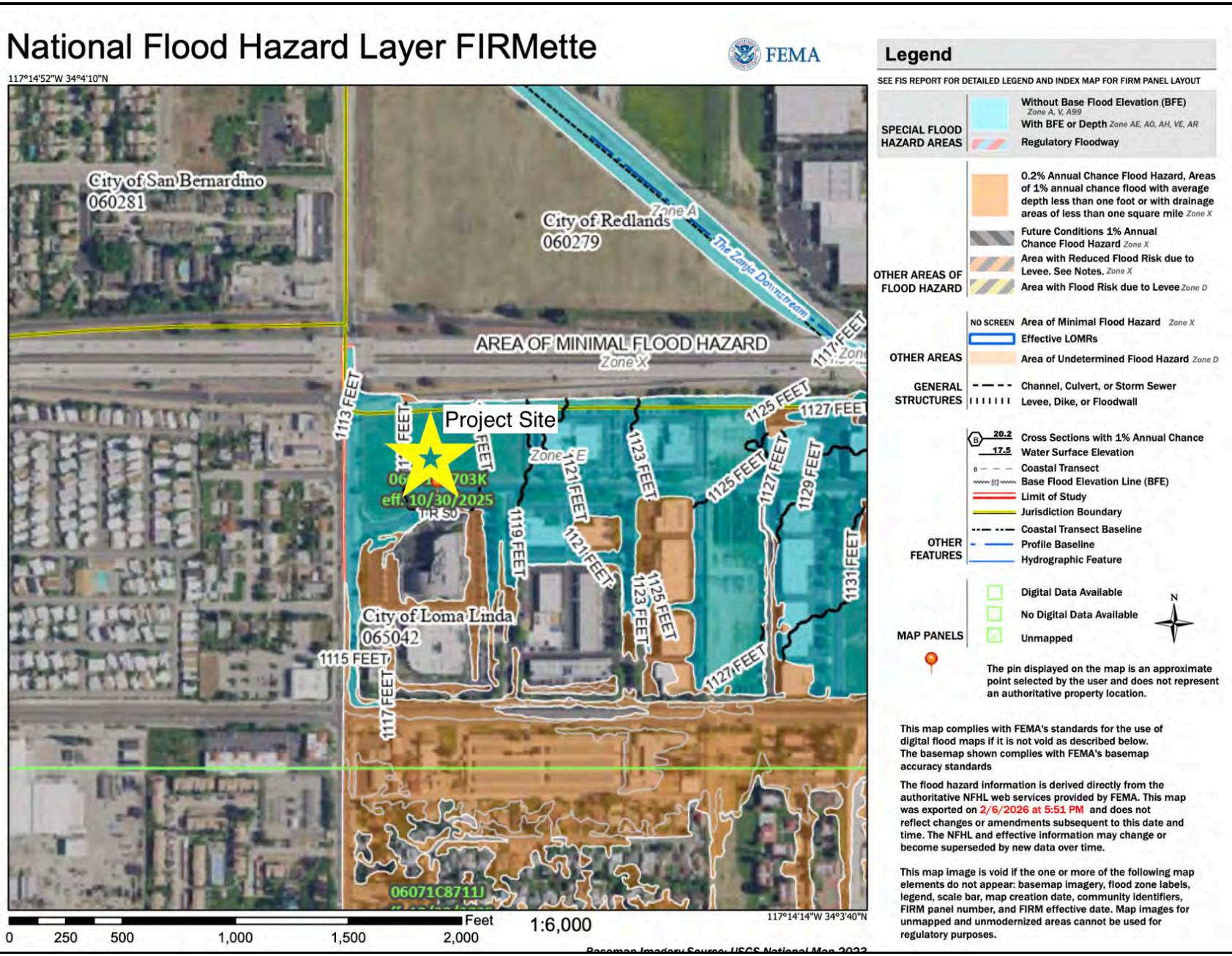
According to the California Department of Water Resources Groundwater Sustainability Agency Formation Notification System, the groundwater basin underlying the project is not considered to be a basin that requires management under the Sustainable Groundwater Management Act.

Given that the project is located within a basin that is considered very low priority, no conflict or obstruction of a sustainable groundwater management plan is anticipated. As such, the project would not conflict with a sustainable groundwater management plan. Water consumption and effects in both basins indicates that the proposed project's water demand is considered to be minimal. By controlling water quality during construction and operations through implementation of both short (SWPPP) and long (WQMP) term best management practices at the site, no potential for conflict or obstruction of the RWQCB's water quality control plan has been identified.

The proposed project is located within the planning area of the Santa Ana Regional Water Quality Control Board (RWQCB). The project would be supplied with water by the City of Loma Linda, which uses groundwater and imported water to meet customer demand. To address stormwater and potential accidental spills, any new project must ensure that site development implements a Storm Water Pollution Prevention Plan (SWPPP) and a National Pollutant Discharge Elimination System (NPDES) to control potential sources of water pollution that could violate any standards or discharge requirements during construction and a Water Quality Management Plan (WQMP) to ensure that project-related after development surface runoff meets discharge requirements over the short- and long-term. The WQMP (**Appendix 9**) addresses BMPs requirements for capturing, retaining, and treating onsite stormwater once the project has been developed.

Further, the City's 2020 water use by commercial uses, as defined in the 2020 Upper Santa Ana River Watershed Integrated Regional Urban Water Management Plan (IRUWMP), was 603 AFY, and is projected to grow to 696 AFY by 2045. The total water supply in 2045, including potable and non-potable sources is projected to be 7,959 AFY, while the demand for that same period is anticipated to be 6,292 AFY. Thus, the incremental change in water demand that may be created by the proposed project would be well within the projected available supply for water by the City for commercial uses.

Thus, the proposed project would have a less than significant impact on conflicting with or obstructing implementation of a water quality control plan or sustainable groundwater management plan, and no mitigation is required.



Source: https://msc.fema.gov/portal/home

FIGURE X-1

Tom Dodson & Associates
Environmental Consultants

Flood Hazard Map

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XI. LAND USE AND PLANNING: Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

SUBSTANTIATION: City of Loma Linda General Plan, Google Earth.

Impact Analysis

a. Physically divide an established community?

*No Impact –*The surrounding uses immediately adjacent to the project site also consist of a mix of business park and commercial uses,. The land use immediately west of the project site is a gas station and convenience store, and as such, the proposed use would conform to the surrounding uses, and would not divide any community of residential uses as none are located within or surrounding the project site's immediate boundary. Consequently, the development of the project site with the proposed use will not divide any established community in any manner and the proposed use will integrate fully with the surrounding uses. Therefore, no adverse impacts under this issue are anticipated and no mitigation is necessary.

b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Less Than Significant Impact – The project site is zoned for Business Park use and is designated by the City's General Plan for Business Park use. The project entitlements include a request for a General Plan Amendment that would change the land use designation to General Commercial (CZ) and a Zone change from Business Park (BP) to General Commercial (C-2). The project site is also located within the Airport Influence Area, but the project site is not located within the landing pattern for the Airport's runway. As discussed under response IX(e), above, the project will not be constructed at a height greater than that which is allowed by the FAA and the Airport. Thus, Loma Linda Corporate Business Center development will not directly conflict with routine Airport operations. Based on this information, implementation of the proposed project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect. Impacts under this issue are considered less than significant and no mitigation is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XII. MINERAL RESOURCES: Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☒	☐
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

SUBSTANTIATION: County of San Bernardino General Plan, City of Loma Linda General Plan, "*Preliminary Geotechnical Interpretive Report, Proposed Commercial Business Center, Assessor's Parcel Number 0292-451-14, Located on the Northwest Corner of Mountain View Avenue and Business Center Drive, City of Loma Linda, San Bernardino County, California,*" Earth Strata Geotechnical Services, Inc., December 21, 2022 (**Appendix 5**).

Impact Analysis

a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

Less Than Significant Impact – According to a Mineral Resource Zones Map contained in the County of San Bernardino General Plan, the City of Loma Linda largely contains areas of moderate or high potential for the discovery of aggregate resources. The proposed project site is located within the "Moderate Potential or Possible Location" overlay for aggregate resources. The project Geotechnical Study (**Appendix 5**), however, indicated that the project site does not contain any aggregate or crushed stone mineral resources. It should also be noted that there are no mineral resource recovery sites designated in the Loma Linda General Plan.

The project site is located in an area that has been developed for decades, and the approximate 4.3-acre site is too small to feasibly support a sand and gravel mining operation. Development of the subject site for such a use would also create conflicts with surrounding land uses. Further, The County of San Bernardino also has numerous sand and gravel , mining operations, and mineral resource areas more suitably located. Based on these findings, the proposed project's implementation will have a less than significant impact on overall mineral resource availability within the City of Loma Linda. No mitigation is required.

b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact – Please refer to Response XII(a) above. Based on the findings in the Geotechnical Study for the project site (**Appendix 5**), the project site does not contain any aggregate or

crushed stone mineral resources. Additionally, the City General Plan does not designate the site for mining activities. Based on the information in the General Plan, site specific geotechnical data and other factors outlined previously, development of the proposed project would not result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan. No mitigation is necessary.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XIII. NOISE: Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of a project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☒	☐	☐
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐

SUBSTANTIATION: City of Loma Linda General Plan Draft Program Environmental Impact Report, prepared by LSA Associates and dated March 22, 2024 and City of Loma Linda Municipal Code Section 9.20.040; Milwaukee journal sentinel, 2026. Bridge Inspections Interstate 10 over Mountain View Avenue. https://data.jsonline.com/bridge/california/san-bernardino/interstate-10-over-mountain-view-ave/06-54%200596/ (accessed 02/02/26).

Background

Noise is generally described as unwanted sound. The State of California has established guidelines for acceptable community noise levels that are based on the Community Noise Equivalent Level (CNEL) rating scale (a 24-hour integrated noise measurement scale). The Noise Element of the Loma Linda General Plan incorporates these guidelines set by the state. Table XIII-1 outlines noise impact significance criteria contained in the Noise Element by type of land use. As shown in Table XIII-1, normally acceptable ranges for hotels are 65 CNEL, while commercial uses are normally acceptable at 70 CNEL. The guidelines rank noise land use compatibility in terms of "normally acceptable," "conditionally acceptable," and "clearly unacceptable" noise levels for various land use types. The State Guidelines, Land Use Compatibility for Community Noise Exposure, single-family homes are "normally acceptable" in exterior noise environments up to 60 dB CNEL and "conditionally acceptable" up to 70 dB CNEL based on this scale. Multiple family residential uses are "normally acceptable" up to 65 dB CNEL and "conditionally acceptable" up to 70 CNEL. Schools, libraries and churches are "normally acceptable" up to 70 dB CNEL, as are office buildings and business, commercial and professional uses with some structural noise attenuation.

Table XIII-1: CITY OF LOMA LINDA NOISE STANDARDS

Land Use Categories	Energy Average CNEL			
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Residential	55	70	75	76 or more
Residential (10:00 P.M. to 7:00 A.M)	< 50	55 or more	---	---
Transient Lodging, Motels, Hotels	65	70	75	76 or more
Schools, Libraries, Churches, Hospitals, Nursing Homes	70	70	80	81 or more
Auditoriums, Concert Halls, Amphitheaters	---	80	---	90 or more
Sports Arenas, Outdoor Spectator Sports	---	80	---	90 or more
Playgrounds, Neighborhood Parks	70	---	75	76 or more
Golf Course, Riding stables, Water Recreation, Cemeteries	---	---	80	81 or more
Office Buildings, Business Commercial and Professional	70	75	76 or more	---
Industrial Manufacturing, Utilities, Agriculture	70	80	81 or more	---

Source: Chapter 7.3 Noise Standards, City of Loma Linda General Plan

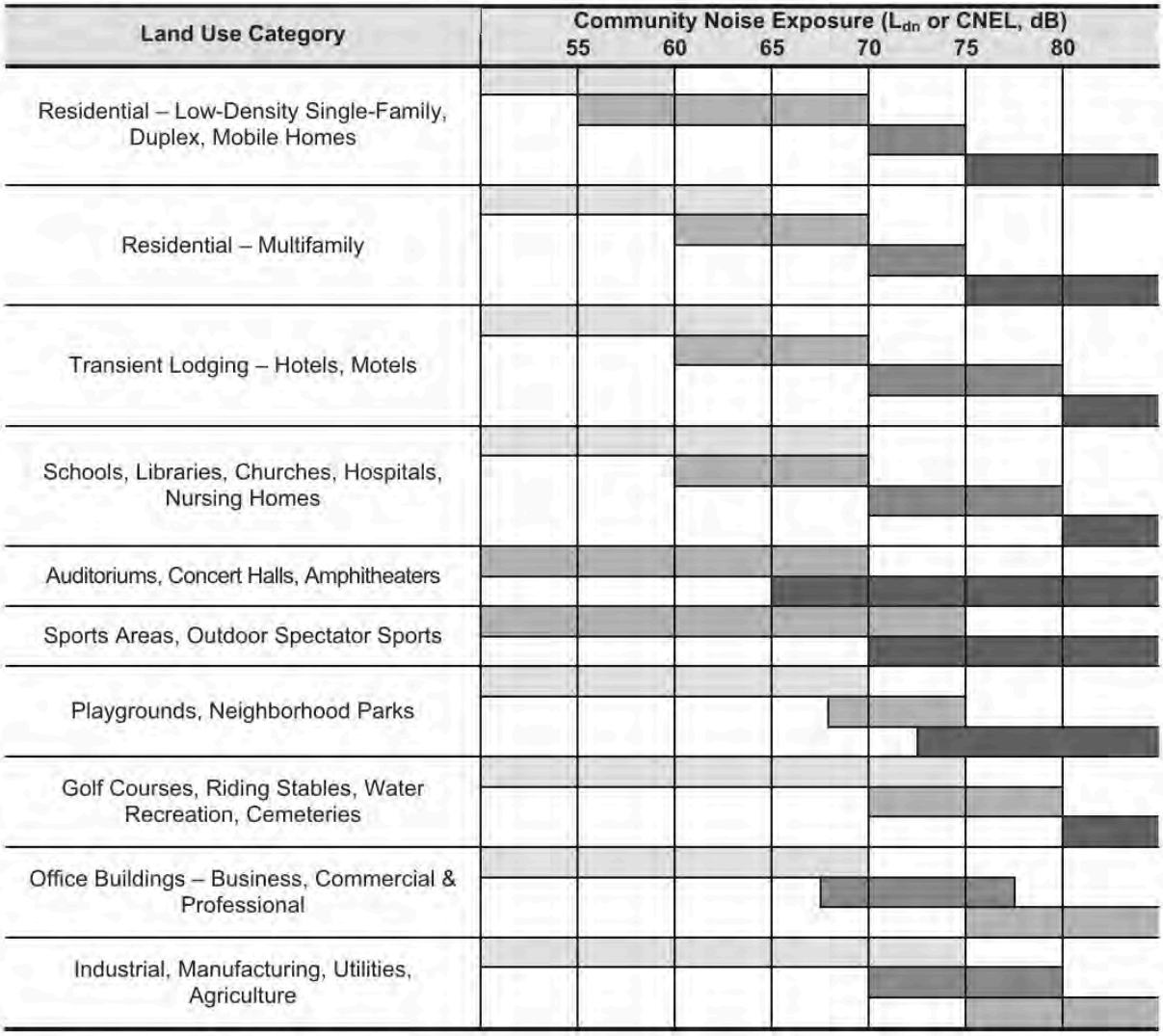
The Noise Element also articulates several policies pertinent to the proposed project, including:

- Maintain a pattern of land uses that separates noise-sensitive land uses (e.g., residential, churches, schools, hospitals) from major noise sources to the extent possible, and guide noise-tolerant land uses into the noisier portions of the Planning Area
- Provide double glazed and double paned windows on the side of the structure facing a major noise source, and place entries away from the noise source to the extent possible.
- Ensure that construction activities are regulated as to the hours of operation in order to avoid or mitigate noise impacts on adjacent noise-sensitive land uses.
- Require that all construction equipment utilize noise-reduction features (e.g., mufflers and engine shrouds) that are no less effective than those originally installed by the manufacturer.

Additionally, the City of Loma Linda General Plan Noise Element sets forth City standards, guidelines, and procedures concerning the regulation of noise. The City categorizes land uses into designated noise level standards assigned for appropriate interior and exterior noise levels. The appropriate noise levels are identified in Table 7. C of the General Plan, and as provided below.

Exhibit XIII-1: LAND USE COMPATIBILITY FOR COMMUNITY NOISE EXPOSURE

Table 7.B: California Office of Noise Control Land Use Compatibility Matrix for Community Noise Exposure



NORMALLY – Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise.

CONDITIONALLY – New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

NORMALLY – New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

CLEARLY – New construction or development should generally not be undertaken.

Source: California Department of Health, Guidelines for the Preparation and Content of Noise Elements of the General Plan, February 1976.

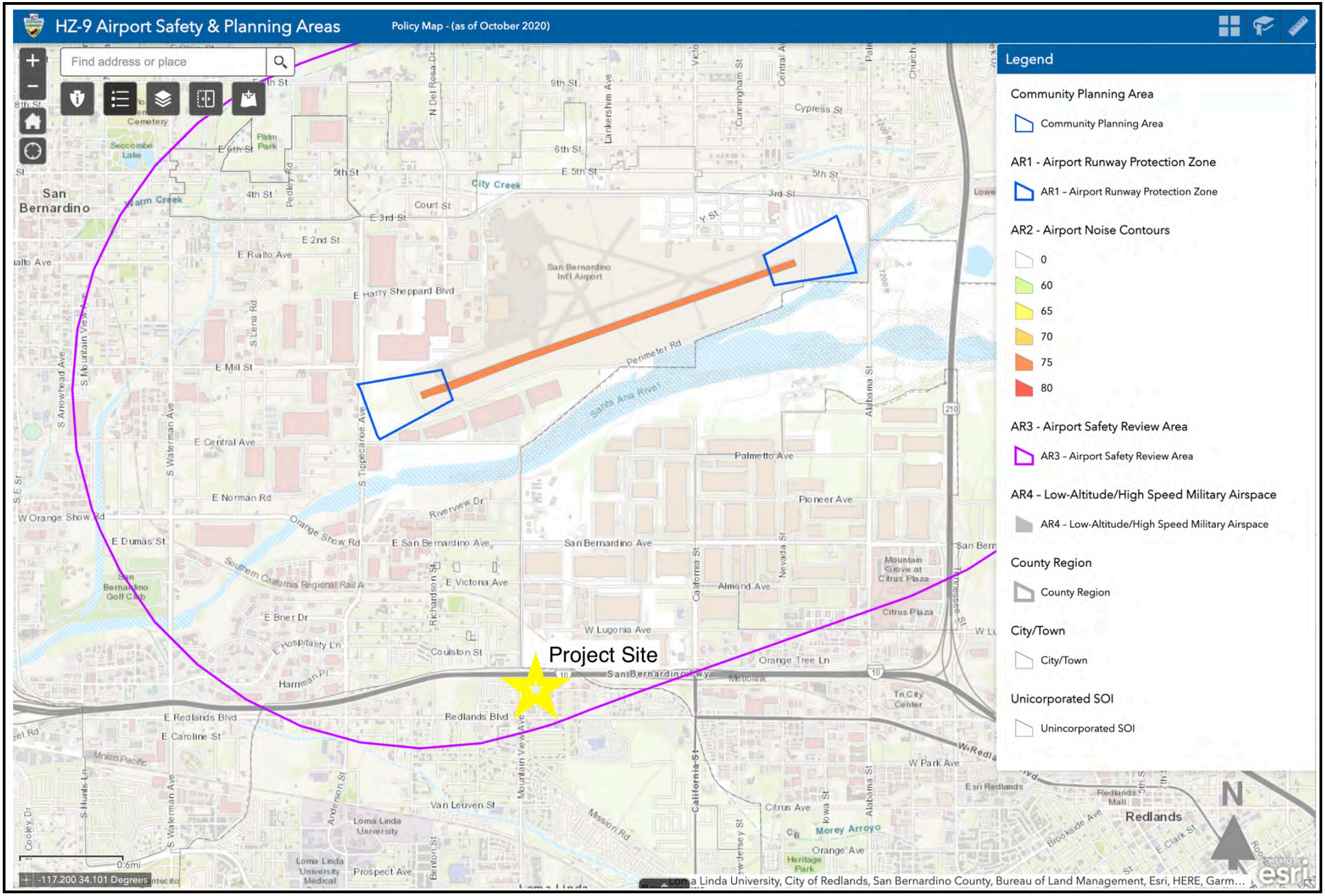
Neither the City's General Plan nor Municipal Code established numeric maximum acceptable construction source noise levels at potentially affected receivers for CEQA analysis purposes. Therefore, a numerical construction threshold based on the Federal Transit Administration (FTA)

Transit Noise and Vibration Impact Assessment Manual is used for the analysis of daytime construction impacts, as discussed below. Due to the lack of standardized construction noise thresholds, the Federal Transit Administration (FTA) provides guidelines that can be considered reasonable criteria for construction noise assessment. The FTA considers a daytime exterior construction noise level of 80 dBA Leq as a reasonable threshold for noise-sensitive residential land use.

The project site is located in close proximity to the San Bernardino International Airport, about 1.5 miles south of the southern boundary of the Airport, and is therefore located in a relatively high background noise environment (**Figure XIII-1)**. As a result of the operation of the San Bernardino International Airport's Eastgate Building 1 Project, the Airport noise contours changed significantly as Airport traffic increases related to the operation of the Eastgate Building 1 Project. The revised contours are shown on **Figure XIII-2.** The project site will be located outside of the 65 CNEL noise contour (**Figure XIII-2**) as shown on the 2024 Airport Noise Contours.

The proposed project is located adjacent to Interstate Highway 10 (I-10), at a distance of approximately 50 yards. Noise measurements taken on August 29, 2001 in preparation of the 2004 City of Loma Linda General Plan Draft Program Environmental Impact Report show a noise level of 65.7 dBA approximately 0.5 mile away from the project site on Richardson Road near I-10 in a similar setting in a commercial area. Thus, the ambient background noise level at the project site is similarly around 65.7 dBA.

A noise increase is generally not perceptible within a difference of less than 3 dBA. The City of Loma Linda General Plan Chapter 7.0 Noise Element notes that it takes a doubling of traffic volumes to increase noise levels by 3 dBA.



Source: https://countywideplan.sbcounty.gov/resources/maps-tables-figures/

FIGURE XIII-1

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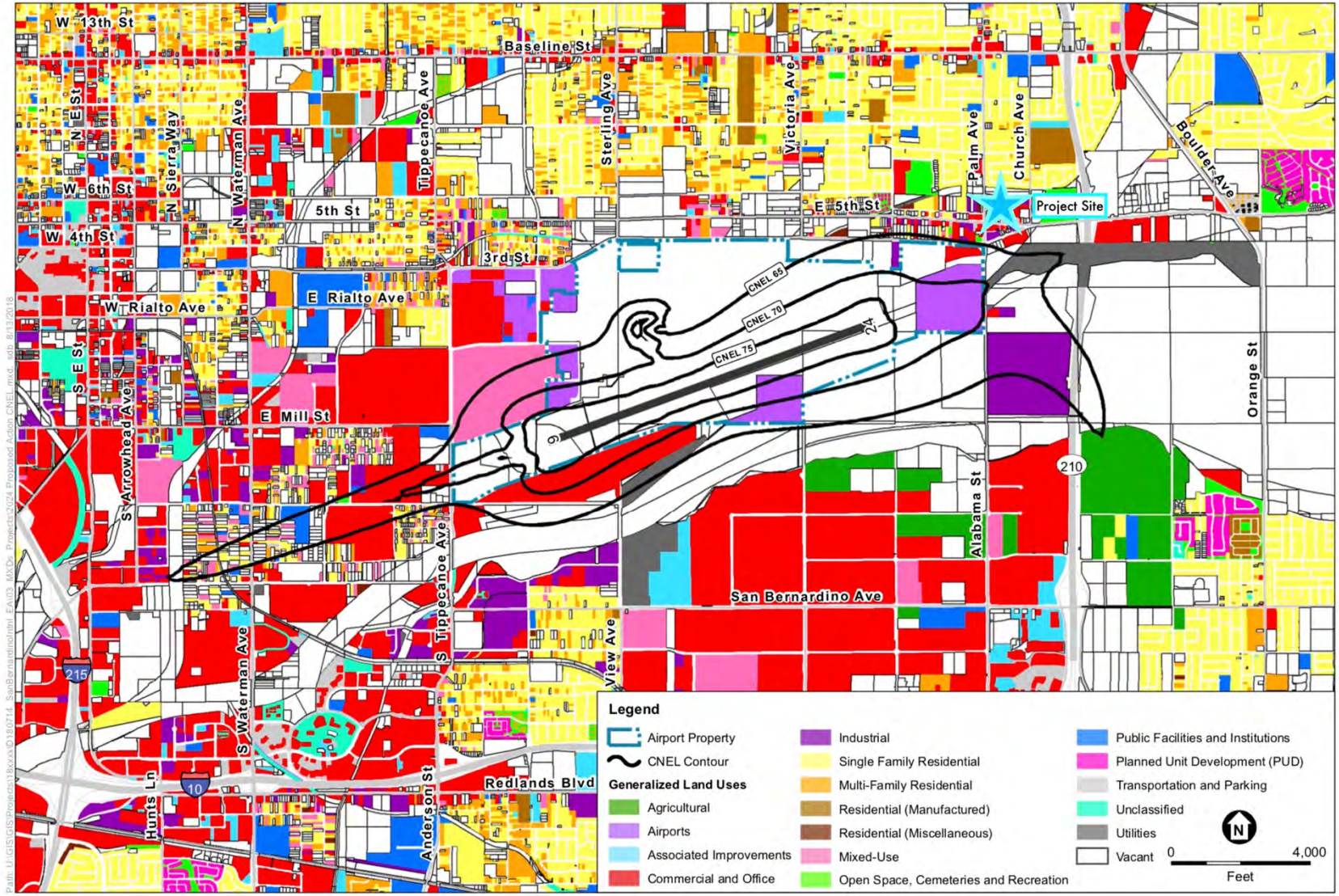
Airport Safety and Planning Areas



Source: https://ceqanet.lci.ca.gov/2018071038/2

FIGURE XII-2

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2024 SBIA Noise Contours

Impact Analysis

a. ***Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of a project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?***

Less Than Significant With Mitigation Incorporated – The proposed project will generate both temporary noise impacts from construction activities as well as permanent noise impacts from long term operations. The project site is located in a developed area adjacent to a major transportation corridor (Interstate Highway 10) which experiences heavy traffic and generates substantial background traffic noise. Noise measurements taken on August 29, 2001 show a noise level of 65.7 dBA approximately 0.5 mile away from the project site on Richardson Road near I-10 in a similar setting in a commercial area. Thus, the ambient background noise level at the project site is similarly around 65.7 dBA. Data from the noise measurements is available in the 2024 City of Loma Linda General Plan Draft Program Environmental Impact Report.

While the commercial uses in the proposed project and existing commercial uses adjacent to the project site directly to the north, south and east are not considered sensitive noise receptors, the planned hotel and residential uses across Mountain View Avenue to the southwest are considered sensitive receptors that could experience an increased noise level as a result of the proposed project. The nearest residential structures located across on Mountain View Avenue are approximately 120 feet from the project boundary.

Construction Related Noise Section 9.20.070 of the City of Loma Linda Municipal Code permits construction noise between the hours of 7 A.M. and 8 P.M., Monday through Friday. Construction related noises between the hours of 10:00 P.M. and 7:00 A.M. are considered a nuisance according to the Municipal Code. Short-term construction noise impacts associated with the proposed project would occur in phases as the project site is developed. Table XIII-2, Construction Reference Noise Levels, shows the estimated noise levels for the various types of construction equipment that would be used on the project site.

Table XIII-2: CONSTRUCTION REFERENCE NOISE LEVELS

Construction Phase	Type of Equipment	Noise Levels (dBA) at 50 feet
Grading	Compactors (Rollers)	73-76
	Front Loaders	73-84
	Backhoes	73-92
	Trucks	81-94
Material Handling	Concrete Mixer	71-87
Stationary Equipment	Generators	71-83
	Compressors	75-86
Other Equipment	Vibrators	68-82
	Saws	71-82

Source: Referenced Noise Levels from the Environmental Protection Agency (EPA)

As shown in Table XIII-2, Earth-moving equipment is generally the noisiest type of equipment, typically ranging from 76 to 94 dB at 50 feet from the source. As noted previously, the closest sensitive residential receptor is located approximately 120 feet from the project site boundary, thus noise levels at that location from construction activities would be substantially less than the reference noise levels shown in Table XIII-2. It should also be noted that the noisiest phase of construction (grading and site preparation) is estimated to require approximately one month. Completion of project construction is estimated to require an additional 14 months as outlined in Table 1: Construction Duration under the Project Description. Project construction will be limited to daytime hours and specific days in compliance with the Municipal Code.

In order to further minimize the construction related noise generation to **Mitigation Measures NOI-1 through NOI-5 are** recommended**.** These measures are anticipated to reduce the construction-related noise levels at nearby receptors to the maximum extent feasible and ensure that construction noise falls below the identified 80 DBA L_{eq} construction noise level significance threshold.

NOI-1 ***As necessary, the project applicant shall use supplemental measures to reduce the construction noise levels to comply with requirements specified in the Municipal Code. These measures may include, but are not limited to, the erection of noise barriers/curtains, use of advanced or state-of-the-art mufflers on construction equipment, and/or reduction in the amount of equipment that would operate concurrently at the construction site.***

NOI-2 ***As feasible, noise and groundborne vibration-generating construction activities whose specific location on the construction site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) shall be placed as far as possible from the -sensitive residential land uses located west of Mountain View Avenue.***

NOI-3 ***As necessary, and to the extent feasible, minimize the effects of equipment with the greatest peak noise generation potential via shrouding or shielding. Examples include the use of drills, pavement breakers, and jackhammers.***

NOI-4 ***As necessary, provide noise shielding and muffling devices on construction equipment per the manufacturer's specifications.***

NOI-5 ***Identify a construction liaison for surrounding residents and property owners to contact with concerns regarding construction noise, vibration and other issues. The liaison's telephone number(s) shall be prominently displayed on the project site during all construction activities.***

All landowners and occupants of properties adjacent to the project site shall be notified of the anticipated construction schedule at least two weeks prior to groundbreaking. Such notice should outline the estimated duration of

construction by phase, the permitted hours and days of construction activities, and shall provide contact information for the designated project construction liaison and contact information for City staff to whom construction related complaints can be made.

Through compliance to existing regulations and **MMs NOI-1through NOI-5** if necessary, project related construction noise impacts on sensitive land uses will be less than significant..

Long-Term Noise

The long term or permanent change in noise consists of the additional trips associated with full operation of the Loma Linda Corporate Business Center Project. Once the project is in operation, the project will require delivery of gasoline, diesel, and convenience store and restaurant items, approximately five to six times a week. Commercial truck delivery activities cannot be known at this time. Truck access to the project site will be via Business Center Drive. Low speed and idling trucks can generate maximum noise levels of up to 79 dBA at 50 feet away; however, given the more than 120-foot distance of the nearest residential structures, this type of activity would not exceed or substantially contribute to the CNEL or permanent increase in noise levels. Further, the relatively high background noise levels as a result of proximity of the San Bernardino International Airport and substantial traffic noise generated by the I-10 freeway directly adjacent to the project site, and the additional project related traffic generated to the site each day would not cause a significant change in the existing noise on the project site. This is because the proposed project would only result in an increase in traffic of 1,524 daily trips, which in the context of the surrounding traffic, particularly the 102,500 daily trips at Interstate 10 over Mountain View Avenue, would not contribute to noticeable noise generation. (Refer to Subsection XVII, Transportation for additional discussion of transportation and traffic issues.) Doubling the traffic volume (e.g., from 1,000 to 2,000 vehicles per hour) generally results in a 3 dBA increase in noise level. As the project would not double the daily trips surrounding the project area, the noise level increase from off-site traffic noise would be less than significant.

Other sources of noise include tire noise, slamming of doors, and pedestrian traffic. With the background noise from surrounding uses, the incremental noise impact of project operations is not expected to violate the City Municipal Code noise standards, although there will be temporary and intermittent increases in noise levels. The project is required to comply with the Noise standards outlined in the City Municipal Code Section 9.20.040, which sets the parameters for acceptable noise levels by which the project must adhere, thus long-term increases in ambient noise levels, impacts are considered less than significant. With compliance to existing regulations, no mitigation beyond **NOI-1 through NOI-5** are considered necessary to prevent either substantial temporary or permanent increases in ambient noise levels in the project vicinity.

b. Generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant With Mitigation Incorporated – Vibration is the periodic oscillation of a

medium or object. The rumbling sound caused by vibration of room surfaces is called structure borne noises. Sources of groundborne vibrations include natural phenomena (e.g. earthquakes, volcanic eruptions, sea waves, landslides) or human-made causes (e.g. explosions, machinery, traffic, trains, construction equipment). Vibration sources may be continuous or transient. Vibration is often described in units of velocity (inches per second), and discussed in decibel (dB) units. Vibration impacts related to human development are generally associated with activities such as train operations, construction, and heavy truck movements.

Groundborne vibration is normally perceptible to humans at approximately 65 VdB, while 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible. Construction activity can result in varying degrees of groundborne vibration but is generally associated with pile driving and rock blasting which are not activities expected to occur with project construction. Other construction equipment—such as air compressors, light trucks, hydraulic loaders, etc.—generate little or no ground vibration. Table XIII-3, Typical Vibration Impacts, shows the kind of vibration impacts that can occur in close proximity to typical construction sites.

Table XIII-3: TYPICAL VIBRATION IMPACTS

Construction Activity	Distance to Nearest Structure (feet)	Duration	Calculated Vibration Level PPV (in/sec)	Damage Potential Level	Annoyance Criteria Level
Large Bulldozer	25	Continuous/Frequent	0.089	Extremely fragile historic buildings, ruins, ancient monuments	Distinctly Perceptible
Vibratory Roller	25	Continuous/Frequent	0.210	Historic and old buildings	Strongly Perceptible
Loaded Trucks	25	Continuous/Frequent	0.076	No Impact	Distinctly Perceptible

Source; Transit Noise and Vibration Impact Assessment Manual, Federal Transit Administration, September 2018

NOI-6 The City shall require the Applicant's construction contractor(s) to implement the following measures:

- *Ensure that the operation of construction equipment that generates high levels of vibration including, but not limited to, large bulldozers, loaded trucks, pile-drivers, vibratory compactors, and drilling rigs, is minimized to below 80 vibration decibels (VdB), within 45 feet of existing residential structures and 35 feet of institutional structures (e.g., schools) during construction. Use of small rubber-tired bulldozers shall be enforced within these areas during grading operations to reduce vibration effects.*

NOI-7 If construction activities with heavy equipment are anticipated to occur within 125 feet of occupied residences, vibration field tests shall be conducted at the property line closest to the nearest occupied residences. If vibrations exceed 80 VdB, the construction activities shall be revised to reduce vibration below this threshold. Such measures may include, but are not limited to the following: use of

different construction methods, slowing down of construction activity, or other mitigating measures to reduce vibration at the sensitive receptor location.

With the implementation of **MMs NOI-6 and NOI-7** construction-related vibration levels experienced by sensitive receptors will be less than significant.

c. *For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?*

Less Than Significant Impact – There nearest public airport is the San Bernardino International Airport, the boundary for which is located approximately 1.5 miles north of the project site. No private airports are located within the vicinity of the project. According to the City of Loma Linda General Plan San Bernardino International Airport Influence Area (AIA) map—provided as **Figure IX-3**—the project site is located within the designated planning boundary. The project site will not be located within any Airport noise contour and has been previously noted (see **Figure XIII-2**). Further, the proposed project must obtain an avigation easement from the SBIAA as a result of its location within the SBIA AIA, which would ensure that the project undergoes a review and approval process prior to being developed, which would confirm that airport noise would not be significant as a result of project implementation. The project's commercial uses, including the planned hotel, are considered normally acceptable with exterior noise levels between 65-70 CNEL, depending on the time of day (refer to **Table XIII-1**), with interior standards at 55 CNEL. Furthermore, standard building construction typically provides up to 25 dBA CNEL of attenuation, which would reduce the interior noise levels to approximately 55 dBA CNEL in compliance with the City of Loma Linda General Plan Noise Element. As such, though the project is located within a high background noise environment from the nearby airport and traffic noise, the noise levels at the project site would not exceed acceptable noise levels established by the City of Loma Linda. Therefore, the project would have a less than significant potential to expose people residing or working in the project area to excessive noise levels from airport operations.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XIV. POPULATION AND HOUSING: Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

SUBSTANTIATION: 2025 SCAG Southern California Economic Update https://scag.ca.gov/sites/default/files/2025-12/26-426-ES-0357-RegionalEconomicAnalysis2025Publication_FINAL2.pdf (accessed 2/6/26).

Impact Analysis

a. *Less Than Significant Impact* – The type of use planned for the project site is not of a type that would induce substantial population growth in the area. No housing is proposed as part of the project and estimated project related employment is 250 jobs, a portion of which would be temporary construction related jobs. It is also probable that a portion of other jobs would be filled by either existing residents of the City or nearby areas, thus the potential for substantial population growth occurring as a result of the project is considered minimal. It should be noted that the County of San Bernardino has a relatively high unemployment rate (5.9%) in comparison to the surrounding metropolitan region (6% SCAG region) and housing growth rate in the County is among the highest in the region. Further, the city of Loma Linda has approved and planned for substantial new housing. Finally, the project does not require the extension of any roads or other new infrastructure. Thus, any incremental indirect population growth the project may generate is considered less than significant.

b. *No Impact* – The project site is vacant undeveloped land. Implementation of the proposed project will not displace any existing housing or persons, or necessitate the construction of replacement housing elsewhere. No impacts will occur; therefore, no mitigation is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XV. PUBLIC SERVICES: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered govern-mental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a) Fire protection?	☐	☐	☒	☐
b) Police protection?	☐	☐	☒	☐
c) Schools?	☐	☐	☒	☐
d) Parks?	☐	☐	☒	☐
e) Other public facilities?	☐	☐	☒	☐

SUBSTANTIATION: City of Loma Linda Fire *https://www.lomalinda-ca.gov/our_city/departments/fire* (Accessed 2/6/26), City of Loma Linda Municipal Code, Chapter 3.30, City of Loma Linda Police *https://www.lomalinda-ca.gov/services/police_department* (Accessed 2/6/26), County of San Bernardino Business Emergency Plan *https://www.sbcounty.gov/uploads/sbcfire/content/hazmat/pdf/cupa_auto_exp.pdf* (accessed 2/6/26), and School Boundary Maps, Redlands Unified School District *https://www.redlandsusd.net/e/school-boundary-maps* (Accessed 2/6/26).

Impact Analysis

a. ***Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Fire Protection?***

Less Than Significant Impact – The Fire and Rescue Division of the Loma Linda Fire Department provides fire protection services to the city of Loma Linda. The City has two fire stations, with the closest location to the proposed project site being Fire Station 252 at 10520 Ohio Street, approximately 1 mile west of the project site. The proposed project will include the installation of fire hydrants to assist in combating potential fire hazards should they arise.

As previously stated, due to the potential on-site use and storage of hazardous and flammable materials associated with the gas station, the project requires an Emergency/Contingency Plan

that would establish procedures to follow in the event of an emergency situation (such as a fire or hazardous spill). An Emergency Contingency Plan incorporates inventory of hazardous materials, hazard mitigation, employee training, and emergency response and recovery procedures. Oversight for this Plan is provided by the County of San Bernardino Fire Department, Hazardous Materials Division, and would be reviewed annually and renewed every three years. While the County of San Bernardino Fire Department, Hazardous Materials Division oversees planning and compliance, the Loma Linda Fire Department provides immediate fire suppression, scene stabilization, evacuation assistance, and hazard mitigation during a release.

Additionally, to ensure adequate fire protection services in an emergency, the City of Loma Linda maintains a joint response/automatic aid agreement with the fire departments in neighboring cities including Colton, Redlands, and San Bernardino. The Department also participates in the California Master Mutual Aid Agreement. Implementation of the Proposed As has also been noted in Chapter XIV- Population and Housing, the proposed Project would not cause a significant increase in population or new jobs in the City or result in a significant increase in service calls due to the operations of the proposed Project such that expansion of existing facilities or construction of new facilities would be necessary.

The City of Loma Linda requires payment of development fees to mitigate impacts to infrastructure systems, including fire protection (see City Municipal Code, Chapter 3.30.), With the collection of development fees and preparation and implementation of an Emergency Contingency Plan, impacts related to fire protection are expected to be less than significant and no additional mitigation measures are necessary.

b. ***Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Police Protection?***

Less Than Significant Impact – The proposed project site is in an urbanized area with substantial lighting and substantial traffic flow in the vicinity of the project site, due to its proximity to Interstate Highway 10. The City of Loma Linda Police Department, which is a part of the San Bernardino County Sheriff service area, would provide police protection services to the project via the Central Station of the Sheriff's Headquarters located at 655 East Third Street in San Bernardino. Development of the site would introduce new structures, jobs and customers to the project site, resulting in n an incremental increase in demand for law enforcement services. The incremental increase in demand is not however, anticipated to require or result in the construction of new or physically altered law enforcement facilities. The City of Loma Linda requires payment of development fees to mitigate impacts to infrastructure systems, including police protection (see City Municipal Code, Chapter 3.30). With the collection of development fees, impacts related to police protection are expected to be less than significant and no additional mitigation measures are necessary.

c. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Schools?*

Less Than Significant Impact – The proposed project is located within the area served by Redlands Unified School District (RUSD). The nearest school is located about one mile north/northwest of the project site is Victoria Elementary School on Richardson Street, located approximately 0.6 mile northwest of the project site. As addressed above under issue Population and Housing, XV(a), while some population and job growth is expected as a result of the Proposed Project, it is not anticipated to generate new school students to a degree that would result in the need for expansion of existing schools or the construction of new schools . Additionally, the payment of school fees to affected school districts is mandated by state law. . With the collection of school development impact fees, impacts related to schools are expected to be less than significant and no additional mitigation measures are necessary.

d. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Parks?*

Less Than Significant Impact – As stated in the preceding sections, the proposed project is not anticipated to create a substantial increase in population through providing employment opportunities at the proposed Loma Linda Corporate Business Center. While the potential net gain in local residents, as well as use of recreational facilities by future employees of the proposed Project could result in a slight increase in the use of existing neighborhood and regional parks, such an increase would not cause or accelerate substantial physical deterioration of existing recreational facilities or result in the need for expansion of existing parks or construction of new parks. The proposed project will be required to pay all applicable Development Impact Fees as part of the project approvals (see City Municipal Code, Chapter 3.30). With the collection of development fees, impacts related to parks are expected to be less than significant and no additional mitigation measures are necessary.

e. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Other public facilities?*

Less Than Significant Impact – Other public facilities include library and general municipal services. Since the project will not induce substantial population growth, it is not anticipated that use of such facilities will substantially increase as a result of the proposed project.

According to the City General Plan Public Facilities and Services section, the City requires new commercial and industrial development to contribute in-lieu fees for public art improvements. The potential net gain in local residents, as well as use public facilities by future employees that may result from the proposed Project could result in a slight increase in the use of a variety of other public services. The City of Loma Linda requires payment of development fees to mitigate impacts to infrastructure systems. With the collection of development fees, impacts related to other public services are expected to be less than significant and no additional mitigation measures are necessary.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XVI. RECREATION:				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

SUBSTANTIATION: Google Maps and City of Loma Linda Municipal Code Chapter 3.30.

Impact Analysis

a. *No Impact* – As addressed in the discussion under XIV, Population and Housing and XV(d) Public Services above, the proposed project does not include a use that would substantially induce population growth, and will not require a substantial short- or long-term labor force for either construction or operations of the proposed project. Thus, the proposed project will not generate a substantial increase in residents of the City who would significantly increase the use of existing recreational facilities to a degree that would accelerate or cause substantial physical deterioration of such facilities. The City of Loma Linda requires payment of development fees to mitigate impacts to infrastructure systems, including recreational facilities. With the collection of development fees, potential impacts to recreational facilities will be less than significant and no additional mitigation measures are necessary.

b. *No Impact* – The project does not include any recreational facilities, nor will it require the expansion or construction of new recreational facilities as described under Response XVI-a) above. No mitigation measures are necessary.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XVII. TRANSPORTATION: Would the project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☒	☐	☐
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☒	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d) Result in inadequate emergency access?	☐	☐	☒	☐

SUBSTANTIATION: The following section is derived from the "Corporate Business Center Vehicle Miles Traveled (VMT) Screening Evaluation & Trip Generation Assessment" prepared by Urban Crossroads and dated October 1, 2025, as provided as **Appendix 11**. Additionally, it summarizes key findings of the "Loma Linda Corporate Business Center Traffic Analysis" prepared by Urban Crossroads and dated December 11, 2025, which is provided as **Appendix 10**.

Impact Analysis

a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Less Than Significant With Mitigation Incorporated –

Construction

During construction it is anticipated that a maximum number of 25 employees will be required to support the construction of the project each day. Delivery of construction supplies and removal of any excavated materials, if necessary, will be accomplished using trucks during normal working hours. The trip assumptions per phase were presented under issue III(b), Air Quality and are repeated below under Table III-5.

Table III-5: OVERALL CONSTRUCTION TRIP ASSUMPTIONS

Construction Activity	Worker Trips	Vendor Trips	Hauling Trips
Site Preparation	50	0	0
Grading	50	0	166
Trenching	50	0	0
Building Construction	50	10	0
Paving	50	0	0
Architectural Coating	50	0	0

As such, construction activities would be spread throughout the day, rather than occurring all at once. It is anticipated that construction would result in less than 50 peak-hour trips per day. The construction traffic is considered minimal and not anticipated to lower the LOS levels within Mountain View Avenue or Business Center Drive surrounding the project site to an unacceptable level for the temporary duration of construction.

Operation Trip Generation

The Traffic Analysis identified potential deficiencies to traffic and circulation under each of the following conditions:

- Existing (2025) Conditions
- Opening Year Cumulative (2027) Without Project Conditions
- Opening Year Cumulative (2027) With Project Conditions

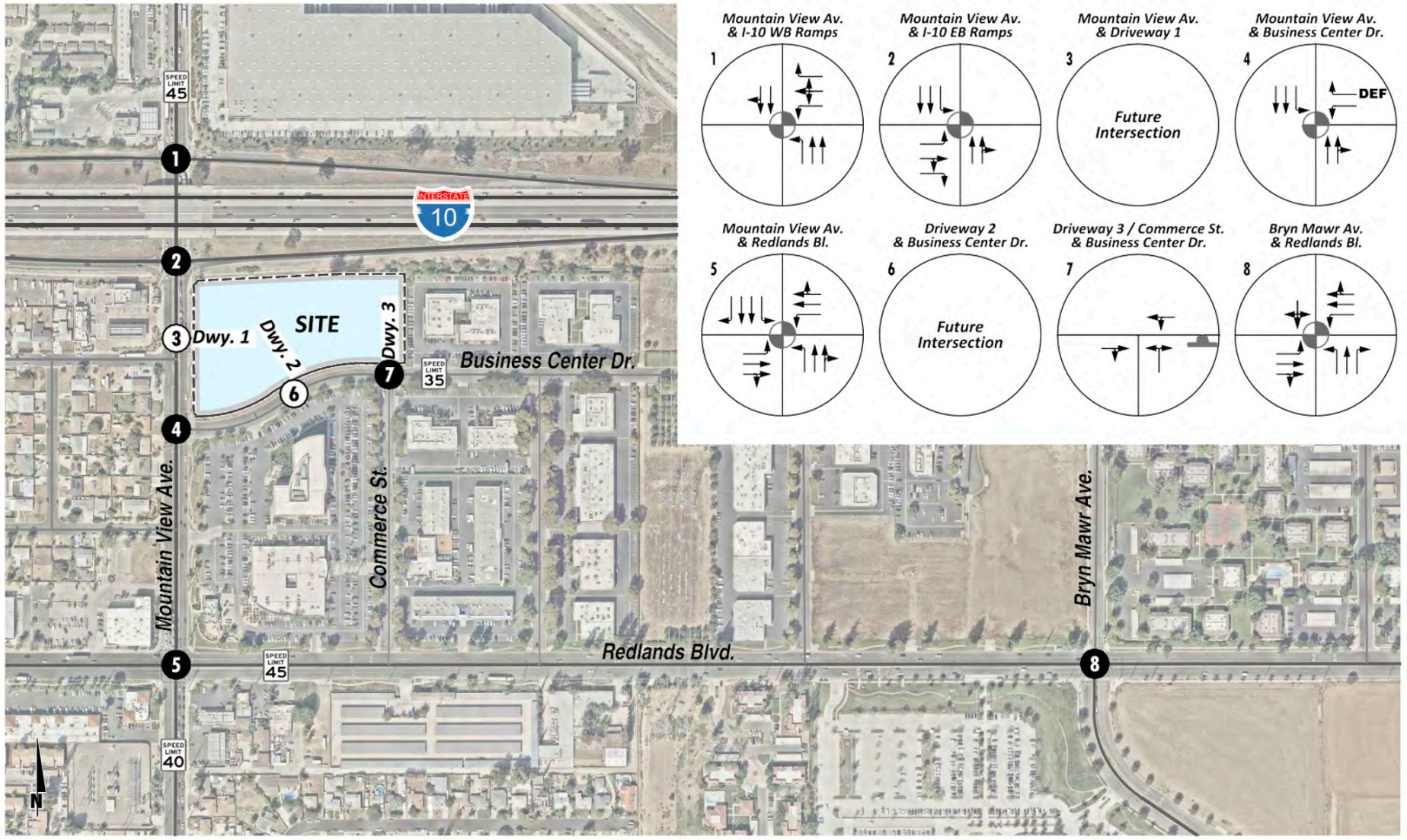
The proposed project is anticipated to generate 1,524 daily trips associated with the use of the site as described in the Traffic Analysis (TA) Report provided at **Appendix 10**. The lane configurations and traffic controls assumed to be in place for Opening Year Cumulative (2027) conditions are consistent with those shown previously in **Figure XVII-1**, with the exception of the following:

- Project driveways and those facilities assumed to be constructed by the Project to provide site access are also assumed to be in place for EAPC (2026) conditions (e.g., intersection and roadway improvements at the Project's frontage and driveways).
- Driveways and those facilities assumed to be constructed by cumulative developments to provide site access are also assumed to be in place for both EAC and EAPC (2026) conditions (e.g., intersection and roadway improvements along the cumulative development's frontages).

The Without Project Growth Traffic Volume Forecasts scenario includes Existing (2025) traffic volumes plus an ambient growth rate of 4.04% and the addition of traffic generated by known cumulative development projects. The weekday AM and PM peak hour volumes which can be expected for Opening Year Cumulative (2027) Without Project traffic conditions are shown in **Figure XVII-2**.

The With Project Traffic Volume Forecasts scenario includes the Opening Year Cumulative (2027) Without Project traffic with the addition of Project traffic. The weekday AM and PM peak hour volumes which can be expected for Opening Year Cumulative (2027) With Project traffic conditions are shown in **Figure XVII-3**.

As shown in Table XVII-1, there are no new deficiencies anticipated with the addition of Project traffic to those identified under Opening Year Cumulative (2027) Without Project traffic conditions. The intersection operations analysis worksheets for Opening Year Cumulative (2027) With Project traffic conditions are described further in Appendix 5.2 of **Appendix 10**.



Source: Appendix 9, Traffic Analysis

FIGURE XVII-1

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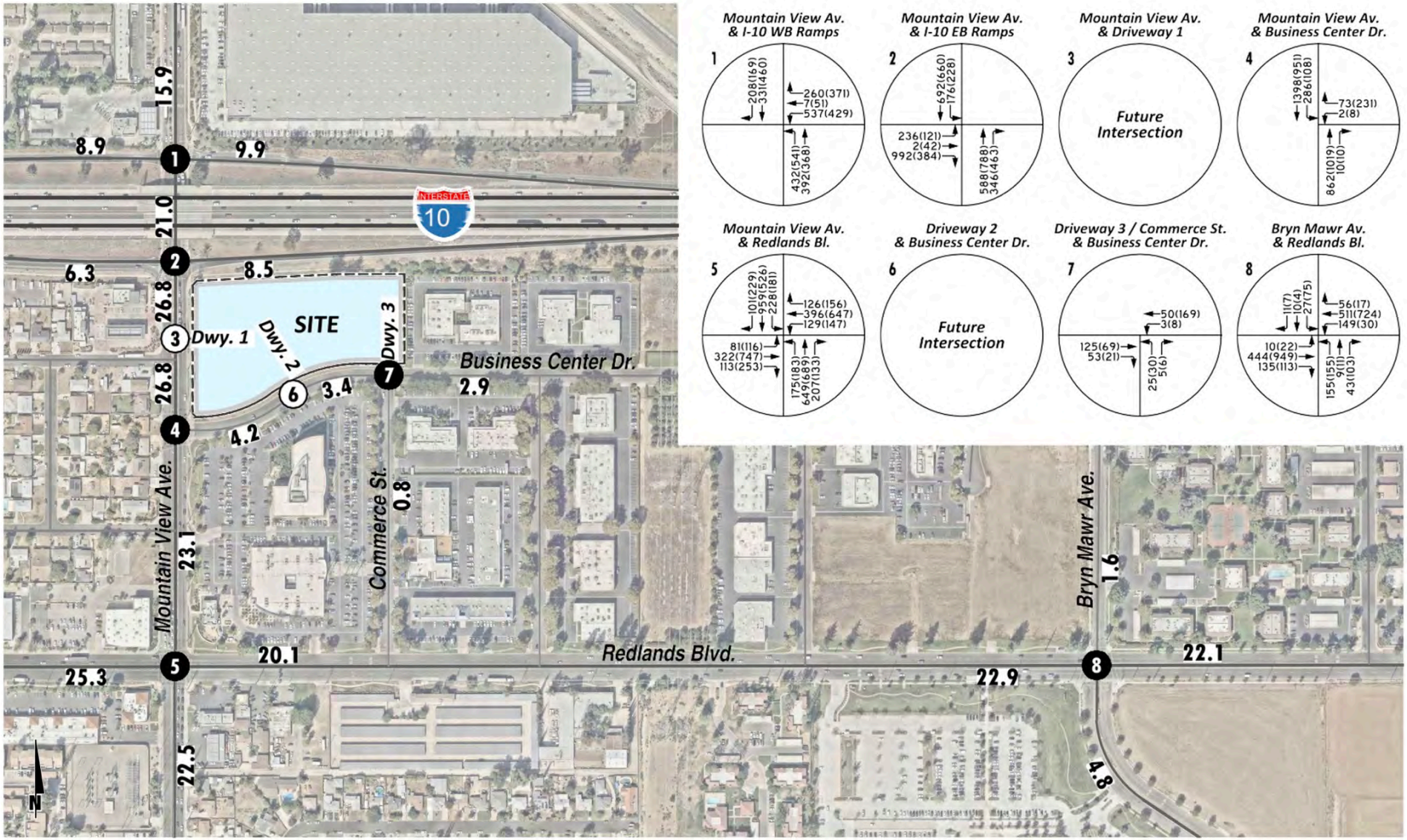
Environmental Consultants

Existing Number of Lanes and Intersection Controls



Source: Traffic Analysis (Urban Crossroads)

Source: Appendix 9, Traffic Analysis

FIGURE XVII-2

Tom Dodson & Associates
Environmental Consultants

Opening Year Cumulative Traffic (2027) Without Project

Table XVII-1: OPENING YEAR CUMULATIVE (2027) INTERSECTION ANALYSIS

#	Intersection	Traffic Control[2]	2027 Without Project				2027 With Project			
			Delay[1] (Secs.)		Level of Service		Delay[1] (Secs.)		Level of Service	
			AM	PM	AM	PM	AM	PM	AM	PM
1	Mountain View Av. & I-10 WB Ramps	TS	28.8	29.4	C	C	29.0	29.5	C	C
2	Mountain View Av. & I-10 EB Ramps	TS	30.2	21.4	C	C	30.8	21.6	C	C
3	Mountain View Av. & Driveway 1	**CSS**	Future Intersection				16.6	18.3	C	C
4	Mountain View Av. & Business Center Dr.	TS	10.8	12.4	B	B	12.1	12.9	B	B
5	Mountain View Av. & Redlands Bl.	TS	34.2	**39.5**	C	**D**	34.3	**39.6**	C	**D**
6	Driveway 2 & Business Center Dr.	**CSS**	Future Intersection				9.4	9.8	A	A
7	Driveway 3/Commerce St. & Business Center Dr.	**CSS**	10.0	10.7	A	B	10.3	11.2	B	B
8	Bryn Mawr Av. & Redlands Bl.	TS	22.2	23.0	C	C	22.2	23.0	C	C

* **BOLD** = Level of Service (LOS) does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

[1] Per the Highway Capacity Manual (7th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown. HCM delay reported in seconds.

[2] TS = Traffic Signal; CSS = Cross-Street Stop; **CSS** = Improvement

Traffic signal warrants have been performed for Opening Year Cumulative (2027) traffic conditions based on peak hour intersection turning movements volumes or planning level (ADT) volumes. There are no unsignalized study area intersections in the project area anticipated to meet a traffic signal warrant under Opening Year Cumulative (2027) traffic conditions.

Improvement strategies have been recommended at intersections that have been identified as deficient under Opening Year Cumulative (2027) traffic conditions in an effort to achieve an acceptable LOS. The effectiveness of the recommended improvement strategies to address Opening Year Cumulative (2027) traffic deficiencies is presented in Table XVII-2.

Table XVII-2: OPENING YEAR CUMULATIVE (2027) INTERSECTION ANALYSIS WITH IMPROVEMENTS

#	Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Delay[2] (secs.)		Level of Service	
			Northbound			Southbound			Eastbound			Westbound						
			L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
5	Mountain View Av. & Redlands Bl.																	
	Without Improvements:	TS	1	2	0	2	2	1	1	2	0	1	2	0	34.3	**39.6**	C	**D**
	With Improvements:[4]	TS	1	2	0	2	2	1	1	2	0	1	2	0	--	34.3	--	C

* BOLD = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

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

2 Per the Highway Capacity Manual 7th Edition, overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.
3 TS = Traffic Signal
4 Recommended improvement is to increase the PM peak hour cycle length to 120-seconds. No physical improvements are recommended.

As shown in Table XVII-3, there are no movements that are anticipated to experience queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows for Opening Year Cumulative (2027) traffic conditions. As such, no additional improvements have been identified.

Table XVII-3: OPENING YEAR CUMULATIVE (2027) PEAK HOUR OFF-RAMP QUEUING ANALYSIS

#	Intersection	Movement	Available Stacking Distance (Feet)	2027 Without Project						2027 With Project					
				95th Percentile Queue (Feet)				Acceptable? 1		95th Percentile Queue (Feet)				Acceptable? 1	
				AM Peak		PM Peak		AM	PM	AM Peak		PM Peak		AM	PM
1	Mountain View Av. & I-10 WB Ramps	WBL	1,140	290	2	281	2	Yes	Yes	294	2	268	2	Yes	Yes
		WBL/T/R	280	343	2	270	2	Yes[3]	Yes	348	2	275	2	Yes[3]	Yes
		WBR	280	63		66		Yes	Yes	63		66		Yes	Yes
2	Mountain View Av. & I-10 EB Ramps	EBL	465	206		148		Yes	Yes	206		148		Yes	Yes
		EBT/R	1,850	417	2	91		Yes	Yes	426	2	91		Yes	Yes
		EBR	465	424	2	62		Yes	Yes	431	2	63		Yes	Yes

1 Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided. An additional 25 feet of stacking which is assumed to be provided in the transition for turn pockets is reflected in the stacking distance shown on this table, where applicable.
2 95th percentile volume exceeds capacity; queue may be longer. Queue shown is maximum after two cycles.
3 Although 95th percentile queue is anticipated to exceed the available storage for the turn lane, the adjacent through lane has sufficient storage to accommodate any spillover without spilling back and affecting the I-10 Freeway mainline.

Transportation improvements within the City of Loma Linda are funded through a combination of improvements constructed by the City, those constructed by private development, and those funded through local and regional development impact fee programs. Project improvement may include a combination of fee payments to established programs, construction of specific improvements, payment of a fair share contribution toward future improvements, or a combination of these approaches. These fees are collected with the proceeds solely used as part of a funding mechanism aimed at ensuring that regional highways and arterial expansions keep pace with the projected population increases When off-site improvements are identified with a minor share of responsibility assigned to proposed development, the approving jurisdiction may elect to collect a fair share contribution or require the development to construct improvements. Detailed fair share calculations, for each peak hour, have been provided in Table

XVII-4 for the applicable deficient study area intersections. The fair share contribution will be enforced through implementation of **MM TRAN-1**.

Table XVII-4: PROJECT FAIR SHARE

#	Intersection	Existing (2025)	Project	2027 With Project	Total New Traffic	Project % of New Traffic[1]
5	Mountain View Av. & Redlands Bl.					
	AM:	3,272	4	3,491	219	1.8%
	PM:	3,747	2	4,008	261	0.8%

[1] **BOLD =** Highest fair share percentage is highlighted.

The fair share contribution shall be enforced through implementation of the following mitigation measure as recommended in the TA and as shown on Table XVII-3.

TRAN-1 ***The project Developer shall pay its fair share to the City of Loma Linda towards intersection improvements at Mountain View Avenue & Redlands Boulevard, in the percentages detailed in Table XVII-4: Project Fair Share.***

The above **MM TRAN-1** is sufficient to address any circulation deficiencies that would result from project generated automobile traffic. Further, the following improvements shall be incorporated as design features in conjunction with development of the site:

- The proposed driveway (Driveway 1) on Mountain View Avenue will be stop-controlled for exiting (egress) traffic and will be restricted to right-in/right-out access only which will be controlled via the existing raised median.
- The new driveway (Driveway 2) proposed on Business Center Drive will be stop-controlled for exiting (egress) traffic and will allow for full turning movements (no left-turn access restrictions).
- The driveway (Driveway 3) on Business Center Drive proposed to align with Commerce Street will be stop-controlled for the exiting (egress) traffic and will allow for full turning movements (no left-turn access restrictions). The addition of the Project driveway will create a new four-leg intersection at the existing Commerce Street and Business Center Drive intersection.
- Project should construct the site adjacent landscaping requirements along Business Center Drive (north side) along the Project's frontage. The Project's frontage along Mountain View Avenue is at its ultimate curb-and-gutter and includes landscaping and sidewalk improvements.

Alternative Modes of Transportation Analysis

The project site is currently accessible by car and sidewalk that has been installed along the project frontages at Mountain View Avenue. As shown in the Architectural Plans (**Figure 3**) and Grading Plans (**Figure 4**), the proposed project will retain the existing sidewalk. There are no existing designated bike lanes in the vicinity of the proposed project (**Figure XVII-4**). Thus, the project will not impact bicycle circulation.

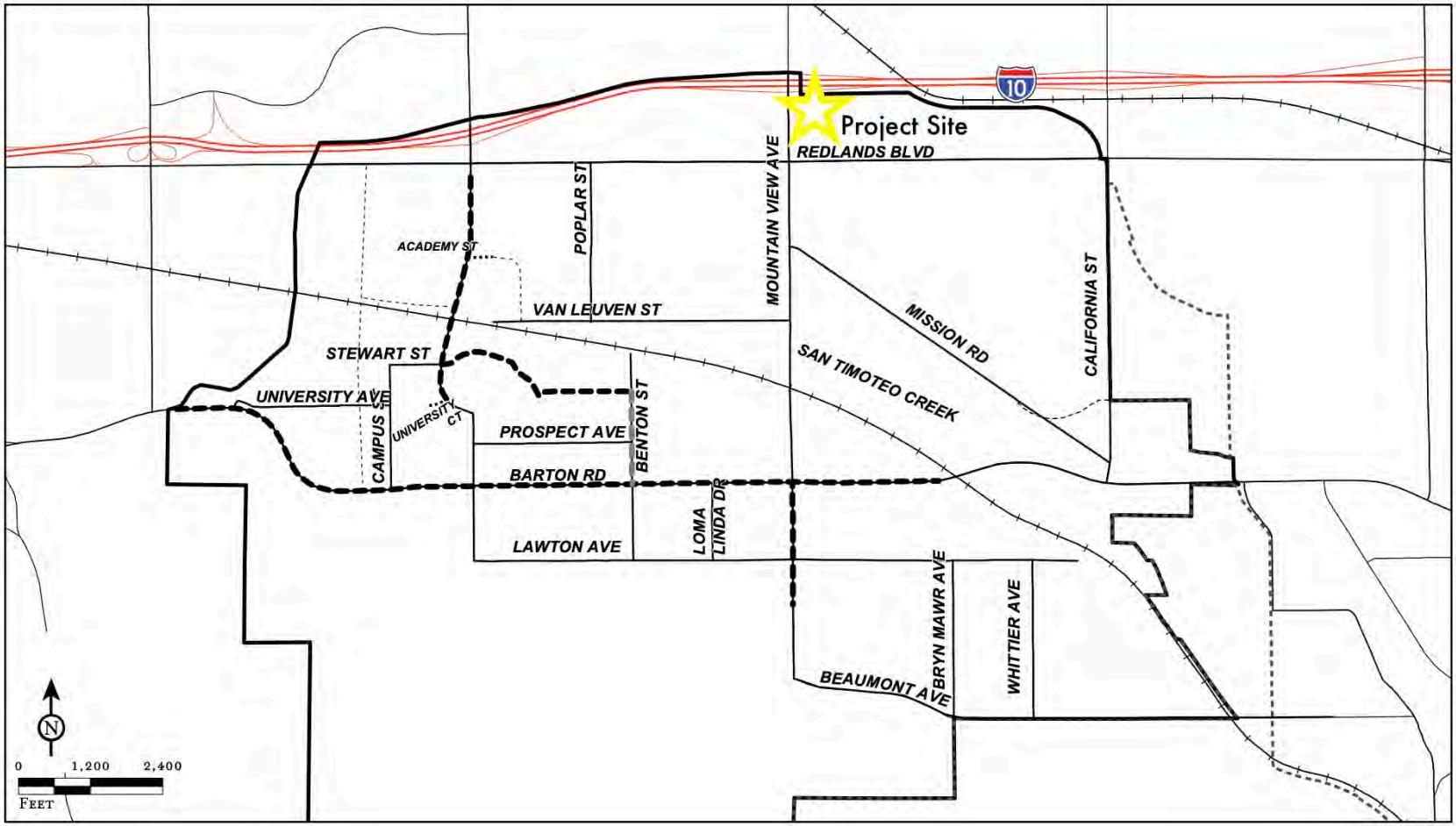


FIGURE XVII-4

Tom Dodson & Associates
Environmental Consultants

Existing Bicycle Facilities Map

The project site is located within the service area of OmniTrans. The OmniTrans bus stops located closest to the project area are located at: Redlands Boulevard at Mountain View Avenue. The project site will continue to be accessible to the existing transit routes and will not hinder operation thereof. Thus, the site will continue to be accessible by existing means of transport. Based on this information, the proposed project is not anticipated to conflict with the circulation of any alternative modes of transportation.

Based on analysis of the traffic generation and circulation in the vicinity of the proposed Project, with the implementation of **MM TRAN-1** to address automobile circulation deficiencies, this project would have a less than significant potential to conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.

b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Less Than Significant Impact – Section 15064.3 of CEQA Guidelines , recommends the use of Vehicle Miles Traveled (VMT) as an alternative to Level of Service (LOS) analysis for transportation impact evaluation.

The California Environmental Quality Act (CEQA) requires all lead agencies to adopt VMT as the measure for identifying transportation impacts for land use projects. To comply with CEQA, the San Bernardino County adopted the "Transportation Impact Study Guidelines" in 2019 (County Guidelines).The City of Loma Linda utilizes these County Guidelines for VMT analysis. . The County Guidelines state that a project may be presumed to have a less than significant VMT impact and screened out from requiring a project level VMT analysis if it meets at least one of the County VMT screening criteria. To aid in the screening process for criteria that utilize map-based information, and consistent with thresholds identified in the County Guidelines, the San Bernardino County Transportation Authority (SBCTA) VMT Screening Tool (Screening Tool) has been utilized to evaluate the proposed Project. The project has met the following screening criteria:

- LOCAL SERVING LAND USE SCREENING: County Guidelines identifies projects serving the local community as having the potential to reduce VMT and therefore should not be required to complete a VMT assessment. The proposed project includes two fast-food restaurants with drive-through service (1,600 and 2,467 square feet), a 6,900 square foot convenience store with a gas station, and a four-story hotel totaling 51,570 square feet. Under the County Guidelines, these types of land uses are identified as local- serving because they primarily capture existing trip activity within the surrounding community rather than generating substantial new regional travel.

  By providing food service, convenience retail, fueling, and lodging opportunities in close proximity to the surrounding community, the project reduces the need for residents and travelers to make longer trips outside the area to access these services. This is consistent with the County Guidelines' recognition that local-serving commercial uses generally

reduce regional VMT by shortening trip lengths and capturing trips already occurring in the system.
  - This screening criteria is satisfied.
- TRIP GENERATION SCREENING: The County guidelines state that projects generating less than 110 daily vehicle trips are presumed to have a less than significant impact on VMT. The proposed project is anticipated to generate 1,524 two-way vehicle trips per day, exceeding the 110 daily vehicle trip threshold.
  - This screening criteria is NOT satisfied.
- TPA SCREENING: The County Guidelines state that projects located within a Transit Priority Area (TPA) (i.e., within 1⁄2 mile of an existing "major transit stop"1 or an existing stop along a "high-quality transit corridor") may be presumed to have a less than significant impact absent substantial evidence to the contrary. Based on the Screening Tool results presented in Appendix 2 of the VMT Analysis (**Appendix 11**) the project is not located within ½ mile of an existing major transit stop, or along a high-quality transit corridor.
  - This screening criteria is NOT satisfied.
- LOW VMT AREA SCREENING: As noted in the County Guidelines, "development in efficient areas of the County will reduce VMT per person/employee and is beneficial to the region."3 County Guidelines state that projects with VMT per person/employee lower than 4% below the existing VMT per person for the unincorporated County are considered to have a less than significant VMT impact.

  The County VMT Screening Tool was been utilized to determine the baseline VMT per employee generated by the Traffic Analysis Zone (TAZ) in which the Project is located (TAZ 53824701). The existing TAZ 53824701 was found to have an existing 23.0 VMT per employee, which is above the County's threshold 4% below the countywide average or 21.9 VMT per employee (**Appendix 11**).
  - This screening criteria is NOT satisfied.

Based on this review of applicable VMT screening thresholds, the proposed project meets the Local Serving project screening criteria and is therefore assumed to result in a less than significant VMT impact; no additional VMT analysis is required and no mitigation is necessary.

c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less Than Significant Impact – Development of the site will require minimal construction within the adjacent roadways to install laterals for sewer, fire water, and water connections to the site. With only minor off-site improvements envisioned, circulation on these roadways during construction will be maintained. Large trucks delivering equipment or removing small quantities of excavated dirt or debris can enter the site without major conflicts with the flow of traffic on the roadways used to access the site. Primary access to the site will be provided via new site access driveways along Mountain View Avenue and Business Center Drive. Design of driveways, internal roadways, and intersections will be based on the Municipal Code, which sets the standard for such design. With compliance to established design standards the project would

not increase hazards due to a geometric design feature or incompatible uses, and is not anticipated to result in any conflicts with the surrounding roadways and impact are considered less than significant. No mitigation measures other than TRAN-1 are considered necessary.

d. Result in inadequate emergency access?

Less Than Significant Impact – Development of the site will require minimal construction within the adjacent roadways to install laterals for sewer, fire water, and water connections to the site. With only minor off-site improvements envisioned, emergency access on these roadways during construction will be maintained. As stated above, project access will be designed in accordance with all applicable design and safety standards required by adopted fire codes, safety codes, and building codes established by the City's Engineering and Fire Departments and will comply with fire requirements for emergency access. Response IX-f) located in Chapter IX- Hazards and Hazardous Materials Response XX-a) located in Chapter XX-Wildfire, also address the topic of emergency access, emergency response and evacuation. Response XVII-a) evaluates potential traffic impacts associated with the proposed project, identifies improvements necessary to ensure an acceptable Level of Service at the intersection of Mountain View Avenue and Redlands Blvd as well as the project Fair Share for implementation of required improvements. With Mitigation Measure TRAN-1, no adverse impacts on local circulation are anticipated including impacts on emergency access. No other mitigation is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XVIII. TRIBAL CULTURAL RESOURCES: Would the project cause a substantial change in the significance of tribal cultural resources, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographic-ally defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to the California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☒	☐	☐
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in sub-division (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

SUBSTANTIATION: Please refer to the discussion under Section V, Cultural Resources.

Assembly Bill 52

Changes in the California Environmental Quality Act, effective July 2015, required that the City address a new category of cultural resources – tribal cultural resources – not previously included within the law's purview. Tribal Cultural Resources are those resources with inherent tribal values that are difficult to identify through the same means as archaeological resources. These resources can be identified and understood through direct consultation with the tribes who attach tribal value to the resource. Tribal cultural resources may include Native American archaeological sites, but they may also include other types of resources such as cultural landscapes or sacred places. The appropriate treatment of tribal cultural resources is determined through consultation with tribes.

In compliance with Assembly Bill 52 (AB 52), notices regarding this project were mailed to all requesting tribes on October 23, 2025. AB 52 consultation letters were sent to the following tribes: Agua Caliente Band of Cahuilla Indians. Cabazon Band of Cahuilla Indians, Cahuilla Band of Indians, Augustine Band of Cahuilla Indians, Morongo Band of Mission Indians, Santa Rosa Band of Cahuilla Indians, Serrano Nation of Mission Indians, Soboba Band of Luiseno Indians, Pala Band of Mission Indians Gabrieleño/Tongva San Gabriel Band of Mission Indians, San Manuel Band of Mission Indians, Santa Rosa Band of Cahuilla Indians, Pechanga Band of Indians, and Ramona Band of Cahuilla. Three responses were received. Both the Agua Caliente Band of Cahuilla Indians and the Augustine Band

of the Cahuilla Indians indicated that the project would not impact their cultural resources and they have not requested formal consultation. However, the Yuhaaviatam of San Manuel Nation (YSMN) has requested formal consultation under AB 52 for this specific project. They have requested the implementation of mitigation to address potential impacts to sensitive tribal cultural resources.

Impact Analysis

a. *Would the project cause a substantial change in the significance of tribal cultural resources, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to the California Native American tribe, and that is: Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?*

b. *Would the project cause a substantial change in the significance of tribal cultural resources, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to the California Native American tribe, and that is: A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in sub-division (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?*

Less Than Significant With Mitigation Incorporated – According to Public Resources Code, Chapter 2.5, Section 21074, tribal cultural resources are sites, features, places, cultural landscapes, sacred places, and items with cultural value to a California Native American tribe that are either included or determined to be eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources as defined in Section 5020.1. Public agencies must treat any such resources as significant unless the preponderance of evidence demonstrates that they are not historically or culturally significant. A Preliminary Cultural Resources Assessment has been conducted for the project site, as described in Chapter V- Cultural Resources and contained in Appendix___. No structures of any kind are located on-site and there were no cultural resources identified as eligible for listing to the California Register of Historic Places within or near the Project site during the cultural resources assessment. However, during the AB52 tribal consultation, the Yuhaaviatam of San Manuel Nation YSMN responded and expressed interest in the Project.

Based on the lack of known tribal cultural resources sensitivity in the project area, the YSMN Tribe has requested the following language be included to ensure proper treatment of tribal cultural resources in the event of inadvertent discoveries, in addition to the incorporation of **MMs CUL-1, CUL-2, and CUL-3** in Subsection V, Cultural Resources, which are intended to further minimize impacts to tribal cultural resources:

TCR-1 *Due to the heightened cultural sensitivity of the proposed project area, at the discretion of the consulting tribe(s), Tribal monitor(s) authorized to represent YSMN shall be present for all ground-disturbing activities that occur within the proposed project area (which includes, but is not limited to, tree/shrub removal and planting, clearing/grubbing, grading, excavation, trenching, compaction, fence/gate removal and installation, drainage and irrigation removal and installation, hardscape installation [benches, signage, boulders, walls, seat walls, fountains, etc.], and archaeological work). A t the discretion of the consulting tribes, a sufficient number of Tribal monitors shall be present each work day to ensure that simultaneously occurring ground disturbing activities receive thorough levels of monitoring coverage. A Monitoring and Treatment Plan that is reflective of the project mitigation ("Cultural Resources" and "Tribal Cultural Resources") shall be completed by the archaeologist, as detailed within CUL-1, and submitted to the Lead Agency for dissemination to the Yuhaaviatam of San Manuel Nation Cultural Resources Management Department (YSMN). Once all parties review and agree to the plan, it shall be adopted by the Lead Agency - the plan must be adopted prior to permitting for the project. Any and all findings will be subject to the protocol detailed within the Monitoring and Treatment Plan.*

TCR-2 *If a pre-contact and/or historic-era cultural resource is discovered during project implementation, ground-disturbing activities shall be suspended 60 feet around the resources), and an Environmentally Sensitive Area (ESA) physical demarcation/barrier constructed.*

The Project Archaeologist shall develop a research design that shall include a plan to evaluate the resource for significance under CEQA criteria. Representatives from YSMN, the Archaeologist, and the Lead Agency shall confer regarding the research design, as well as any testing efforts needed to delineate the resource boundary. Following the completion of evaluation efforts, all parties shall confer regarding the resource's archaeological significance, its potential as a Tribal Cultural Resource (TCR), and avoidance (or other appropriate treatment) of the discovered resource. Removal of any cultural resource(s) shall be conducted with the presence of a Tribal monitor representing the Tribe, unless otherwise decided by YSMN. All plans for analysis shall be reviewed and approved by the applicant and YSMN prior to implementation, and all removed material shall be temporarily curated on-site.

It is the preference of YSMN that removed cultural material be reburied as close to the original find location as possible. However, should reburial within/near the original find location during project implementation not be feasible, then a reburial location for future reburial shall be decided upon by YSMN, the landowner, and the Lead Agency, and all finds shall be reburied within this location. Additionally, in this case, reburial shall not occur until all ground-disturbing activities associated with the project have been completed, all

monitoring has ceased, all cataloguing and basic recordation of cultural resources have been completed, and a final monitoring report has been issued to Lead Agency, CHRIS, and YSMN. All reburials are subject t o a reburial agreement that shall be developed between the landowner and YSMN outlining the determined reburial process/location, and shall include measures and provisions to protect the reburial area from any future impacts.

Should i t occur that avoidance, preservation in place, and on-site reburial are not an option for treatment, the landowner shall relinquish all ownership and rights to this material and confer with YSMN to identify an American Association of Museums (AAM)-accredited facility within the County that can accession the materials into their permanent collections and provide for the proper care of these objects in accordance with the 1993 C A Curation Guidelines. A curation agreement with an appropriate qualified repository shall be developed between the landowner and museum that legally and physically transfers the collections and associated records to the facility. This agreement shall stipulate the payment of fees necessary for permanent curation of the collections and associated records and the obligation of the Project developer/applicant to pay for those fees.

All draft records/reports containing the significance and treatment findings and data recovery results shall be prepared by the archaeologist and submitted to the Lead Agency and YSMN for their review and comment. After approval from all parties, the final reports and site/isolate records are to be submitted to the local CHRIS Information Center, the Lead Agency, and YSMN.

TCR-3 *If human remains or funerary objects are encountered during any activities associated with the project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code $7050.5 and that code enforced for the duration of the project.*

With these measures, the project is not anticipated to cause a change in the significance of a tribal cultural resource, as defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape, or object with cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe. With implementation of **MMs CUL-1, CUL-2, CUL-3, TCR -1, TCR-2, and TCR-3** impacts will be less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XIX. UTILITIES AND SERVICE SYSTEMS: Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

SUBSTANTIATION: City of Loma Linda Water & Sewer *https://www.lomalinda-ca.gov/our_city/departments/public_works/water___sewer* (Accessed 2/6/26), 2020 Regional Urban Water Quality Management Plan, County of San Bernardino Construction and Demolition Guide *https://dpw.sbcounty.gov/wp-content/uploads/sites/87/2023/01/RecyclingGuide-2023-1.pdf* (Accessed 12/15/25), CalRecycle Rates *https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates* (Accessed 12/15/25), CalRecycle, 2025, Santa Clara County, 2025. Santa Clara County Food Recovery Program. https://reducewaste.sccgov.org/food-recovery/understand-senate-bill-sb-1383#3925188384-318395615 (Accessed 12/17/25), CalRecycle, 2025, Jurisdiction Review Reports. https://www2.calrecycle.ca.gov/LGCentral/AnnualReporting/ReviewReports/DisposalTonnageTrend (Accessed 12/17/25), and "Water Quality Management Plan for Loma Linda Center" prepared by JLC Engineering and Consulting, Inc. and dated 14 May 2025 (**Appendix 9**).

Impact Analysis

a. Require or result in the relocation or construction of new or expanded water, wastewater treatment, or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Water

Less Than Significant Impact – Water will be provided by the City of Loma Linda. The project is located in an area that is currently served by water distribution lines located in Business Center Drive. The proposed project will be served by an existing water line located within the roadway adjacent to the project site. No other new water infrastructure is anticipated.

The subject of water supply is discussed in detail under Subsection X, Hydrology and Water Quality, Responses a) and b). To summarize, the water needs of the proposed Loma Linda Corporate Business Center are not expected to substantially differ from water needs that have been assumed by the City's General Plan, and thus the City will be able to meet the water demand for the project. The 2020 Regional Urban Water Management Plan identifies sufficient water resources to meet identified future demand in its service area, including the City of Loma Linda. In conclusion, it is not anticipated that the relocation or construction of new or expanded water transmission or distribution lines will be required to serve the proposed project. Consequently, impacts to water infrastructure are considered less than significant.

Wastewater

Less Than Significant Impact – Wastewater collection will be provided by the City of Loma Linda. Wastewater treatment services are administered under provision in a Joint Powers Agreement (JPA) with the City of San Bernardino. The City of San Bernardino wastewater facility has the capacity to process up to 33 million gallons per day (gpd), of which 7 million gpd is allotted to Loma Linda. Of the 7 million gpd allocation, the City currently uses less than half. It is not anticipated that the relocation or construction of new or expanded wastewater transmission infrastructure would be required to serve the proposed project.

Given that the City of Loma Linda currently only utilizes half of its allocated wastewater treatment capacity, it is not anticipated that an expansion of existing treatment facilities would be required to accommodate wastewater generated by the proposed project. Wastewater treatment is discussed further under Response XIX(c). Further, connection to the existing wastewater collection system is available adjacent to the project site along Business Center Drive. No new wastewater/sewer infrastructure connection to the existing city sewer system and to internally service the proposed project are anticipated to be necessary. Therefore, development of the project would not result in a significant environmental effect related to the relocation or construction of new or expanded wastewater collection or treatment facilities. Impacts are less than significant.

Stormwater Drainage

Less Than Significant Impact – The onsite drainage system will capture the incremental increase in runoff from the project site associated with project development. According to the Preliminary WQMP provided as **Appendix 9** to this Initial Study, impervious coverage of the site is anticipated to be about 90.5% of the site after applying preventative site design practices as part of the project Low Impact Development (LID) best management practices (BMPs). Onsite surface flows will be collected and conveyed in a controlled manner through the project site via an onsite drainage system. This system is designed to capture the peak 100-year flow runoff from the project site or otherwise be detained onsite and discharged in conformance with City and County requirements. Therefore, surface water drainage will be adequately managed onsite and no relocation or construction of new or expanded stormwater facilities will be necessary. Thus, Impacts related to stormwater drainage systems are considered less than significant.

Electric Power

Less Than Significant Impact – Southern California Edison (SCE) will provide electricity to the site and the power distribution system located adjacent to the site at Mountain View Avenue will be able to supply sufficient electricity. There are existing electrical power lines that traverse the property, to which the project will be connected. No construction or relocation of electric facilities will be required to serve the project. Therefore, development of the project would result in less than significant environmental effect related to the relocation or construction of new or expanded electric power facilities.

Natural Gas

Less Than Significant Impact – Natural gas will be utilized by the hotel in the proposed project. Natural gas is available adjacent to the proposed project site. No construction or relocation of natural gas facilities will be required to serve the project. Therefore, development of the project would not require development of natural gas facilities. No impacts are anticipated and no mitigation is required.

Telecommunications

Less Than Significant Impact – Development of the Loma Linda Corporate Business Center Development will require connection to telecommunication services, including wireless internet service and phone service. This will be accomplished through connection to existing services that are available at the project site. Therefore, development of the project would not result in a significant environmental effect related to the relocation or construction of new or expanded telecommunications facilities.

b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less Than Significant Impact – Please refer to the discussion under Subchapter X, Hydrology, issue b, above. The City's 2020 water use by commercial uses, as defined in the 2020 Upper Santa Ana River Watershed Integrated Regional Urban Water Management Plan (IRUWMP), was 603 AFY, and is projected to grow to 696 AFY by 2045. The total water supply in 2045, including potable and non-potable sources is projected to be 7,959 AFY, while the demand for that same period is anticipated to be 6,292 AFY. Thus, the incremental change in water demand that may be created by the proposed project would be well within the projected available supply for water by the City for commercial uses.

The projected available water supply within the City of Loma Linda's retail service area is anticipated to be greater than the demand for water in the future. The City of Loma Linda's water production division provides water from six city-owned production wells. These wells provide water supply that currently meets all of the City's needs. Given the non-water intensive uses proposed for the project, the projected water demanded by the proposed project would be well within the projected available supply for water by the City of Loma Linda's Department of Public Works Water Division, as demonstrated under Subsection X, Hydrology and Water Quality, Response b), and in the 2020 Regional UWMP. It is anticipated that the City of Loma Linda t will have sufficient water supplies available to serve the project and reasonably foreseeable future demand during normal, dry and multiple dry years. Therefore, water supply impacts a are considered less than significant.

c. *Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?*

Less Than Significant Impact – The proposed project will be required to install wastewater infrastructure within the site to serve the proposed development. All wastewater generated onsite by the proposed project would be discharged into the local sewer main and conveyed for treatment. Wastewater treatment services are administered under provisions in a Joint Powers Agreement (JPA) with the City of San Bernardino. The City of San Bernardino wastewater facility has the capacity to process up to 33 million gallons per day (gpd), of which 7 million gpd is allotted to Loma Linda. Of the 7 million gpd allocation, the City currently uses less than half. The project will generate only a modest amount of wastewater through the onsite restroom and hotel facilities. Standard hotel rooms generate around 100 gallons per day of wastewater. Thus, a 124 room hotel will generate approximately 12,400 gallons of wastewater per day. Additionally, the car wash has the potential for the greatest need for the conveyance and disposal of wastewater. However, the carwash will include a gray water recycling system, which will collect, treat, and filter gray water from previous car wash cycles for use with future car wash cycles. Though the use of this gray water recycling system, little or no gray water will be discharged into the municipal sewer system for wastewater treatment. This wastewater will represent a miniscule percentage of the available capacity of the allocated wastewater treatment capacity available through the City. Based on the preceding facts, it is anticipated that there will be available capacity to accommodate the demand generated by the proposed project as well as other anticipated future demand within the City. Impacts under this issue are

less than significant.

d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less Than Significant Impact – The proposed project site is vacant, and therefore has minimal material that needs to be disposed of. In accordance with CALGreen code 5.408.4, 100 percent of trees, stumps, rocks and associated vegetation and soils resulting primarily from land clearing must be reused or recycled. According to the San Bernardino County Construction & Demolition Waste Recycling Guide & Directory, there are several facilities in the vicinity of the project site that accept Construction and Demolition (C&D) waste (appliances, asphalt, block rock, brick, cardboard, carpet and padding, concrete, concrete with rebar, dry wall, electrical, furniture, gravel, metals, mixed loads, organics, plumbing, rock, roof tile, sand, soil, stucco, tile, and wood). Refer to the list of facilities provided within the San Bernardino County Construction & Demolition Waste Recycling Guide & Directory.

Solid waste generation rates outlined on the CalRecycle website are presented below along with an estimate of solid waste generation for the proposed project.

- Convenience Store (gas station): 0.9 lbs / 100 SF / day = **41.58 lbs / day**
- Hotel: 2 lbs / room / day = **248 lbs / day**
- Restaurant: 0.005 lb / SF / day = **52.07 lbs / day**
- **TOTAL:** = **341.65 lbs / day**

The total solid waste generated per year would equal about 62.35 tons, or after an assumed 50% diversion to be recycled per the state's solid waste diversion requirements under AB 939, the project solid waste generation will be about 31.18 tons per year. Additionally, operation of the future development under the project would be required to comply with SB1383, otherwise known as "California's Short-Lived Climate Pollutant Reduction" law, often called SB 1383, which establishes methane reduction targets for California. California SB 1383 sets goals to reduce disposal of organic waste in landfills, including edible food. The bill's purpose is to reduce greenhouse gas emissions, such as methane, and address food insecurity in California. This requires jurisdictions to implement mandatory organic waste collection and recycling in a statewide effort to divert organic waste from landfills with goals to:

- Reduce organic waste disposal 50% by 2020 and 75% by 2025
- Recover at least 20% of currently disposed surplus edible food by 2025

Much of the organic waste produced by the project in the future will be required to be diverted from landfills, as stated previously. With compliance to the City's source reduction and recycling program, the proposed project is not forecast to cause a significant adverse impact to the waste disposal system.

The City of Loma Linda General Plan identifies landfills that serve the planning area. Solid waste not diverted to recycling or composting facilities is transported to San Timoteo Solid Waste Disposal Site in Redlands.

Table XIX-1: LANDFILLS IN PROXIMITY TO THE PROJECT AREA

Facility Name	Address	Closure Date	Daily Permitted Capacity (tons/day)	Remaining Permitted Capacity (cubic yards)
San Timoteo Sanitary Landfill[1]	San Timoteo Canyon Road Redlands, CA 92373	6/1/2038	2,000	11,780,000 as of 1/19/22

SOURCE: California Department of Resources Recycling and Recovery, 2024. *Solid Waste Information System (SWIS)*
[1] https://www2.calrecycle.ca.gov/SolidWaste/Site/Details/2688 (accessed 12/15/25)

According to Jurisdiction Landfill Tonnage Reports from the City of Loma Linda, 21,868 total tons of solid waste was hauled to area landfills in 2023. Therefore, the proposed project would consist of about 0.14% of solid waste generation within the City of Loma Linda. The City of Loma Linda contracts with CR&R Incorporated to provide regular trash, recycling, and green waste pickup. It is not anticipated that the project will generate a significant amount of construction waste, as the project aims to use any excavated material onsite. Considering the availability of landfill capacity, and the nominal amount of solid waste generation from the proposed project during both construction and operations, project solid waste disposal needs can be adequately met without a significant impact on the capacity of the nearest landfills. Impacts will be less than significant and no mitigation is required.

e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less Than Significant Impact – Please refer to the discussion under issue XIX(d), above. All recycling, collection, transportation, and disposal of solid waste generated by the proposed project is required to comply with all applicable federal, state, and local regulations. As discussed Furthermore, as discussed previously, any hazardous materials collected on the project site during either construction or long term operations will be transported and disposed of by a permitted and licensed hazardous materials service provider. With regulatory compliance, impacts related to solid waste would be less than significant and no mitigation is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XX. WILDFIRE: If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire?	☐	☐	☐	☒
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

SUBSTANTIATION: City of Loma Linda Fire Hazard and Safety Overlay Map https://www.lomalinda-ca.gov/our_city/departments/fire/firemap (Accessed 2/9/26), City of Loma Linda Local Hazard Mitigation Plan https://cdnsm5-hosted.civiclive.com/UserFiles/Servers/Server_7279443/File/Departments/Fire/Res%203130%20-%20LHMP.PDF (Accessed 2/10/26), and CALFIRE Responsibility Areas https://data.ca.gov/dataset/state-responsibility-areas (Accessed 2/9/26).

Impact Analysis

a. Substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact – The proposed project area is located in an urban area removed from the high fire hazard areas that are located adjacent to the San Bernardino Mountains to the north and the South Hills to the south. As stated in Subsection IX, Hazards and Hazardous Materials, according to the City of Loma Linda Fire Hazard and Safety Overlay Map prepared for the whole of the City, the proposed project is not located within a fire safety severity zone (**Figure IX-4**). Furthermore, according to CAL FIRE, the proposed project is not located within a Very High Fire Hazard Severity Zone in a Local Responsibility Area (LRA) or in a State Responsibility Area (SRA). Construction will require minimal encroachment into the adjacent roadways (Mountain View Avenue—which is an evacuation route designated in the Safety Element of the City's General Plan—and Business Center Drive) to install connections to sewer, fire water, and water at the site. However, a construction traffic plan will be required to be submitted to the Fire

Department prior to development in order to provide adequate emergency access during construction of the proposed project. Thus, the proposed project site will not conflict with or impair an adopted emergency response or evacuation plan. The project would not obstruct emergency access routes. Emergency access would be maintained during both construction and operation of the project. Therefore, the project would not substantially impair an adopted emergency response or evacuation plan. No impacts are anticipated and no mitigation is required.

b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire?

No Impact – The proposed project is not located within a high fire hazard severity zone. The project site is located in an urban area removed from high fire hazard areas. Given the site's flat topography, urban surroundings, and absence of wild vegetation, the project would not exacerbate wildfire risk. Thus, the proposed project would have a no potential to, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire. No impacts are anticipated and no mitigation is required.

c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

No Impact – The project site is located on relatively flat terrain within an urban setting and is not adjacent to steep slopes, canyons, or natural drainage courses subject to post-fire instability. Because the site is not located within a wildfire hazard area, post-fire runoff, landslides, or slope instability would not pose a significant risk to people or structures. Standard stormwater management practices would further ensure that the project does not result in adverse drainage changes. Thus, the proposed project would have a no potential to require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment. No impacts are anticipated and no mitigation is required.

d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No Impact – The proposed project would utilize existing urban infrastructure, including roads, utilities, and emergency services. The project would not require the construction of new fuel breaks, emergency access roads, or utility extensions into wildland areas. Any minor infrastructure improvements would occur within previously disturbed urban areas and would not exacerbate fire risk or result in ongoing environmental impacts related to wildfire hazards.

Thus, the proposed project would have a no potential to expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. No mitigation is necessary.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XXI. MANDATORY FINDINGS OF SIGNIFICANCE:				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☒	☐	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

SUBSTANTIATION

The analysis in this Initial Study and the findings reached indicate that the proposed project can be implemented without causing any project specific or cumulatively considerable adverse environmental impacts. Mitigation has been required to control potential environmental impacts of the proposed project to a less than significant impact level. The following findings are based on the detailed analysis of all environmental topics and the implementation of recommended mitigation measures identified in the Initial Study and summarized following this section.

a. ***Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?***

Less Than Significant With Mitigation Incorporated – The project has been identified as having less than significant or no potential to degrade the quality of the natural environment, substantially reduce habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce

the number or restrict the range of a rare or endangered plant or animal. Mitigation to prevent potentially significant impacts to nesting birds during project construction is recommended.

The project site is considered culturally sensitive due to its proximity to Guachama and the Mill Creek Zanja. Thus, the presence of archaeological and Native American monitors during construction is necessary to protect cultural resources Mitigation is provided to ensure that, in the event that any resources are found, they are protected from any potential significant adverse impacts. Please see Subsection IV, Biological Resources and Subsection V, Cultural Resources, of this Initial Study for additional discussion of these topics.

b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Less Than Significant With Mitigation Incorporated – There are no other projects in the vicinity to which this project would make a cumulatively considerable impact. Furthermore, the provision of RW distribution is generally viewed as a benefit to the community. The issues of Biological Resources, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, Noise, Transportation, and Tribal Cultural Resources require the implementation of mitigation measures to reduce impacts to a less than significant level and ensure that cumulative effects are not cumulatively considerable. All other environmental issues were found to have no significant impacts without implementation of mitigation. The potential cumulative environmental effects of implementing the proposed project have been determined to be less than considerable and thus, less than significant impacts.

c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Less Than Significant With Mitigation Incorporated – The proposed project includes activities that have a potential to cause direct substantial adverse effects on humans. The issues of Geology and Soils, Hazards and Hazardous Materials, and Noise require the implementation of mitigation measures to reduce human impacts to a less than significant level. All other environmental issues were found to have no significant impacts on humans without implementation of mitigation. The potential for direct or indirect human effects from implementing the proposed project have been determined to be less than significant.

Conclusion

This document evaluated all CEQA issues contained in the Initial Study Checklist form. The evaluation determined that either no impact or less than significant impacts would be associated with the issues of Aesthetics, Agricultural and Forestry Resources, Air Quality, Energy, Greenhouse Gas Emissions, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Population and Housing, Public Services, Recreation, Utilities and Service Systems, Utilities and Service Systems, and Wildfire.

The issues of Biological Resources, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, Noise, Transportation, and Tribal Cultural Resources require the implementation of mitigation measures to reduce impacts to a less than significant level. The required mitigation has been proposed in this Initial Study to reduce impacts for these issues to a less than significant impact.

Based on the findings in this Initial Study, the City of Loma Linda proposes to adopt a Mitigated Negative Declaration (MND) for the Loma Linda Corporate Business Project. A Notice of Intent to Adopt a Mitigated Negative Declaration (NOI) will be issued for this project by the District. The Initial Study and NOI will be circulated for 20 days of public comment because this project does not involve state agencies as either a responsible or trustee agency. At the end of the 20-day review period, a final MND package will be prepared and it will be reviewed and considered by the City. The City will hold a future hearing for project adoption at their offices, the date for which has not yet been determined. If you or your agency comments on the MND/NOI for this project, you will be notified about the meeting date in accordance with the requirements in Section 21092.5 of CEQA (statute).

Note: Authority cited: Sections 21083 and 21083.05, Public Resources Code. Reference: Section 65088.4, Gov. Code; Sections 21080(c), 21080.1, 21080.3, 21083, 21083.05, 21083.3, 21093, 21094, 21095, and 21151, Public Resources Code; *Sundstrom v. County of Mendocino*,(1988) 202 Cal.App.3d 296; *Leonoff v. Monterey Board of Supervisors*, (1990) 222 Cal.App.3d 1337; *Eureka Citizens for Responsible Govt. v. City of Eureka* (2007) 147 Cal.App.4th 357; *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th at 1109; San *Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656.

Revised 2019
Authority: Public Resources Code sections 21083 and 21083.09
Reference: Public Resources Code sections 21073, 21074, 21080.3.1, 21080.3.2, 21082.3/ 21084.2 and 21084.3

SUMMARY OF MITIGATION MEASURES

Biological Resources

BIO-1 To the greatest extent feasible, the project will avoid construction activities during the peak nesting season (January 15 through September 15). Regardless of the time of year, nesting bird surveys shall be performed by a qualified avian biologist no more than 3 days prior to vegetation removal or ground-disturbing activities. Pre-construction surveys shall focus on both direct and indirect evidence of nesting, including nest locations and nesting behavior. The qualified avian biologist will make every effort to avoid potential nest predation as a result of survey and monitoring efforts. If active nests are found during the pre-construction nesting bird surveys, a qualified biologist shall establish an appropriate nest buffer to be marked on the ground. Appropriate nest buffer distances shall be determined by the qualified biologist based upon the nesting species, observed behavior of the nesting individuals and their sensitivity to disturbance, nesting phenology, and intensity and duration of disturbance. Construction activities may not occur inside the established buffers, which shall remain on-site until a qualified biologist determines the young have fledged or the nest is no longer active. Active nests and adequacy of the established buffer distance shall be monitored daily by the qualified biologist until the qualified biologist has determined the young have fledged or the project has been completed. The qualified biologist has the authority to stop work if nesting pairs exhibit signs of disturbance.

Cultural Resources

CUL-1 A Monitoring and Treatment Plan that is reflective of the project mitigation ("Cultural Resources" and "Tribal Cultural Resources") shall be completed by the archaeologist and submitted to the Lead Agency for dissemination to the Yuhaaviatam of San Manuel Nation Cultural Resources Management Department (YSMN, also known a s San Manuel Band of Mission Indians). Once all parties review and approve the plan, it shall be adopted by the Lead Agency - the plan must be adopted prior to permitting for the project. Any and all findings will be subject to the protocol detailed within the Monitoring and Treatment Plan.

CUL-2 Due to the heightened cultural sensitivity of the proposed project area, an archaeological monitor with at least 3 years of regional experience in archaeology shall be present for all ground-disturbing activities that occur within the proposed project area (which includes, but is not limited to, tree/shrub removal and planting, clearing/grubbing, grading, excavation, trenching, compaction, fence/gate removal and installation, drainage and irrigation removal and installation, hardscape installation [benches, signage, boulders, walls, seat walls, fountains, etc.], and archaeological work). A sufficient number of archaeological monitors shall be present each work day to ensure that simultaneously occurring ground disturbing activities receive thorough levels of monitoring coverage.

CUL-3 Prior to project initiation, a qualified archaeologist should be retained to conduct a Worker's Environmental Awareness Program (WEAP) training on archaeological sensitivity for all construction personnel prior to the commencement of any ground-disturbing activities. The training should be conducted by an archaeologist who meets or exceeds the Secretary of Interior's Professional Qualification Standards for archaeology. Tribal representatives from the Consulting Tribes, such a s Yuhaaviatam of San Manuel Nation Cultural Resources Management Department (YSMN, also known as San Manuel Band of Mission Indians) will be allowed to attend and/or participate in the WEAP training should they elect to and will be given ten days' notice prior to the training. Archaeological sensitivity training should include a description of the types of cultural material that may be encountered, cultural sensitivity issues, regulatory issues, and the proper protocol for treatment of the materials in the event of a find.

Geology and Soils

GEO-1 Stored backfill material shall be covered with water resistant material during periods of heavy precipitation to reduce the potential for rainfall erosion of stored backfill material. If covering is not feasible, then measures such as the use of straw bales or sand bags shall be used to capture and hold eroded material on the project site for future cleanup.

GEO-2 All exposed, disturbed soil (trenches, stored backfill, etc.) shall be sprayed with water or soil binders twice a day, or more frequently if fugitive dust is observed migrating from the site within which the project is being constructed.

GEO-3 The Applicant shall retain the services of a Qualified Paleontologist meeting the standards of the Society of Vertebrate Paleontology (SVP). The Qualified Paleontologist shall determine the determine that the depth at which the transition to high sensitivity occurs and monitoring becomes necessary, by taking into account: a) the most recent local geologic mapping, b) depths at which fossils have been found in the vicinity of the project area, as revealed by the museum records search, and c) the geotechnical study prepared for the project site. Should the project require excavation that will exceed the depth of low sensitivity surficial sediments as determined by a Qualified Paleontologist, a project-specific paleontological resources monitoring and mitigation plan (PRMMP) shall be developed and adhered to for the duration of ground disturbance activities during construction or as otherwise determined by the Qualified Paleontologist. This plan will address specifics of monitoring and mitigation for the development project, and will take into account updated geologic mapping, geotechnical data, updated paleontological records searches, and any changes to the regulatory framework. This PRMMP shall meet the standards of the SVP.

GEO-4 In the event of any fossil discovery, regardless of depth or geologic formation, construction work will halt within a 50-foot radius of the find until its significance can be determined by a Qualified Paleontologist. Significant fossils will be recovered, prepared to the point of curation, identified by qualified experts, listed in a database to facilitate analysis, and deposited in a designated paleontological curation facility in accordance with the standards

of the SVP and Bureau of Land Management (BLM). A repository will be identified and a curatorial arrangement will be signed prior to collection of the fossils. Any accredited institution may serve as a repository.

Hazards and Hazardous Materials

HAZ-1 All spills or leakage of petroleum products during construction activities will be remediated in compliance with applicable state and local regulations regarding cleanup and disposal of the contaminant released. The contaminated waste will be collected and disposed of at an appropriately licensed disposal or treatment facility. This measure will be incorporated into the SWPPP prepared for the project development.

Noise

NOI-1 As necessary, the project applicant shall use supplemental measures to reduce the construction noise levels to comply with requirements specified in the Municipal Code. These measures may include, but are not limited to, the erection of noise barriers/curtains, use of advanced or state-of-the-art mufflers on construction equipment, and/or reduction in the amount of equipment that would operate concurrently at the construction site.

NOI-2 As feasible, noise and groundborne vibration-generating construction activities whose specific location on the construction site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) shall be placed as far as possible from the -sensitive residential land uses located west of Mountain View Avenue.

NOI-3 As necessary, and to the extent feasible, minimize the effects of equipment with the greatest peak noise generation potential via shrouding or shielding. Examples include the use of drills, pavement breakers, and jackhammers.

NOI-4 As necessary, provide noise shielding and muffling devices on construction equipment per the manufacturer's specifications.

NOI-5 Identify a construction liaison for surrounding residents and property owners to contact with concerns regarding construction noise, vibration and other issues. The liaison's telephone number(s) shall be prominently displayed on the project site during all construction activities.

All landowners and occupants of properties adjacent to the project site shall be notified of the anticipated construction schedule at least two weeks prior to groundbreaking. Such notice should outline the estimated duration of construction by phase, the permitted hours and days of construction activities, and shall provide contact information for the designated project construction liaison and contact information for City staff to whom construction related complaints can be made.

NOI-6 The City shall require the Applicant's construction contractor(s) to implement the following measures:

- Ensure that the operation of construction equipment that generates high levels of vibration including, but not limited to, large bulldozers, loaded trucks, pile-drivers, vibratory compactors, and drilling rigs, is minimized to below 80 vibration decibels (VdB), within 45 feet of existing residential structures and 35 feet of institutional structures (e.g., schools) during construction. Use of small rubber-tired bulldozers shall be enforced within these areas during grading operations to reduce vibration effects.

NOI-7 If construction activities with heavy equipment are anticipated to occur within 125 feet of occupied residences, vibration field tests shall be conducted at the property line closest to the nearest occupied residences. If vibrations exceed 80 VdB, the construction activities shall be revised to reduce vibration below this threshold. Such measures may include, but are not limited to the following: use of different construction methods, slowing down of construction activity, or other mitigating measures to reduce vibration at the sensitive receptor location.

Transportation

TRAN-1 The project Developer shall pay its fair share to the City of Loma Linda towards intersection improvements at Mountain View Avenue & Redlands Boulevard, in the percentages detailed in Table XVII-4.

Tribal Cultural Resources

TCR-1 Due to the heightened cultural sensitivity of the proposed project area, at the discretion of the consulting tribe(s), Tribal monitor(s) authorized to represent YSMN shall be present for all ground-disturbing activities that occur within the proposed project area (which includes, but is not limited to, tree/shrub removal and planting, clearing/grubbing, grading, excavation, trenching, compaction, fence/gate removal and installation, drainage and irrigation removal and installation, hardscape installation [benches, signage, boulders, walls, seat walls, fountains, etc.], and archaeological work). A t the discretion of the consulting tribes, a sufficient number of Tribal monitors shall be present each work day to ensure that simultaneously occurring ground disturbing activities receive thorough levels of monitoring coverage. A Monitoring and Treatment Plan that is reflective of the project mitigation ("Cultural Resources" and "Tribal Cultural Resources") shall be completed by the archaeologist, as detailed within CUL-1, and submitted to the Lead Agency for dissemination to the Yuhaaviatam of San Manuel Nation Cultural Resources Management Department (YSMN). Once all parties review and agree to the plan, it shall be adopted by the Lead Agency - the plan must be adopted prior to permitting for the project. Any and all findings will be subject to the protocol detailed within the Monitoring and Treatment Plan.

TCR-2 If a pre-contact and/or historic-era cultural resource is discovered during project implementation, ground-disturbing activities shall be suspended 60 feet around the resources), and an Environmentally Sensitive Area (ESA) physical demarcation/barrier constructed.

The Project Archaeologist shall develop a research design that shall include a plan to evaluate the resource for significance under CEQA criteria. Representatives from YSMN, the Archaeologist, and the Lead Agency shall confer regarding the research design, as well as any testing efforts needed to delineate the resource boundary. Following the completion of evaluation efforts, all parties shall confer regarding the resource's archaeological significance, its potential as a Tribal Cultural Resource (TCR), and avoidance (or other appropriate treatment) of the discovered resource. Removal of any cultural resource(s) shall be conducted with the presence of a Tribal monitor representing the Tribe, unless otherwise decided by YSMN. All plans for analysis shall be reviewed and approved by the applicant and YSMN prior to implementation, and all removed material shall be temporarily curated on-site.

It is the preference of YSMN that removed cultural material be reburied as close to the original find location as possible. However, should reburial within/near the original find location during project implementation not be feasible, then a reburial location for future reburial shall be decided upon by YSMN, the landowner, and the Lead Agency, and all finds shall be reburied within this location. Additionally, in this case, reburial shall not occur until all ground-disturbing activities associated with the project have been completed, all monitoring has ceased, all cataloguing and basic recordation of cultural resources have been completed, and a final monitoring report has been issued to Lead Agency, CHRIS, and YSMN. All reburials are subject t o a reburial agreement that shall be developed between the landowner and YSMN outlining the determined reburial process/location, and shall include measures and provisions to protect the reburial area from any future impacts.

Should it occur that avoidance, preservation in place, and on-site reburial are not an option for treatment, the landowner shall relinquish all ownership and rights to this material and confer with YSMN to identify an American Association of Museums (AAM)-accredited facility within the County that can accession the materials into their permanent collections and provide for the proper care of these objects in accordance with the 1993 C A Curation Guidelines. A curation agreement with an appropriate qualified repository shall be developed between the landowner and museum that legally and physically transfers the collections and associated records to the facility. This agreement shall stipulate the payment of fees necessary for permanent curation of the collections and associated records and the obligation of the Project developer/applicant to pay for those fees.

All draft records/reports containing the significance and treatment findings and data recovery results shall be prepared by the archaeologist and submitted to the Lead Agency and YSMN for their review and comment. After approval from all parties, the final reports

and site/isolate records are to be submitted to the local CHRIS Information Center, the Lead Agency, and YSMN.

TCR-3 If human remains or funerary objects are encountered during any activities associated with the project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code $7050.5 and that code enforced for the duration of the project.

Report Preparation Personnel

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Initial Study Technical Consultants

The following technical studies were prepared by technical consultants in support of the Initial Study analysis:

- Urban Crossroads – Air Quality Impact Analysis, Greenhouse Gas Impact Analysis, Traffic Analysis, and VMT Study
- ELMT – Biological Resources Assessment
- Mojave Archeological Consulting – Cultural Resources Assessment

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MITIGATION MONITORING AND REPORTING PROGRAM

MITIGATION MONITORING and REPORTING PROGRAM

Project Case No's: General Plan Amendment (GPA) No. 2024-0002; Zone Map Amendment (ZMA) No. 2024-0001; Tentative Parcel Map (TPM) No. 2024-0002 Conditional Use Permit (CUP) No. 2024-0002; and, Precise Plan of Design (PPD) No. 2024-0002

Applicant: LL CDM LLC **Project Name**: Loma Linda Corporate Business Center

Lead Agency: City of Loma Linda **Date:** March 2, 2026

Mitigation Measures No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date /Initials
Biological Resources					
MM BIO-1 To the greatest extent feasible, the project will avoid construction activities during the peak nesting season (January 15 through September 15). Regardless of the time of year, nesting bird surveys shall be performed by a qualified avian biologist no more than 3 days prior to vegetation removal or ground-disturbing activities. Pre-construction surveys shall focus on both direct and indirect evidence of nesting, including nest locations and nesting behavior. The qualified avian biologist will make every effort to avoid potential nest predation as a result of survey and monitoring efforts. If active nests are found during the pre-construction nesting bird surveys, a qualified biologist shall establish an appropriate nest buffer to be marked on the ground. Appropriate nest buffer distances shall be determined by the qualified biologist based upon the nesting species, observed behavior of the nesting individuals and their sensitivity to disturbance, nesting phenology, and intensity and duration of disturbance. Construction activities may not occur inside the established buffers, which shall remain on-site until a qualified biologist determines the young have fledged or the nest is no longer active. Active nests and adequacy of the established buffer distance shall be monitored daily by the qualified biologist until the qualified biologist has determined the young have fledged or the project has been completed. The qualified biologist has the authority to stop work if nesting pairs	Applicant/ Contractor; City of Loma Linda Community Development Department, and Qualified Biologist	In the event of construction beginning during peak nesting season (January 15 through September 15). Must occur no more than 3 days prior to vegetation removal or ground-disturbing activities.	Prior to the commencement of construction	On-site inspection	

Mitigation Measures No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date /Initials
exhibit signs of disturbance.					
Cultural Resources					
MM CUL-1 A Monitoring and Treatment Plan that is reflective of the project mitigation ("Cultural Resources" and "Tribal Cultural Resources") shall be completed by the archaeologist and submitted to the Lead Agency for dissemination to the Yuhaaviatam of San Manuel Nation Cultural Resources Management Department (YSMN, also known a s San Manuel Band of Mission Indians). Once all parties review and approve the plan, it shall be adopted by the Lead Agency - the plan must be adopted prior to permitting for the project. Any and all findings will be subject to the protocol detailed within the Monitoring and Treatment Plan.	Qualified Archaeologist	If avoidance to cultural resources cannot be ensured	Receipt of Monitoring and Treatment Plan	Review of plan	
MM CUL-2 Due to the heightened cultural sensitivity of the proposed project area, an archaeological monitor with at least 3 years of regional experience in archaeology shall be present for all ground-disturbing activities that occur within the proposed project area (which includes, but is not limited to, tree/shrub removal and planting, clearing/grubbing, grading, excavation, trenching, compaction, fence/gate removal and installation, drainage and irrigation removal and installation, hardscape installation [benches, signage, boulders, walls, seat walls, fountains, etc.], and archaeological work). A sufficient number of archaeological monitors shall be present each work day to ensure that simultaneously occurring ground disturbing activities receive thorough levels of monitoring coverage.	Qualified Archaeologist	Daily during ground disturbing activities	Prior to commencement of construction	Review of monitoring contract	
MM CUL-3 Prior to project initiation, a qualified archaeologist should be retained to conduct a Worker's Environmental Awareness Program (WEAP) training on archaeological sensitivity for all	Applicant/ Contractor; City of Loma Linda Community	Once prior to commence-ment of construction	Prior to commencement of construction	Review of WEAP training materials and on-site inspection	

Mitigation Measures No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date /Initials
construction personnel prior to the commencement of any ground-disturbing activities. The training should be conducted by an archaeologist who meets or exceeds the Secretary of Interior's Professional Qualification Standards for archaeology. Tribal representatives from the Consulting Tribes, such a s Yuhaaviatam of San Manuel Nation Cultural Resources Management Department (YSMN, also known as San Manuel Band of Mission Indians) will be allowed to attend and/or participate in the WEAP training should they elect to and will be given ten days' notice prior to the training. Archaeological sensitivity training should include a description of the types of cultural material that may be encountered, cultural sensitivity issues, regulatory issues, and the proper protocol for treatment of the materials in the event of a find.	Development Department, Qualified Archaeologist				
Geology and Soils					
MM GEO-1 Stored backfill material shall be covered with water resistant material during periods of heavy precipitation to reduce the potential for rainfall erosion of stored backfill material. If covering is not feasible, then measures such as the use of straw bales or sand bags shall be used to capture and hold eroded material on the project site for future cleanup.	Applicant/ Contractor; City of Loma Linda Community Development Department	For the duration of construction	During construction	On-site inspection/ construction contract	
MM GEO-2 All exposed, disturbed soil (trenches, stored backfill, etc.) shall be sprayed with water or soil binders twice a day, or more frequently if fugitive dust is observed migrating from the site within which the project is being constructed.	Applicant/ Contractor; City of Loma Linda Community Development Department	For the duration of construction	During construction	On-site inspection/ construction contract	
MM GEO-3 The Applicant shall retain the services of a Qualified Paleontologist meeting the standards of the Society of Vertebrate Paleontology (SVP). The Qualified Paleontologist	Applicant/ Contractor; City of Loma Linda Community	Prior to construction and in the case of the	Receipt of PRMMP	Review of plan	

Mitigation Measures No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date /Initials
shall determine the determine that the depth at which the transition to high sensitivity occurs and monitoring becomes necessary, by taking into account: a) the most recent local geologic mapping, b) depths at which fossils have been found in the vicinity of the project area, as revealed by the museum records search, and c) the geotechnical study prepared for the project site. Should the project require excavation that will exceed the depth of low sensitivity surficial sediments as determined by a Qualified Paleontologist, a project-specific paleontological resources monitoring and mitigation plan (PRMMP) shall be developed and adhered to for the duration of ground disturbance activities during construction or as otherwise determined by the Qualified Paleontologist. This plan will address specifics of monitoring and mitigation for the development project, and will take into account updated geologic mapping, geotechnical data, updated paleontological records searches, and any changes to the regulatory framework. This PRMMP shall meet the standards of the SVP.	Development Department; Qualified Paleontologist	PRMMP, if required, for the duration of disturbance of sensitive soils			
MM GEO-4 In the event of any fossil discovery, regardless of depth or geologic formation, construction work will halt within a 50-foot radius of the find until its significance can be determined by a Qualified Paleontologist. Significant fossils will be recovered, prepared to the point of curation, identified by qualified experts, listed in a database to facilitate analysis, and deposited in a designated paleontological curation facility in accordance with the standards of the SVP and Bureau of Land Management (BLM). A repository will be identified and a curatorial arrangement will be signed prior to collection of the fossils. Any accredited institution may serve as a repository.	Applicant/ Contractor; City of Loma Linda Community Development Department; Qualified Paleontologist	In the event fossils are discovered	Review of finds	On-site inspection	

Mitigation Measures No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date /Initials
Hazards and Hazardous Materials					
MM HAZ-1 All spills or leakage of petroleum products during construction activities will be remediated in compliance with applicable state and local regulations regarding cleanup and disposal of the contaminant released. The contaminated waste will be collected and disposed of at an appropriately licensed disposal or treatment facility. This measure will be incorporated into the SWPPP prepared for the project development.	Applicant/ Contractor; City of Loma Linda Community Development Department	In the event of an accidental spill	During construction/	On-site inspection/ construction contract	
Noise					
MM NOI-1 As necessary, the project applicant shall use supplemental measures to reduce the construction noise levels to comply with requirements specified in the Municipal Code. These measures may include, but are not limited to, the erection of noise barriers/curtains, use of advanced or state-of-the-art mufflers on construction equipment, and/or reduction in the amount of equipment that would operate concurrently at the construction site.	Applicant/ Contractor; City of Loma Linda Community Development Department	For the duration of construction	During construction	On-site inspection/ construction contract	
MM NOI-2 As feasible, noise and groundborne vibration-generating construction activities whose specific location on the construction site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) shall be placed as far as possible from the - sensitive residential land uses located west of Mountain View Avenue.	Applicant/ Contractor; City of Loma Linda Community Development Department	For the duration of construction	During construction	On-site inspection/ construction contract	
MM NOI-3 As necessary, and to the extent feasible, minimize the effects of equipment with the greatest peak noise generation potential via shrouding or shielding. Examples include the use of drills, pavement breakers, and jackhammers.	Applicant/ Contractor; City of Loma Linda Community Development Department	For the duration of construction	During construction	On-site inspection/ construction contract	

Mitigation Measures No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date /Initials
MM NOI-4 As necessary, provide noise shielding and muffling devices on construction equipment per the manufacturer's specifications.	Applicant/ Contractor; City of Loma Linda Community Development Department	For the duration of construction	During construction	On-site inspection/ construction contract	
MM NOI-5 Identify a construction liaison for surrounding residents and property owners to contact with concerns regarding construction noise, vibration and other issues. The liaison's telephone number(s) shall be prominently displayed on the project site during all construction activities. All landowners and occupants of properties adjacent to the project site shall be notified of the anticipated construction schedule at least two weeks prior to groundbreaking. Such notice should outline the estimated duration of construction by phase, the permitted hours and days of construction activities, and shall provide contact information for the designated project construction liaison and contact information for City staff to whom construction related complaints can be made.	Applicant/ Contractor; City of Loma Linda Community Development Department	For the duration of construction	During construction	On-site inspection/ construction contract	
MM NOI-6 The City shall require the Applicant's construction contractor(s) to implement the following measures: • Ensure that the operation of construction equipment that generates high levels of vibration including, but not limited to, large bulldozers, loaded trucks, pile-drivers, vibratory compactors, and drilling rigs, is minimized to below 80 vibration decibels (VdB), within 45 feet of existing residential structures and 35 feet of institutional structures (e.g., schools) during construction. Use of small rubber-tired bulldozers shall be enforced within	Applicant/ Contractor; City of Loma Linda Community Development Department	For the duration of construction	During construction	On-site inspection/ construction contract	

Mitigation Measures No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date /Initials
these areas during grading operations to reduce vibration effects.					
MM NOI-7 If construction activities with heavy equipment are anticipated to occur within 125 feet of occupied residences, vibration field tests shall be conducted at the property line closest to the nearest occupied residences. If vibrations exceed 80 VdB, the construction activities shall be revised to reduce vibration below this threshold. Such measures may include, but are not limited to the following: use of different construction methods, slowing down of construction activity, or other mitigating measures to reduce vibration at the sensitive receptor location.	Applicant/ Contractor; City of Loma Linda Community Development Department	For the duration of construction	During construction	On-site inspection/ construction contract	
Transportation					
MM TRAN-1 The project Developer shall pay its fair share to the City of Loma Linda towards intersection improvements at Mountain View Avenue & Redlands Boulevard, in the amount of $360.	Applicant; City of Loma Linda Community Development Department	Upon receipt of final project building plans	Prior to issuance of Occupancy Permits	Receipt of payment for fair share	
Tribal Cultural Resources					
MM TCR-1 Due to the heightened cultural sensitivity of the proposed project area, at the discretion of the consulting tribe(s), Tribal monitor(s) authorized to represent YSMN shall be present for all ground-disturbing activities that occur within the proposed project area (which includes, but is not limited to, tree/shrub removal and planting, clearing/grubbing, grading, excavation, trenching, compaction, fence/gate removal and installation, drainage and irrigation removal and installation, hardscape installation [benches, signage, boulders, walls, seat walls, fountains, etc.], and archaeological work). At the discretion of the consulting tribes, a sufficient number of Tribal monitors shall be present each work day to ensure that simultaneously occurring	Qualified Archaeologist	Daily during ground disturbing activities	Prior to commencement of construction	Review of monitoring contract	

Mitigation Measures No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date /Initials
ground disturbing activities receive thorough levels of monitoring coverage. A Monitoring and Treatment Plan that is reflective of the project mitigation ("Cultural Resources" and "Tribal Cultural Resources") shall be completed by the archaeologist, as detailed within CUL-1, and submitted to the Lead Agency for dissemination to the Yuhaaviatam of San Manuel Nation Cultural Resources Management Department (YSMN). Once all parties review and agree to the plan, it shall be adopted by the Lead Agency - the plan must be adopted prior to permitting for the project. Any and all findings will be subject to the protocol detailed within the Monitoring and Treatment Plan.					
MM TCR-2 If a pre-contact and/or historic-era cultural resource is discovered during project implementation, ground-disturbing activities shall be suspended 60 feet around the resources), and an Environmentally Sensitive Area (ESA) physical demarcation/barrier constructed. The Project Archaeologist shall develop a research design that shall include a plan to evaluate the resource for significance under CEQA criteria. Representatives from YSMN, the Archaeologist, and the Lead Agency shall confer regarding the research design, as well as any testing efforts needed to delineate the resource boundary. Following the completion of evaluation efforts, all parties shall confer regarding the resource's archaeological significance, its potential as a Tribal Cultural Resource (TCR), and avoidance (or other appropriate treatment) of the discovered resource. Removal of any cultural resource(s) shall be conducted with the presence of a Tribal monitor representing the Tribe, unless otherwise decided by YSMN. All plans for analysis shall be reviewed	Applicant/ Contractor; City of Loma Linda Community Development Department; Qualified Archaeologist	In the event pre-contact and/or historic-era cultural resources are discovered	Review of finds	On-site inspection	

Mitigation Measures No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date /Initials
and approved by the applicant and YSMN prior to implementation, and all removed material shall be temporarily curated on-site. It is the preference of YSMN that removed cultural material be reburied as close to the original find location as possible. However, should reburial within/near the original find location during project implementation not be feasible, then a reburial location for future reburial shall be decided upon by YSMN, the landowner, and the Lead Agency, and all finds shall be reburied within this location. Additionally, in this case, reburial shall not occur until all ground-disturbing activities associated with the project have been completed, all monitoring has ceased, all cataloguing and basic recordation of cultural resources have been completed, and a final monitoring report has been issued to Lead Agency, CHRIS, and YSMN. All reburials are subject t o a reburial agreement that shall be developed between the landowner and YSMN outlining the determined reburial process/location, and shall include measures and provisions to protect the reburial area from any future impacts. Should it occur that avoidance, preservation in place, and on-site reburial are not an option for treatment, the landowner shall relinquish all ownership and rights to this material and confer with YSMN to identify an American Association of Museums (AAM)-accredited facility within the County that can accession the materials into their permanent collections and provide for the proper care of these objects in accordance with the 1993 C A Curation Guidelines. A curation agreement with an appropriate qualified repository shall be developed between the landowner and museum					

Mitigation Measures No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date /Initials
that legally and physically transfers the collections and associated records to the facility. This agreement shall stipulate the payment of fees necessary for permanent curation of the collections and associated records and the obligation of the Project developer/applicant to pay for those fees. All draft records/reports containing the significance and treatment findings and data recovery results shall be prepared by the archaeologist and submitted to the Lead Agency and YSMN for their review and comment. After approval from all parties, the final reports and site/isolate records are to be submitted to the local CHRIS Information Center, the Lead Agency, and YSMN.					
MM TCR-3 If human remains or funerary objects are encountered during any activities associated with the project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code $7050.5 and that code enforced for the duration of the project.	Applicant/ Contractor; City of Loma Linda Community Development Department; County Coroner	In the event that human remains or funerary objects are found	Following inspection by the County Coroner	On-site inspection	

City of Loma Linda

25541 Barton Rd, Loma Linda, CA 92354 ☎ 909-799-2830 ✉ commdev@lomalinda-ca.gov

Community Development Department

CONDITIONS OF APPROVAL

PROJECT DESCRIPTION Commercial development for two fast food restaurants with drive-throughs (1,650 sq. ft. and 2,467 sq. ft., respectively), a 6,900 sq. ft. convenience store with gas station, and a four-story 51,570 sq. ft. hotel with an associated subdivision under Parcel Map No. 20665, a Master Sign Program, and associated landscaping and street improvements. The project is located on a 4.3-acre vacant site. The project will be rezoned from Business Park (BP) to General Commercial (C-2).

COMMUNITY DEVELOPMENT/PLANNING DIVISION (909) 799-2827

General

1. The project shall be constructed and operated in accordance with the authorized use as described in the approved application materials and plans provided to the City Council.

2. Within 24 months (two years) of the entitlement approval date, the project shall be exercised by substantial construction or the approval shall become null and void. In addition, if after commencement of construction, work is discontinued for a period of one year, the approval shall become null and void.

PLANNING CASE NUMBERS	EXPIRATION DATE
MDA-2024-0014; GPA-2024-0002, ZMC-2024-0001, TPM-2024-0002, CUP-2024-0002 PPD-2024-0002 MSP-2025-0032	**TBD**

3. The review authority may, upon application being filed 30 days prior to the expiration date and for good cause, grant a one-time extension not to exceed 12 months. The review authority shall ensure that the project complies with all current Development Code provisions.

4. The applicant shall indemnify, protect, defend, and hold harmless the City, and any agency or instrumentality thereof, and officers, officials, employees, or agents thereof, from any and all claims, actions, suits, proceedings, or judgments against the City, or any agency or instrumentality thereof, and any officers, officials, employees, or agents thereof to attack, set aside, void, or annul, an approval of the City, or any agency or instrumentality thereof, advisory agency, appeal board, or legislative body, including actions approved by the voters of the City, concerning the project and the approvals granted herein, including without limitation the Conditions of Approval. Furthermore, the applicant shall indemnify, protect, defend, and hold harmless the City, or any agency or instrumentality thereof, against any and all claims, actions, suits, proceedings, or judgments against another governmental entity in which the applicant's project is subject to that other governmental entity's approval and a condition of such approval is that the City indemnify and defend such governmental entity.

5. In the event that this approval is legally challenged, the City will promptly notify the applicant of any claim or action and will cooperate fully in the defense of the matter. Once notified, the applicant agrees to defend, indemnify, and hold harmless the City, their affiliates,

officers, agents and employees from any claim, action or proceeding against the City of Loma Linda. The applicant further agrees to reimburse the City of any costs and attorney's fees, which the City may be required by a court to pay as a result of such action, but such participation shall not relieve applicant of his or her obligation under this condition.

6. During the lifetime of the permit, the applicant must comply with all applicable laws and regulations of every local, state, and federal entity; and all such requirements and enactments will be incorporated by reference as conditions of this permit. The duty of inquiry as to such requirements and any amendments thereto will be upon the applicant and his or her transferees or successor in interest.

7. The applicant, including successors, shall be responsible for compliance with all the Conditions of Approval, mitigation measures, and any recommendations contained in any submitted and approved technical report at his/her sole cost and expense, subject to review and approval of the City of Loma Linda.

8. Violation of any term, condition, or project description associated with this approval, or any applicable law, statute, or ordinance, shall constitute a violation of the Loma Linda Municipal Code and is strictly prohibited. The City reserves the right to initiate civil and/or criminal enforcement and abatement proceedings or, after notice and public hearing, to modify or revoke this approval if such violations occur or if the project operates as or causes a public nuisance. Additionally, the Community Development Department may revoke this permit if the applicant fails to correct a violation within 30 days of receiving written notice. Nothing in this condition shall limit the City's authority to take immediate enforcement action as deemed necessary.

9. A copy of the Action (approval) letter and Conditions of Approval shall be signed by the project applicant, attached to each set of permit plans submitted to the appropriate City department for the project, and made available at the project job site at all times.

10. Construction shall be in conformance with the plan(s) approved by the Planning Commission and/or City Council. 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(s) and a subsequent hearing by the appropriate hearing review authority. Modifications may include:

    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.

11. 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.

12. Any future construction or application submitted for development shall meet the requirements of the California Building Code and the California Fire Code as adopted and amended from time to time by the City of Loma Linda and legally in effect at the time of issuance of building permits.

13. Any future grading, construction or submittal of a development application shall comply with all provisions and requirements of the applicable development standards found in the Loma Linda Municipal Code as amended from time to time.

14. This approval, along with future grading and construction, is subject to all the applicable provisions of the Loma Linda Municipal Code, Title 17, which 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.

15. Signs are not approved as a part of this permit. Prior to establishing any new signs, the applicant or future tenants shall apply, and receive approval, for a sign permit from the Planning Division (pursuant to LLMC, Chapter 17.18) and a building permit for construction of the signs from the Building Division, as applicable. All proposed signage shall follow the development standards established by the Master Sign Program on file. Hotel signage will be processed via a separate permit and is not included as part of the Master Sign Program for the development.

16. Any proposed walls, fence, and/or accessory structures will require a separate review and permit from the Planning and Building and Safety Divisions. Submit the applications, along with plans, during the Plan Check process.

17. If it is determined that hazardous wastes are or will be generated by the proposed operation of the facility, all hazardous waste shall be managed in accordance with the California Hazardous Waste Control Law and the Hazardous Waste Control Regulations.

18. The applicant shall work with the City's franchised solid waste hauler, CR&R, to follow a debris management plan to divert the material from landfills by the use of separate recycling bins (e.g., wood, concrete, steel, aggregate, glass) during demolition and construction to minimize waste and promote recycle and reuse of the materials.

19. The applicant may be required to cover the full costs of independent third-party technical review as may be undertaken by City and City monitoring and inspection, including without limitation, special inspector(s)/inspection(s) during times of extensive or specialized plan check review or construction, and inspections of potential violations of the Conditions of Approval. The applicant shall establish a deposit with the Community Development Department, if directed by the Director or designee, prior to the issuance of a construction-related permit and an on-going as-needed basis.

20. Prior to the issuance of building permits, the Development Impact Fees shall be paid to the City of Loma Linda. The fees shall cover 100 percent of the established amount at the time it is due. The impact fees cover public infrastructure, facilities, services, park, traffic fair share, etc. Additionally, the applicant shall either pay the in-lieu fee for the Art in Public Places

program or install a public art feature in compliance with Chapter 17.26 of the Loma Linda Municipal Code.

21. Prior to issuance of building permits, the applicant shall submit to the Building and Safety Division proof of payment or waiver from the City of San Bernardino for sewer capacity fees and the Redlands Unified School District for school fees.

22. In the event that the number of vehicles waiting at the service window exceeds the length of the stacking lanes, personnel from the fast-food restaurants shall manage the queue to ensure that no vehicles block or interfere with on-site vehicular or pedestrian circulation.

23. Menu boards shall be a maximum of 30 square feet, with a maximum height of seven feet, and shall face away from the street and be screened from public view.

24. The operation of the drive-throughs shall be restricted to the hours between 7:00am and 10:00pm. The applicant shall separately file a Conditional Use Permit for late night operations.

25. All loading/unloading activities including but not limited to the handling of boxes, crates, containers, building materials, or similar objects in such a manner to cause a noise disturbance shall not be permitted between 10:00 p.m. and 7:00 a.m.

26. The property owner shall remove any graffiti on the Subject Property within 24 hours of discovery. The paint utilized to cover the graffiti must substantially match the existing structure. In the event that the paint finish of the abated area is noticeably distinguishable from the rest of the structure, the property owner shall paint additional portions of the building to minimize the disparity, subject to the approval of the Planning Division. Original surface materials installed and designed to not accept paint material such as stone, metal, veneers, etc. shall be restored to original finish with methods accepted and agreed to by the Planning Division.

27. The proposed structure(s) shall adhere to any and all utility easements.

28. Tentative Parcel Map No. 20665 shall be recorded with the San Bernardino County Recorder’s Office prior to issuance of the building permits. A copy of the final map shall be submitted to the City Engineer for record keeping.

29. The Community Development Director shall reserve the right to impose restrictions on hours of operation or require additional parking if parking issues arise with the development.

30. All tenants shall conform to all Business license regulations and maintain a current city license at all times.

31. Any future tenants shall obtain a Land Use Permit with the City prior to obtaining their business license.

32. Delivery of fuel shall not impede or disrupt any primary internal drive aisles.

33. Applicant shall install directional signage at intersection points of the drive-through lanes and internal drive aisles (i.e. yield signs, stop signs, pavement markings, one-way directional signage).

34. Pursuant to State Law AB 827, all businesses are required to have indoor and outdoor trash containers in all common areas. There shall be proper labeling for trash, organic, and recyclables.

Landscaping

35. During the Plan Check process, the applicant shall submit a digital and one printed set of the Final Landscape Plan prepared by a state licensed Landscape Architect, for review and approval by the Planning and Building Divisions and the Public Works Department. Plans shall cover front yards, parkways, and public right-of-way areas.

36. The Final Landscape Plan shall demonstrate the location of the speakers and menu board locations and shall be screened from the public street.

37. The Final Landscape Plan shall demonstrate how internal pedestrian access areas between the hotel and the commercial components will be treated and marked to facilitate convenience, accessibility, and safety.

38. On the Final Landscape Plan, identify an area near the hotel for a pet relief area for the hotel users.

39. The Final Landscape Plan shall comply to the City's landscape regulation and the State Model Water Efficient Landscape Ordinance, as adopted by the City (LLMC, Ch. 8.12 and Ch. 17.74).

40. The Final Landscape Plan shall be in substantial conformance with the approved Preliminary Landscape Plan on file.

41. All fencing or walls shall be illustrated on the Final Landscape Plan.

42. Separate Landscape and Irrigation Plans for the required Landscape Maintenance District shall be submitted to the Public Works Department during Plan Check. These plans shall include landscaping and irrigation in the public right-of-way, as well as utility laterals, concrete improvements, and tree locations.

43. Any modifications to the Final Landscape Plan or Irrigation Plan shall be reviewed and approved by the Public Works Department and the Planning and Building Divisions prior to issuance of permits.

44. The applicant shall maintain the property and landscaping in a clean, orderly manner and ensure a 14-foot vertical clearance for emergency access at all times.

45. For the lifetime of this permit, the applicant shall replace all dead or missing plants and trees in parkways and public right-of-way areas per the approved Landscape Plan, using similar or equivalent vegetation.

MITIGATION MONITORING REPORTING PROGRAM (MMRP)

46. The applicant shall review and adhere to the adopted Mitigation Monitoring and Reporting Program (MMRP), as approved, for the project site, and as described below in conditions 46 through 66. Compliance with all applicable mitigation measures is required, including but not limited to those addressing biological resources, cultural resource investigations, geology and soils, hazards and hazardous materials, noise, tribal cultural resources, and transportation/traffic impacts. The applicant shall ensure that all mitigation measures are properly implemented throughout the project's duration and shall provide necessary documentation or reports as required by the City.

Mitigation Measures

47. **MM BIO-1** To the greatest extent feasible, the project will avoid construction activities during the peak nesting season (January 15 through September 15). Regardless of the time of year, nesting bird surveys shall be performed by a qualified avian biologist no more than 3 days prior to vegetation removal or ground-disturbing activities. Pre-construction surveys shall focus on both direct and indirect evidence of nesting, including nest locations and nesting behavior. The qualified avian biologist will make every effort to avoid potential nest predation as a result of survey and monitoring efforts. If active nests are found during the pre-construction nesting bird surveys, a qualified biologist shall establish an appropriate nest buffer to be marked on the ground. Appropriate nest buffer distances shall be determined by the qualified biologist based upon the nesting species, observed behavior of the nesting individuals and their sensitivity to disturbance, nesting phenology, and intensity and duration of disturbance. Construction activities may not occur inside the established buffers, which shall remain on-site until a qualified biologist determines the young have fledged or the nest is no longer active. Active nests and adequacy of the established buffer distance shall be monitored daily by the qualified biologist until the qualified biologist has determined the young have fledged or the project has been completed. The qualified biologist has the authority to stop work if nesting pairs exhibit signs of disturbance.

48. **MM CUL-1** A Monitoring and Treatment Plan that is reflective of the project mitigation ("Cultural Resources" and "Tribal Cultural Resources") shall be completed by the archaeologist and submitted to the Lead Agency for dissemination to the Yuhaaviatam of San Manuel Nation Cultural Resources Management Department (YSMN, also known a s San Manuel Band of Mission Indians). Once all parties review and approve the plan, it shall be adopted by the Lead Agency - the plan must be adopted prior to permitting for the project. Any and all findings will be subject to the protocol detailed within the Monitoring and Treatment Plan.

49. **MM CUL-2** Due to the heightened cultural sensitivity of the proposed project area, an archeological monitor with at least 3 years of regional experience in archaeology shall be present for all ground-disturbing activities that occur within the proposed project area (which includes, but is not limited to, tree/shrub removal and planting, clearing/grubbing, grading, excavation, trenching, compaction, fence/gate removal and installation, drainage and irrigation removal and installation, hardscape installation [benches, signage, boulders, walls, seat walls, fountains, etc.], and archaeological work). A sufficient number of archaeological monitors shall be present each work day to ensure that simultaneously occurring ground disturbing activities receive thorough levels of monitoring coverage.

50. **MM CUL-3** Prior to project initiation, a qualified archaeologist should be retained to conduct a Worker's Environmental Awareness Program (WEAP) training on archaeological sensitivity for all construction personnel prior to the commencement of any ground-disturbing activities. The training should be conducted by an archaeologist who meets or exceeds the Secretary of Interior's Professional Qualification Standards for archaeology. Tribal representatives from the Consulting Tribes, such a s Yuhaaviatam of San Manuel Nation Cultural Resources Management Department (YSMN, also known as San Manuel Band of Mission Indians) will be allowed to attend and/or participate in the WEAP training should they elect to and will be given ten days' notice prior to the training. Archaeological sensitivity training should include a description of the types of cultural material that may be encountered, cultural sensitivity issues, regulatory issues, and the proper protocol for treatment of the materials in the event of a find.

51. **MM GEO-1** Stored backfill material shall be covered with water resistant material during periods of heavy precipitation to reduce the potential for rainfall erosion of stored backfill material. If covering is not feasible, then measures such as the use of straw bales or sand bags shall be used to capture and hold eroded material on the project site for future cleanup.

52. **MM GEO-2** All exposed, disturbed soil (trenches, stored backfill, etc.) shall be sprayed with water or soil binders twice a day, or more frequently if fugitive dust is observed migrating from the site within which the project is being constructed.

53. **MM GEO-3** The Applicant shall retain the services of a Qualified Paleontologist meeting the standards of the Society of Vertebrate Paleontology (SVP). The Qualified Paleontologist shall determine the determine that the depth at which the transition to high sensitivity occurs and monitoring becomes necessary, by taking into account: a) the most recent local geologic mapping, b) depths at which fossils have been found in the vicinity of the project area, as revealed by the museum records search, and c) the geotechnical study prepared for the project site. Should the project require excavation that will exceed the depth of low sensitivity surficial sediments as determined by a Qualified Paleontologist, a project-specific paleontological resources monitoring and mitigation plan (PRMMP) shall be developed and adhered to for the duration of ground disturbance activities during construction or as otherwise determined by the Qualified Paleontologist. This plan will address specifics of monitoring and mitigation for the development project, and will take into account updated geologic mapping, geotechnical data, updated paleontological records searches, and any changes to the regulatory framework. This PRMMP shall meet the standards of the SVP.

54. **MM GEO-4** In the event of any fossil discovery, regardless of depth or geologic formation, construction work will halt within a 50-foot radius of the find until its significance can be determined by a Qualified Paleontologist. Significant fossils will be recovered, prepared to the point of curation, identified by qualified experts, listed in a database to facilitate analysis, and deposited in a designated paleontological curation facility in accordance with the standards of the SVP and Bureau of Land Management (BLM). A repository will be identified and a curatorial arrangement will be signed prior to collection of the fossils. Any accredited institution may serve as a repository.

55. **MM HAZ-1** All spills or leakage of petroleum products during construction activities will be remediated in compliance with applicable state and local regulations regarding cleanup and disposal of the contaminant released. The contaminated waste will be collected and disposed of at an appropriately licensed disposal or treatment facility. This measure will be incorporated into the SWPPP prepared for the project development.

56. **MM NOI-1** As necessary, the project applicant shall use supplemental measures to reduce the construction noise levels to comply with requirements specified in the Municipal Code. These measures may include, but are not limited to, the erection of noise barriers/curtains, use of advanced or state-of-the-art mufflers on construction equipment, and/or reduction in the amount of equipment that would operate concurrently at the construction site.

57. **MM NOI-2** As feasible, noise and groundborne vibration-generating construction activities whose specific location on the construction site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) shall be placed as far as possible from the - sensitive residential land uses located west of Mountain View Avenue.

58. **MM NOI-3** As necessary, and to the extent feasible, minimize the effects of equipment with the greatest peak noise generation potential via shrouding or shielding. Examples include the use of drills, pavement breakers, and jackhammers.

59. **MM NOI-4** As necessary, provide noise shielding and muffling devices on construction equipment per the manufacturer's specifications.

60. **MM NOI-5** Identify a construction liaison for surrounding residents and property owners to contact with concerns regarding construction noise, vibration and other issues. The liaison's telephone number(s) shall be prominently displayed on the project site during all construction activities. All landowners and occupants of properties adjacent to the project site shall be notified of the anticipated construction schedule at least two weeks prior to groundbreaking. Such notice should outline the estimated duration of construction by phase, the permitted hours and days of construction activities, and shall provide contact information for the designated project construction liaison and contact information for City staff to whom construction related complaints can be made.

61. **MM NOI-6** The City shall require the Applicant's construction contractor(s) to implement the following measures:

    a. Ensure that the operation of construction equipment that generates high levels of vibration including, but not limited to, large bulldozers, loaded trucks, pile-drivers, vibratory compactors, and drilling rigs, is minimized to below 80 vibration decibels (VdB), within 45 feet of existing residential structures and 35 feet of institutional structures (e.g., schools) during construction. Use of small rubber-tired bulldozers shall be enforced within these areas during grading operations to reduce vibration effects.

62. **MM NOI-7** If construction activities with heavy equipment are anticipated to occur within 125 feet of occupied residences, vibration field tests shall be conducted at the property line closest to the nearest occupied residences. If vibrations exceed 80 VdB, the construction activities shall be revised to reduce vibration below this threshold. Such measures may include but are not limited to the following: use of different construction methods, slowing down of construction activity, or other mitigating measures to reduce vibration at the sensitive receptor location.

63. **MM TRAN-1** The project Developer shall pay its fair share (in the amount of $360) to the City of Loma Linda towards intersection improvements at Mountain View Avenue and Redlands Boulevard, in the percentages detailed in Table XVII-4.

64. **MM TCR-1** Due to the heightened cultural sensitivity of the proposed project area, at the discretion of the consulting tribe(s), Tribal monitor(s) authorized to represent YSMN shall be present for all ground-disturbing activities that occur within the proposed project area (which includes, but is not limited to, tree/shrub removal and planting, clearing/grubbing, grading, excavation, trenching, compaction, fence/gate removal and installation, drainage and irrigation removal and installation, hardscape installation [benches, signage, boulders, walls, seat walls, fountains, etc.], and archaeological work). At the discretion of the consulting tribes, a sufficient number of Tribal monitors shall be present each work day to ensure that simultaneously occurring ground disturbing activities receive thorough levels of monitoring coverage. A Monitoring and Treatment Plan that is reflective of the project mitigation

("Cultural Resources" and "Tribal Cultural Resources") shall be completed by the archaeologist, as detailed within CUL-1, and submitted to the Lead Agency for dissemination to the Yuhaaviatam of San Manuel Nation Cultural Resources Management Department (YSMN). Once all parties review and agree to the plan, it shall be adopted by the Lead Agency - the plan must be adopted prior to permitting for the project. Any and all findings will be subject to the protocol detailed within the Monitoring and Treatment Plan.

65. **MM TCR-2** If a pre-contact and/or historic-era cultural resource is discovered during project implementation, ground-disturbing activities shall be suspended 60 feet around the resources), and an Environmentally Sensitive Area (ESA) physical demarcation/barrier constructed. The Project Archaeologist shall develop a research design that shall include a plan to evaluate the resource for significance under CEQA criteria. Representatives from YSMN, the Archaeologist, and the Lead Agency shall confer regarding the research design, as well as any testing efforts needed to delineate the resource boundary. Following the completion of evaluation efforts, all parties shall confer regarding the resource's archaeological significance, its potential as a Tribal Cultural Resource (TCR), and avoidance (or other appropriate treatment) of the discovered resource. Removal of any cultural resource(s) shall be conducted with the presence of a Tribal monitor representing the Tribe, unless otherwise decided by YSMN. All plans for analysis shall be reviewed and approved by the applicant and YSMN prior to implementation, and all removed material shall be temporarily curated on-site. It is the preference of YSMN that removed cultural material be reburied as close to the original find location as possible. However, should reburial within/near the original find location during project implementation not be feasible, then a reburial location for future reburial shall be decided upon by YSMN, the landowner, and the Lead Agency, and all finds shall be reburied within this location. Additionally, in this case, reburial shall not occur until all ground-disturbing activities associated with the project have been completed, all monitoring has ceased, all cataloguing and basic recordation of cultural resources have been completed, and a final monitoring report has been issued to Lead Agency, CHRIS, and YSMN. All reburials are subject to a reburial agreement that shall be developed between the landowner and YSMN outlining the determined reburial process/location and shall include measures and provisions to protect the reburial area from any future impacts. Should it occur that avoidance, preservation in place, and on-site reburial are not an option for treatment, the landowner shall relinquish all ownership and rights to this material and confer with YSMN to identify an American Association of Museums (AAM)-accredited facility within the County that can accession the materials into their permanent collections and provide for the proper care of these objects in accordance with the 1993 C A Curation Guidelines. A curation agreement with an appropriately qualified repository shall be developed between the landowner and museum that legally and physically transfers the collections and associated records to the facility. This agreement shall stipulate the payment of fees necessary for permanent curation of the collections and associated records and the obligation of the Project developer/applicant to pay for those fees. All draft records/reports containing the significance and treatment findings and data recovery results shall be prepared by the archaeologist and submitted to the Lead Agency and YSMN for their review and comment. After approval from all parties, the final reports and site/isolate records are to be submitted to the local CHRIS Information Center, the Lead Agency, and YSMN.

66. **MM TCR-3** If human remains or funerary objects are encountered during any activities associated with the project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code $7050.5 and that code enforced for the duration of the project.

BUILDING AND SAFETY DIVISION (909) 799-2836

67. Upon approval, applicant shall submit professionally prepared plans to the Building and Safety Division's online portal for Plan Check. Plans must comply with the adopted California Building and Fire Code as adopted and amended by the City of Loma Linda and legally in effect at the time of issuance of building permit.

68. The applicant shall also submit the structural calculations and Title 24 documentation.

69. The applicant shall comply with the LLMC, Chapter 17.24.310 and the California Green Building Standard Code, Section 5.106 to reduce light pollution.

70. During construction of the site, the project shall comply with Section 9.20 (Prohibited Noises) which limit construction activities to the hours between 7:00 a.m. to 8:00 p.m. Monday through Friday, with no heavy construction occurring on weekends or national holidays. Additionally, all equipment is required to be properly equipped with standard noise muffling apparatus. Adhering to the City's noise ordinance would ensure impacts from construction noise would be less than significant.

71. The applicant shall implement SCAQMD Rule 403 and standard construction practices during all operations capable of generating fugitive dust, which will include but not be limited to the use of best available control measures and reasonably available control measures such as:

    a. Water active grading areas and staging areas at least twice daily as needed;
    b. Ensure that landscaped areas are installed as soon as possible to reduce the potential for wind erosion;
    c. Suspend grading activities when wind gusts exceed 25 mph;
    d. Sweep public paved roads if visible soil material is carried off-site;
    e. Enforce on-site speed limits on unpaved surface to 15 mph; and
    f. Discontinue construction activities during Stage 1 smog episodes.

72. 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.

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

74. The applicant shall ensure that existing power sources are utilized where feasible via temporary power poles to avoid on-site power generation during construction.

75. The applicant shall ensure that construction personnel are informed of ride sharing and transit opportunities.

76. The applicant shall provide infrastructure for the Loma Linda Connected Community Program (LLCCP), which includes providing technologically enabled development for each future unit in the development. Plans for the location of the infrastructure shall be provided with the precise grading plans and approved by the city's Technology Services Department prior to issuance of grading permits. LLCCP info: http://www.lomalinda-ca.gov/asp/Site/LLCCP/AboutLLCCP/Introduction/index.asp

77. The applicant 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.

78. Site development and grading shall be designed to provide access to all entrances and exterior ground floor exits and access to normal paths of travel, and where necessary to provide access. Paths of travel shall incorporate (but not limited to) exterior stairs, landings, walks and sidewalks, pedestrian ramps, curb ramps, warning curbs, detectable warnings, signage, gates, lifts and walking surface material. Accessible route(s) of travel shall be the most practical direct route between accessible building entrances, site facilities, accessible parking, public sidewalks, and the accessible entrance(s) to the site. California Building Code 11A and 11B.

FIRE DEPARTMENT (909) 799-2853

79. All construction shall meet the requirements of the 2025 California Building Code (CBC) and the California Fire Code (CFC)/International Fire Code (IFC) as adopted and amended by the City of Loma Linda and legally in effect at the time of issuance of building permit.

80. On-site civil engineering improvement plans shall be submitted to Fire Prevention for review and approval prior to construction.

81. Applicant shall obtain approval of the Fire Access Plan prior to issuance of Building Permits. Significant modifications to the project plans due to the Fire Access Plan shall require an Amendment to Approved Plans Application.

82. CFC Chapter 33 shall be maintained at all times during construction/demolition.

83. National Association of State Fire Marshal (NASFM) Construction Fire Safety training is required for PM and site supervisors.

84. No lumber drops until fire underground is installed and tested, and fire department access points and road have been established.

85. All driveways over 150' shall be engineered to withstand fire trucks.

86. Deferred submittals for a NFPA 13 sprinkler system. 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.

87. Deferred submittals shall be required for an NFPA 72 Fire alarm system.

88. Deferred submittals required for underground fire utilities.

89. Deferred submittals required for Hazardous Materials Disclosure.

90. Builder must submit the fire safety and prevention plan to the Authority Having Jurisdiction for authorization prior to starting work.

91. Illuminated address for each structure per LLMC 15.28.190 section 505.1. A new address shall be provided by the Fire Department once the project has received entitlement.

92. Comply with Section 503.2.4 Turning Radius**.** The required turning radius of a fire apparatus access road shall be determined by the fire code official.

93. Provide hydrants for fire flow requirements per CFC Annex B and BB.
94. All fire hydrants shall be installed and tested for review and approval by the Fire Department.
95. Fire lines and signage, as indicated on the approved FD access plan, shall be maintained at all times.
96. Structures under construction shall be provided with not less than one approved portable fire extinguisher in accordance with §906 of the CFC.
97. Combustible waste material shall be removed from buildings at the end of each shift of work.
98. Builder must have an all-weather driving surface, and the fire loop and hydrants must be in installed, inspected, and tested prior to any lumber drop.
99. B-107.2 Specifics: Any development within the City of Loma Linda that consists of more than a single structure on a commercially developed site; multiple floor commercial structures; multi-family commercial residences or fire flow requirements in excess of 2000 gpm will require a two point of connection full looped fire supply to the development. All required onsite fire hydrants will be supplied from this looped system and will be private to the development. When there are practical difficulties involved in carrying out the provisions of this ordinance the Fire Code Official is authorized to grant modifications for individual cases on application in writing by the owner or a duly authorized representative. The code official shall first find that a special reason makes enforcement of the strict letter of the ordinance impractical and any modification or change does not lessen any fire protection requirements. If so changes or modifications may be approved by the Fire Code Official or Fire Chief.(Deferred Submittal)
100. For all notes, guidelines and FD apparatus specifications for plan submittal: http://www.lomalindaca.gov/our_city/departments/fire/fire_prevention/fire_plan_check_application

PUBLIC WORKS DEPARTMENT (909) 799-4407

101. Prior to issuance of a grading permit, the Applicant must submit improvement plans on 24" x 36" sheets having the City's standard signature blocks. All plans must be drawn in ink and must be signed by a California State Registered Civil Engineer at the time of first submittal. Applicant must submit improvement plans for the entire project as one package and must include all project improvements shown on the approved project exhibits and those to be designed per these Conditions. Piecemeal submittal of plans is not acceptable. Plans and studies must be signed by a California State Registered Civil Engineer at the time of first submittal. This package must include all supporting studies. For Title Block information, please reach out to Henry Reed at Hreed@lomalinda-ca.gov.
102. The precise grading plan with hydrology study, hydraulic calculations, and soils report for the project shall be approved by the City of Loma Linda Public Works Department prior to issuance of any building permits.
103. The Applicant shall submit final grade certifications, by the grading engineer, to the Public Works Department prior to issuance of any Certificate of Occupancy.
104. Any damage to existing improvements as a result of this project shall be repaired by the Applicant to the satisfaction of the City Engineer.

105. National Pollutant Discharge Elimination System (NPDES) requirements apply, including SWPPP and WQMP.
106. The project shall comply with the Low Impact Development (LID) Principles and LID Best Management Practices (BMPs) for Southern California.
107. The Applicant shall comply with City adopted policies and ordinance regarding the reduction of construction and demolition (C&D) materials, including a required solid waste management plan (SWMP). Coordinate with Public Works.
108. The City of Loma Linda shall be the water and sewer purveyor.
109. The Applicant must provide utilities and design improvements such that all existing and proposed utilities are underground and meeting city specifications, including location, distance and separation requirements, and away from driveways and trees.
110. The Applicant shall pay for the relocation of any power poles or other existing public utilities as necessary.
111. Improvement plans shall include all connections and locations to the City mains for onsite irrigation, including all meter and backflow prevention devices.
112. No commencement of public street work shall be permitted except rough grading, until dedication for that street has been recorded. The Applicant shall obtain a permit prior to any construction within the City's right-of-way.
113. Any abandoned wells on the property or similar structures shall be destroyed in a manner approved by the Public Works Department in accordance with the State of California Department of Health Services or other appropriate oversight agency.
114. All underground structures, except those desired to be retained, shall be broken in, backfilled, and inspected before covering
115. Should future/subsequent project construction require soil excavation or filling in certain areas, soil sampling may be required. If soil is contaminated, it must be properly disposed. Land Disposal Restrictions (LDRs) may be applicable to such soils. Soil sampling shall also be conducted on any imported soil.
116. The Applicant shall comply with the prevailing City standards and requirements at the time of construction.
117. The Applicant shall install improvements (including off-site) to transition traffic and drainage flows from proposed to existing.
118. Comply with state law regarding waste management and the City’s Refuse Collection, Recycling and Disposal Ordinance. The applicant shall coordinate with CR&R.
119. Pay appropriate fees for plan check, inspection, GIS map plan update, and microfilming and storage of maps and plans, and other required fees.
120. Prior to occupancy, the Applicant must complete all improvements per the accepted plans and approved conditions and obtain acceptance for the improvements from the Public Works Department.
121. The Applicant must install root barriers, adjacent to the back side of sidewalk, when planting on-site tree(s) within 10 feet from the public rights-of-way and public sidewalk.
122. Project shall be allowed a single right-in-only access point from Mountain View Avenue. No right-out shall be permitted onto Mountain View Avenue

123. All off-site improvements shall be per the approved plans.
124. The project shall be annexed into the City's LMD prior to Certificate of Use and Occupancy. The applicant shall work with the City Engineer on this item.
125. The applicant shall obtain approval from the City of San Bernadino Wastewater Treatment Department for the review of the on-site uses.

END OF CONDITIONS

Applicant Statement

I have read and accept responsibility for the Conditions of Approval. I agree to abide by and conform to the Conditions of Approval, as well as the mitigation measures listed in the adopted Mitigation Monitoring Reporting Program and the provisions of the Loma Linda Municipal Code pertaining to the project.

_____
Printed Name of Project Applicant

_____
Signature of Project Applicant

_____
Date

City of Loma Linda

Planning Commission Staff Report

A. Approval of Minutes for December 17, 2025

Meeting	Agenda Group
Wednesday, March 18, 2026, 6:00 PM	Approval of Minutes Item: 4A.

From
Lorena Matarrita, Community Development Director

Approval of Minutes for December 17, 2025

Attachments

PC 12.17.2025.pdf

** **The following document is a draft of the minutes and the not the official approved minutes** **

Minutes for the Planning Commission

25541 Barton Road, Loma Linda, CA 92354

December 17, 2025, 6:00 PM - December 17, 2025, 7:08 PM

1. Call to Order

1.A. Call to Order- 6:00 PM

Chairman Nichols called the meeting to order at 6:00PM.

1.B. Roll Call- 6:00 PM

Roll Call: (The *following members were in attendance)*

John Nichols, Chairman

Ryan Gallant, Vice-Chairman

Larry Karpenko, Commissioner

Doree Morgan, Commissioner

Jay Nelson, Commissioner

Staff Present:

Lorena Matarrita, Community Development Director

Gabriel Rivera, Associate Planner

Tiffany Colwell, Administrative Specialist II

Diane Robbins, City Attorney - in attendance via Zoom.

1.C. Pledge of Allegiance- 6:00 PM

1.D. Items to be Added or Deleted- 6:01 PM

There were no items added to or deleted from the agenda.

Director Matarrita requested that the Minutes be taken earlier in the agenda to allow Commissioner Nelson to remain present until he was required to recuse himself from Public

Hearing Item 3A.

1.E. Conflict of Interest Disclosure- 6:01 PM

Chairman Nichols stated that Commissioner Nelson may stay for the Public Hearing portion of Item 3A, but he will need to vacate the chambers when deliberation begins. Commissioner Nelson agreed to recuse himself from the item due to his involvement with the project.

2. Public Comments on Non-Agenda Items (LIMITED TO 30 MINUTES; 3 MINUTES ALLOTTED FOR EACH SPEAKER)

2.A. Public Comments- 6:01 PM

No Public Comments

3. Public Hearing Items

3.A. Master Development Application (MDA) No. 2024-0008 and Precise Plan of Design (PPD) No. P21-247 - Consideration of the architectural elevations and site configuration of a 66-unit multifamily development located on Barton Road.

Associate Planner Rivera presented the staff report regarding the consideration of the architectural elevations and site configuration for a proposed 66-unit multifamily development consisting of four three-story apartment buildings located on Barton Road.

At the request of the Historical Commission, the design was revised from the original Usonian style to Mission Revival to better align with the character of the Mission Historic District. The Historical Commission reviewed the revisions at their November 3, 2025 meeting and approved the Certificate of Appropriateness.

Staff reviewed the proposed amenities, site layout and design, trash enclosure locations, and ADA accessibility with the Commission.

Chairman Nichols requested clarification on whether the single entry and exit onto Barton Road was due to the applicant’s preference or city requirements, noting that a single access point could potentially create congestion for residents.

Director Matarrita confirmed that the single entry was at the applicant's preference. Staff had recommended a second entrance on the ARCO side, which would have allowed two points of access and egress.

Vice Chairman Gallant expressed concerns regarding traffic from the west side of Barton Road and asked whether improvements could be made by filling in the median to allow a left turn from eastbound traffic. Staff confirmed that such improvements were not approved by Public Works, and Associate Planner Rivera stated that staff would follow up with Public Works regarding the enclosed median. The Commission noted ongoing traffic concerns, indicating that additional evaluation may be required.

Commissioner Karpenko inquired about two roads adjacent to the property and asked whether they could be connected to the development. Associate Planner Rivera and the applicant confirmed that the property is private with private interior drive-aisles.

The Applicant explained that adding a second entrance would have reduced available resident parking. By maintaining a single entry, parking was increased from 145 to 155 spaces. Additionally, this configuration allows for improved drainage by relocating it toward the center of the site rather than at both ends, and, after careful review, provides enhanced security for residents.

Attorney Robbins informed Chairman Nichols that Commissioner Nelson would need to leave if the discussion continued. Chairman Nichols acknowledged this and decided to limit further discussion to brief questions.

Chairman Nichols inquired whether residents would have access to the drainage basin for recreational purposes.

The applicant confirmed that the bottom of the basin has access for maintenance and equipment; however, they are optimistic that it can be raised to grade with the installation of an upstream storm drain in the future. This adjustment would enhance resident amenities while maintaining effective site drainage. The applicant noted that Trumark is constructing an elaborate storm drain, and once completed, engineering has suggested the possibility of reducing its size for site drainage purposes. This would still allow for more accessible amenities for residents, but at this time, the applicant does not plan to change the overall site layout.

Chairman Nichols inquired on ADA for the restrooms and garages, as the details are not visible. Applicant and Staff clarified that the details for the presentation for the Planning Commission did not contain the specs as it would be for Building & Safety. All units for ADA are on the ground floor, with corresponding garages and access. A total of six (6) units, representing ten percent (10%) of the 66 units, would be designated to meet ADA accessibility requirements.

Attorney Robbins noted that the Commissioners requested adding a condition of approval requiring a second point of egress on the adjacent property and coordination with Public Works to evaluate allowing a left-turn movement onto eastbound Barton Road.

Motion by Commissioner Doree Morgan, seconded by Commissioner Ryan Gallant and passing by a vote of 4-0-0-1-0 Recused by Jay Nelson
Commissioners requested adding a condition of approval requiring a second point of egress on the adjacent property and coordination with Public Works to evaluate allowing a left-turn movement onto eastbound Barton Road.

3.B. A Request to Amend Title 2 (Administration and Personnel), Title 2.24.030, Amending the Term Limits for Planning Commission Members.

Associate Planner Rivera presented the staff report regarding proposed amendments to Planning Commission terms. Staff recommended adoption of Bill O-2026-01 amending Title 2.24.030 to revise commissioner terms from three years to four years, aligning them with City Council terms for consistency in expiration dates. The existing code provides for staggered terms of one to three years; the amendment would establish uniform four-year terms beginning July 1 and ending June 30 of the fourth year, while allowing commissioners to continue serving until a successor is appointed to ensure continuity of ongoing projects.

Staff noted that delays during the COVID-19 pandemic resulted in inconsistent term expirations. Under the proposed amendment, current terms set to

The City Clerk reviewed, recommended, and approved the proposed changes, citing improved administrative efficiency and consistency in reappointment and application distribution.

During discussion, Chairman Nichols raised concerns regarding the use of the term “term limits,” noting the distinction between limits on service and term duration, and suggested revising the language accordingly. The City Attorney agreed that the current terminology is confusing and concurred with Chairman Nichols that the language should be updated. Director Matarrita noted that the language correction would be made prior to presenting to City Council.

Vice Chairman Gallant noted that Exhibit/Attachment A references “Terms of Members” rather than “term limits.” Associate Planner Rivera acknowledged the misuse of terminology and confirmed the language would be corrected by the City Attorney prior to Council's review.

Motion by Commissioner Doree Morgan, seconded by Commissioner Jay Nelson and passing by a vote of 5-0-0-0-0

4. Approval of Minutes

Minutes approved for Minutes of November 19 , 2025.

Motion by Commissioner Doree Morgan, seconded by Commissioner Ryan Gallant and passing by a vote of 4-0-1-0-0 Abstained by Jay Nelson

4.A. Approval of Minutes November 19, 2025

5. New Business

6. Reports

6.A. Commissioners' Reports- 6:10 PM

Commissioner Karpenko thanked Staff for the Christmas Tree Lighting event and noted the phenomenal attendance, stating it was encouraging to see the community come together for the holiday season.

Chairman Nichols shared his experience with the increased traffic associated with the Fire Station's Parade of Lights featuring Santa, describing the event as festive and enjoyable.

6.B. Director's Reports- 6:12 PM

Director Matarrita noted that the final day of the Parade of Lights would occur that evening and may be missed due to the meeting schedule. She also announced that City Hall would be closed on December 24 and 25 in observance of the holidays.

Director Matarrita further noted that upcoming building code changes has resulted in an increase in applications and advised that 2026 is anticipated to be a busy year. Staff will endeavor to provide informational updates.

7. Adjournment

7.A. Adjournment- 7:08 PM

Chairman Nichols adjourned meeting at 7:08PM.